



Unlocking the Development Potential Along Ontario's Transit Corridors

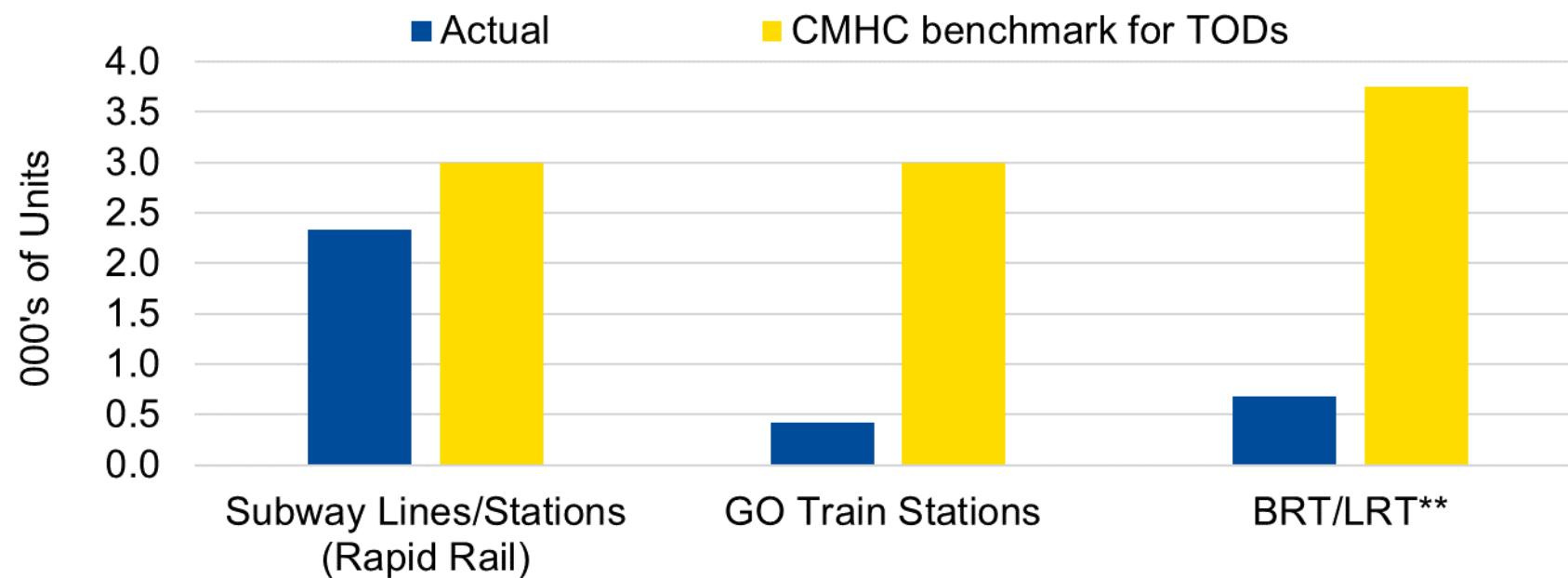
Presentation by:

Diana Petramala
Senior Researcher

April 16, 2019

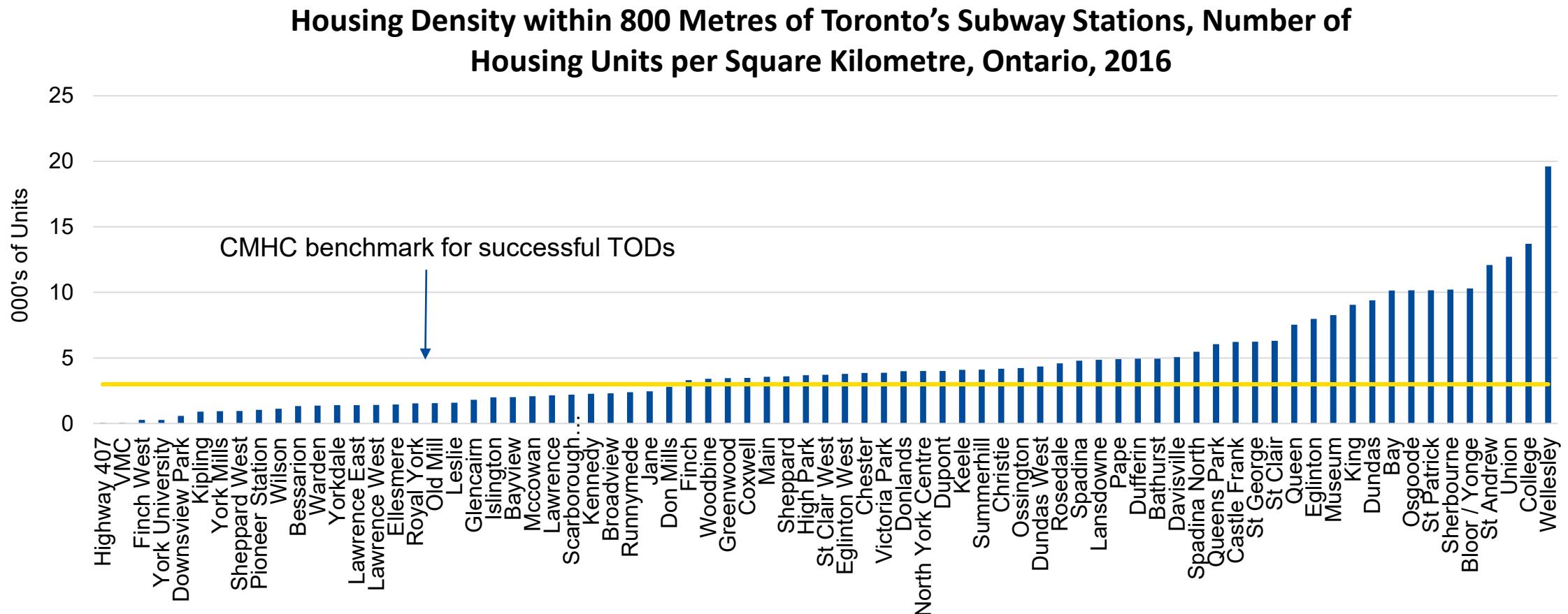
Transit lines have room for development...

Housing Density within 800 Metres of Transit Lines/Stations, Number of Housing Units per Square Kilometre, Ontario, 2016



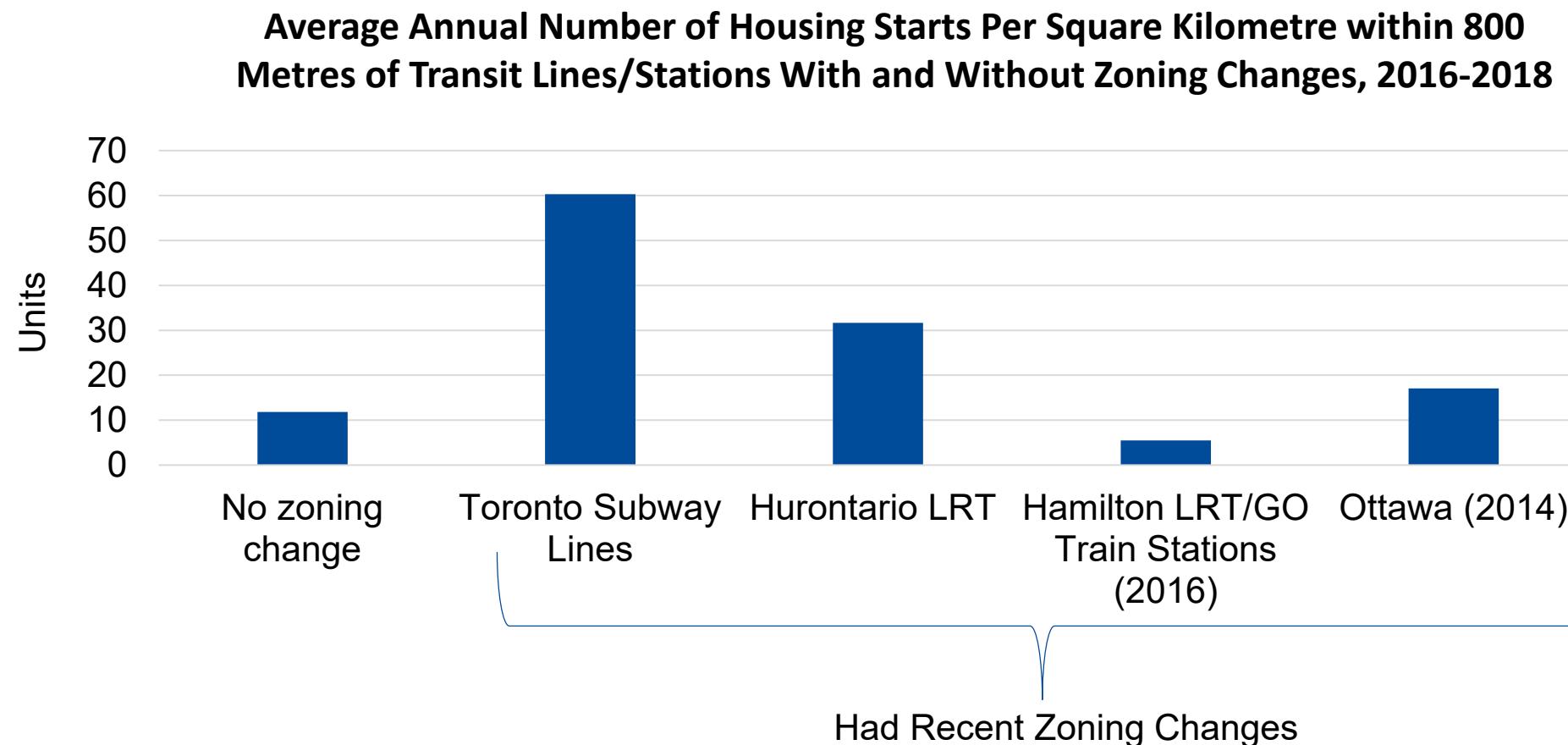
Source: CUR based on data from the Census of Canada 2016 data. *An 800 meter radius is estimated by the surrounding census tracts. *Uses the highest value between BRT/LRTs. ** BRT=Bus Rapid Transit and LRT= Light Rail Transit

...with uneven development around Toronto's subway stops



Source: CUR based on data from the Census of Canada 2016 data. *Vaughan Metropolitan Centre

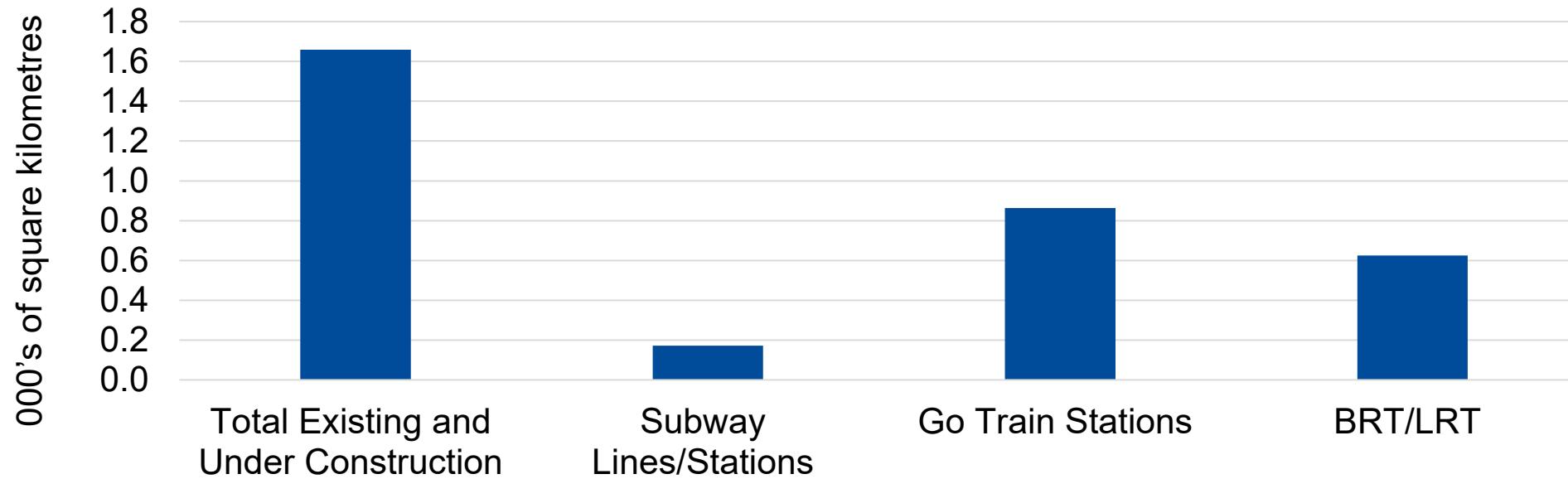
Transit Lines/Stations with zoning changes have seen more development recently



Source: CUR based on data from the Census of Canada 2016 data and CMHC. *An 800 metre radius is estimated by the surrounding census tracts. *Uses the highest value between BRT/LRTs. ** BRT=Bus Rapid Transit and LRT= Light Rail Transit

Geographic span around transit nodes is large

Square Kilometres around Transit Stations/Lines in Ontario, 2016



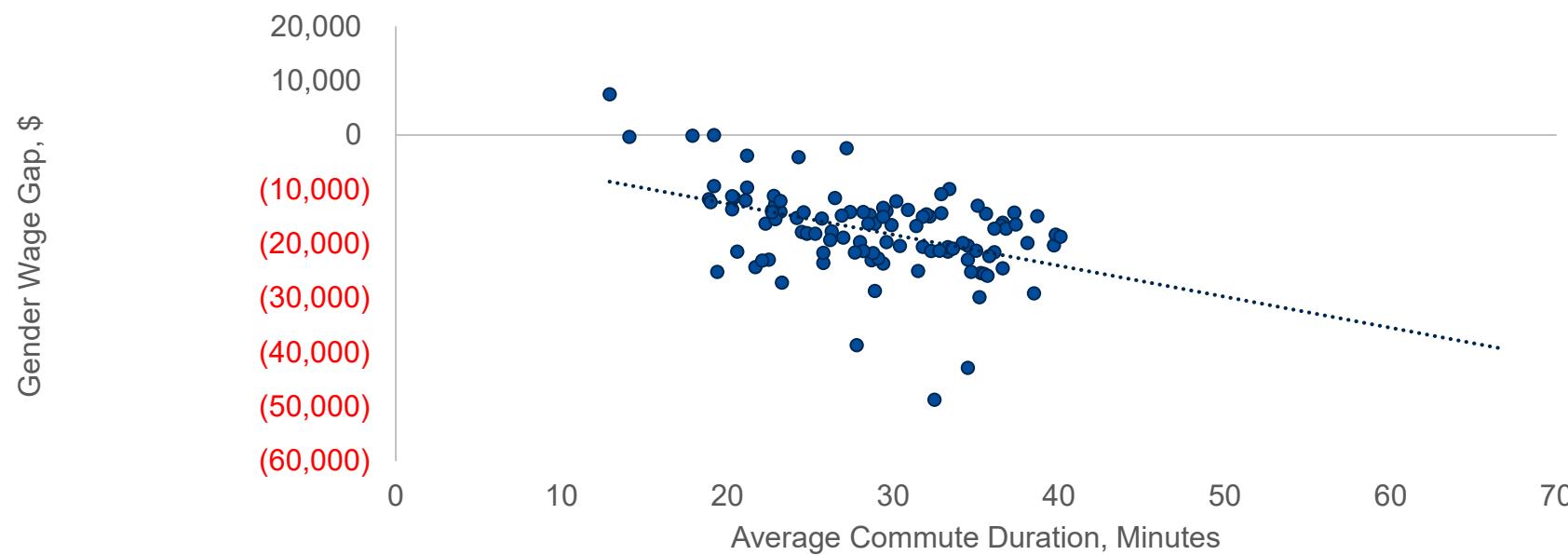
Source: CUR based on data from the Census of Canada 2016 data. *An 800 metre radius is estimated by the surrounding census tracts. *Uses the highest value between BRT/LRTs. ** BRT=Bus Rapid Transit and LRT= Light Rail Transit

The gender impact of TODs

- Women are greater users of transit. 60% of transit users across the GGH are women
- Women are roughly 10% more likely to commute within their census division than men
- Women spend less time commuting (roughly 5 to 10 minutes less) than men and travel less distance
- Women are 10% more likely to commute less than 15 kilometres for work than men
- ***Gender Impacts: Improve quality of life for men and improve labour force decisions for women***

Wage gap widens with commute times

**Wage Gap Between Men and Women and Average Commuting Duration
within Census Subdivisions, GGH, 2016**



Source: CUR based on Statistics Canada Census Data.

Recommendations

- Carefully re-zoning existing and under-construction transit zones
- Opportunities and Challenges?

Unlocking the Development Potential Along Ontario's Transit Corridors



Centre for Urban Research and Land
Development
Ryerson University
April 16, 2019

Presentation by Ed Sajecki
Partner & Co-founder
Sajecki Planning

Greater Golden Horseshoe Regional Context



Current Planning

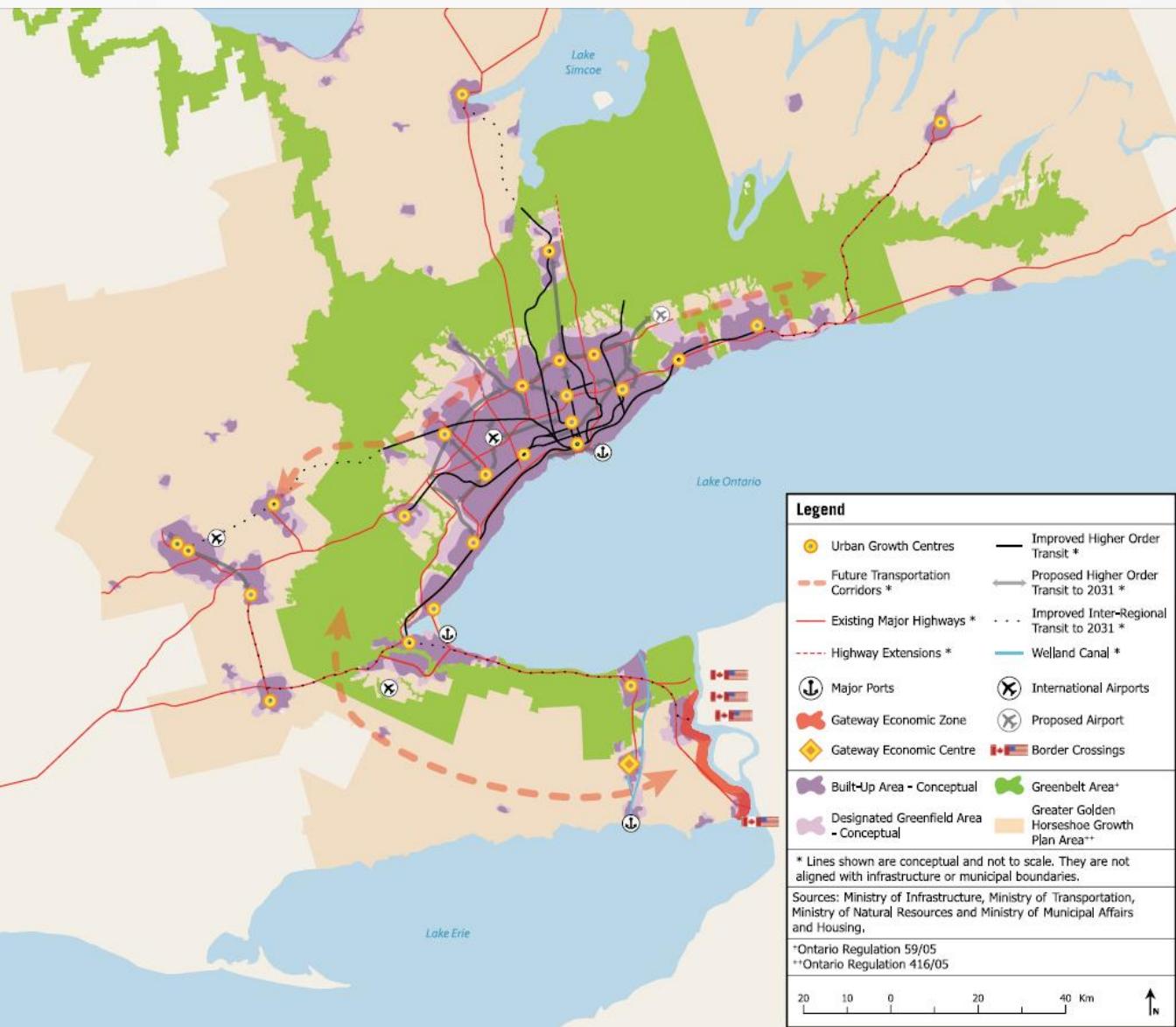


Transit





Great Cities Need Good Bones



PLACES TO GROW

BETTER CHOICES. BRIGHTER FUTURE.

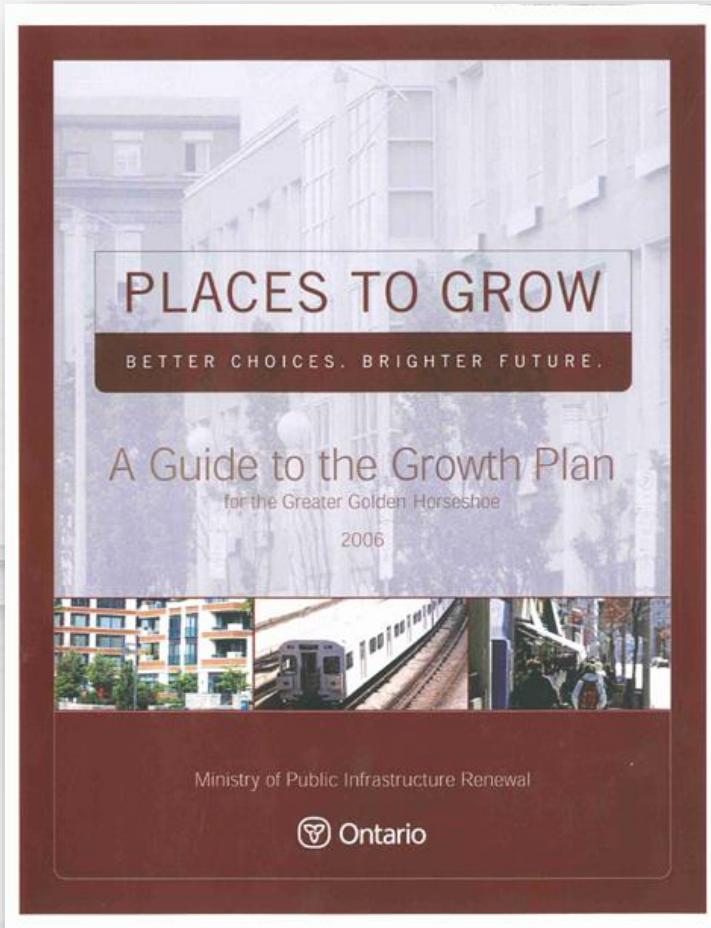
Growth Plan for the Greater Golden Horseshoe

2006

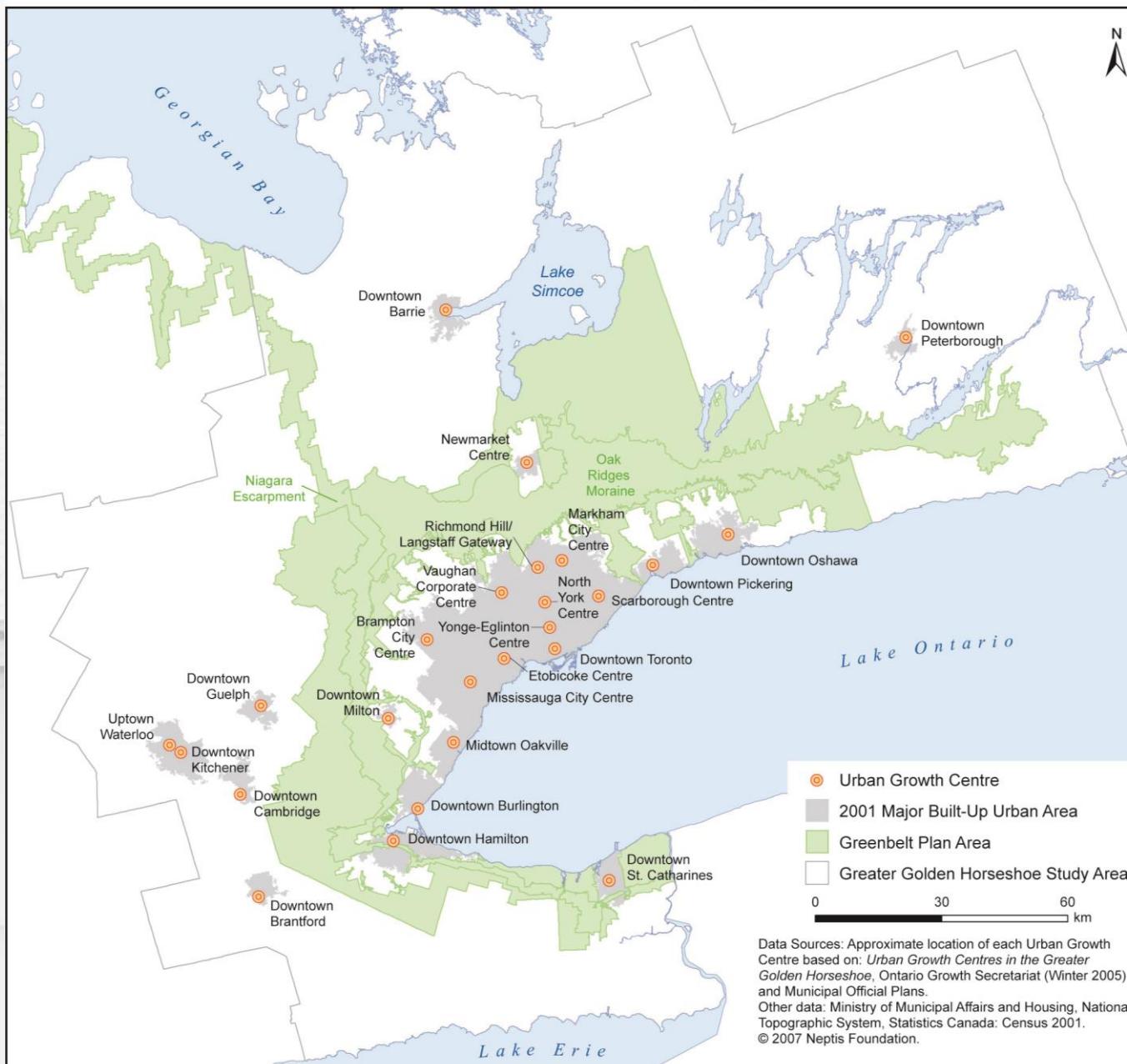
Office Consolidation, January 2012



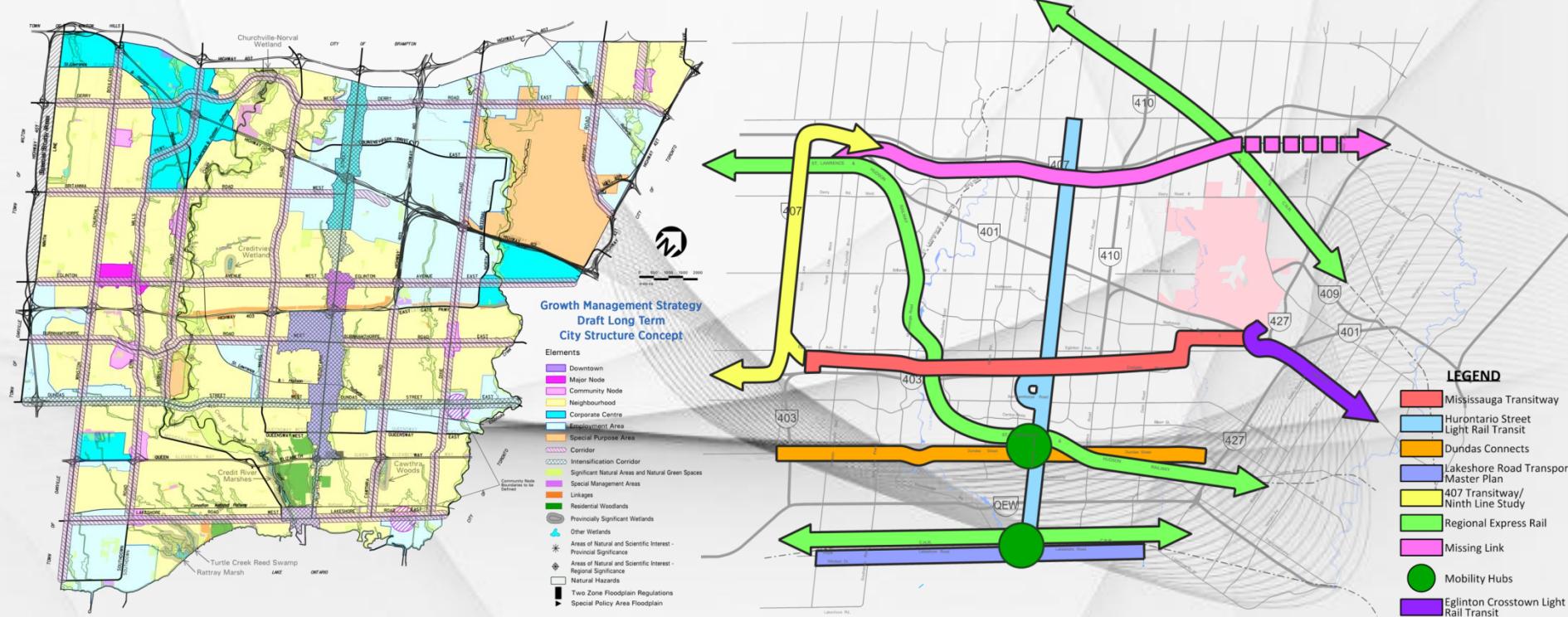
Transit Investment Strategy



Urban Growth Centres In the Greater Golden Horseshoe (GGH) Study Area



The Big Picture



2018

Putting Bold Public Policy into Practice



Ed Sajecki

Mississauga in 1973



Mississauga Today



Daniels - Capital & Amica



Amacon Master Plan



Conservatory Group - Universal



Daniels Park Tower



Transit Terminal Expansion



Square One Conceptual Mainstreet Development



Fernbrook - Absolute



Daniels - Capital & Amica



City Hall



Tridel - Ovation



Davies Smith - CityGate



Residential Units

16,000 (Existing Development)

49,000 (Capacity Estimate)

Population

38,500

105,000

Major Office GFA(sq.ft.)

3,720,100 ft²15,500,000 ft²

Major Office Employment

16,000

60,000

Retail GFA (sq.ft.)

1,867,500 ft²3,000,000 ft²

Retail Employment

4,000

6,500



High Rise Development



Mississauga Today



2018

Putting Bold Public Policy into Practice

Mississauga Today



Ed Sajecki

2018

Putting Bold Public Policy into Practice

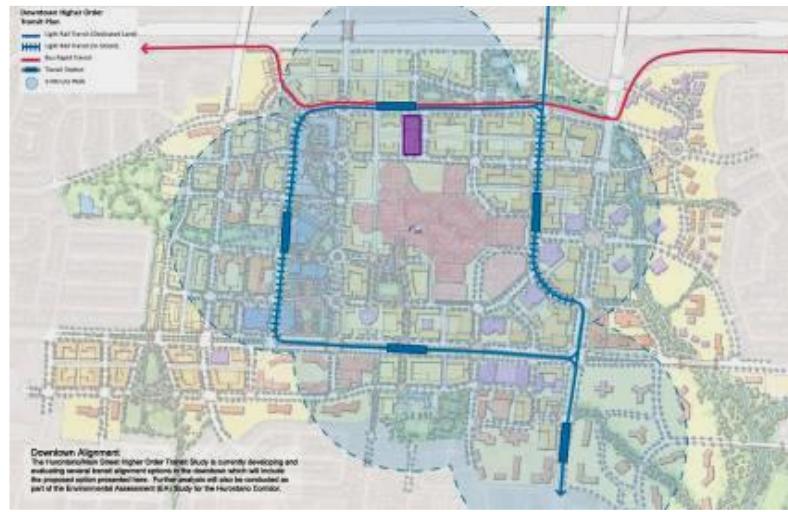
Mississauga Today



Ed Sajecki

Mississauga Today





	Population	Units	Employment	Office (sf)	PPJ/Ha	Parks (ha)
Today	35,000	15,000	20,000	3,600,000	176	20
DT21 Master Plan	75,000	35,000	70,000	17,000,000	487	35

2018

Putting Bold Public Policy into Practice



Camrost-Felcorp Development

2018

Putting Bold Public Policy into Practice

OFFICE AND MIXED USE PRECINCT AT 403 HIGHWAY



Ed Sajecki

2018

Putting Bold Public Policy into Practice



Ed Sajecki

Hurontario Corridor Today



Source: Jason Zytynsky
Via urbantoronto.ca

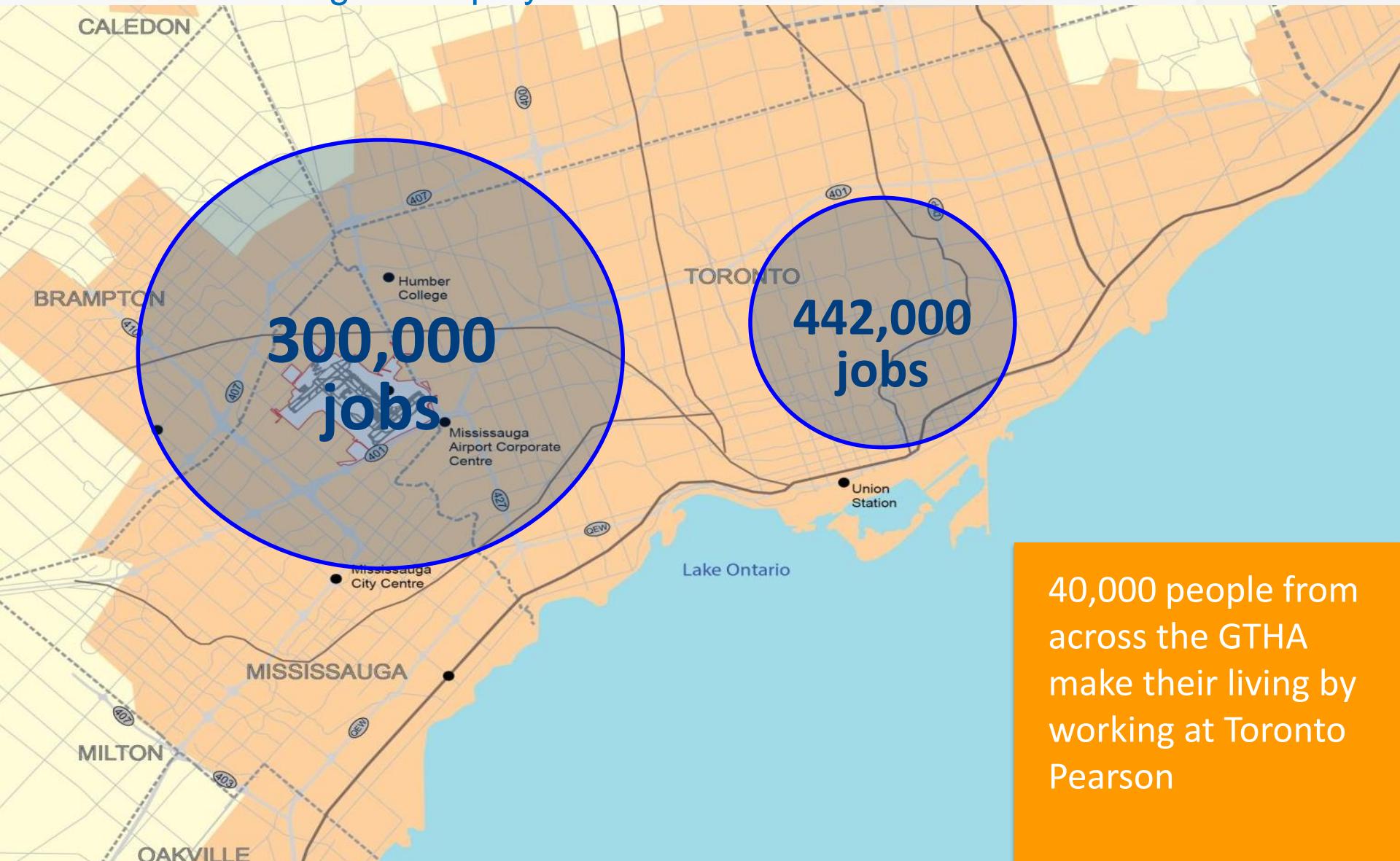
Transit Investments and Mobility Hubs

Pearson's Regional Transit Centre



Pearson Airport:

Canada's 2nd Largest Employment Zone after Downtown Toronto



40,000 people from
across the GTHA
make their living by
working at Toronto
Pearson

Cooksville GO



Port Credit Mobility Hub



2018

Putting Bold Public Policy into Practice



Ed Sajecki

2018

Putting Bold Public Policy into Practice



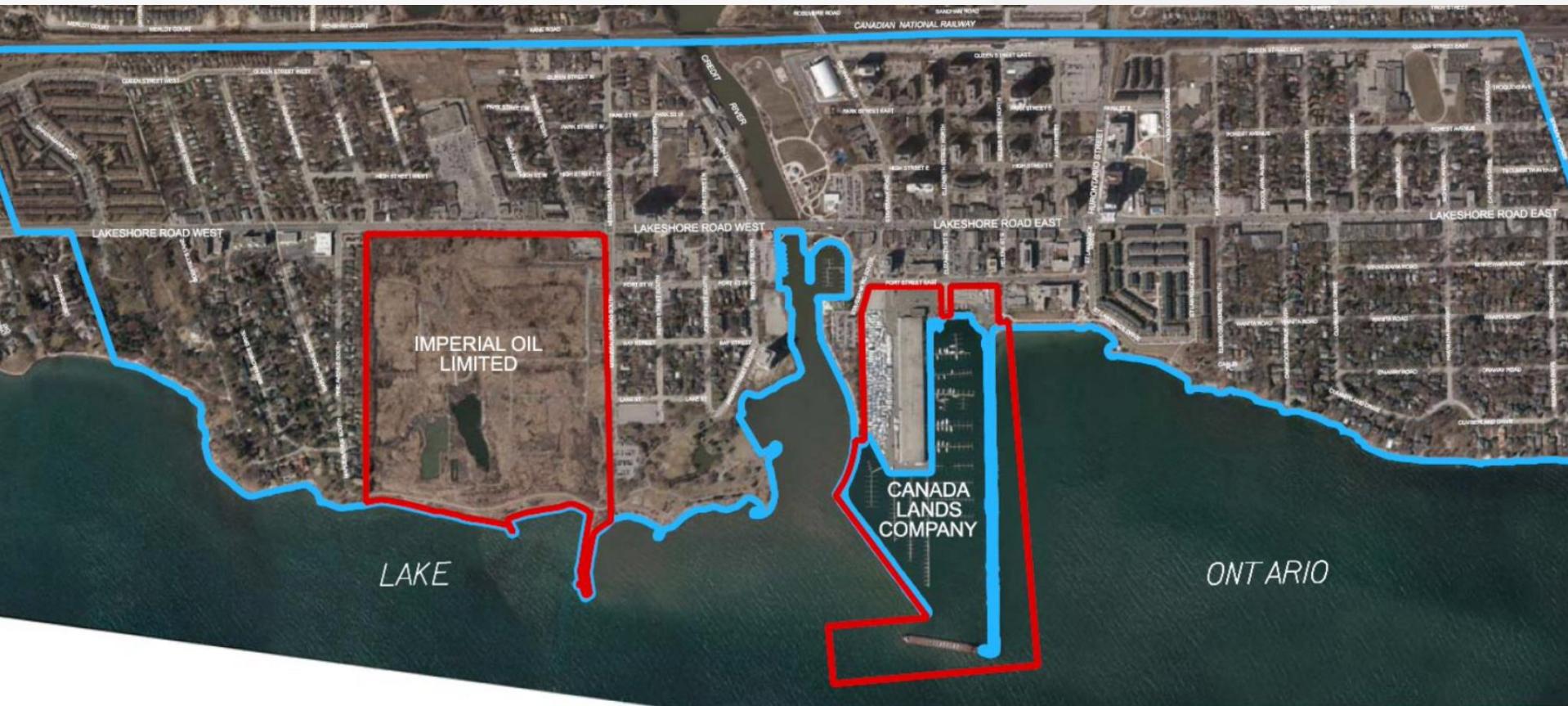
Ed Sajecki

Inspiration Lakeview OPG Lands



Inspiration Lakeview





Area of Influence
Port Credit Planning District

Study Area

INSPIRATION PORT CREDIT STUDY AREA

0 100 200 300 400
metres



Inspiration Port Credit

Imperial Oil Site

West Village Partners



Inspiration Port Credit

1 Port Street

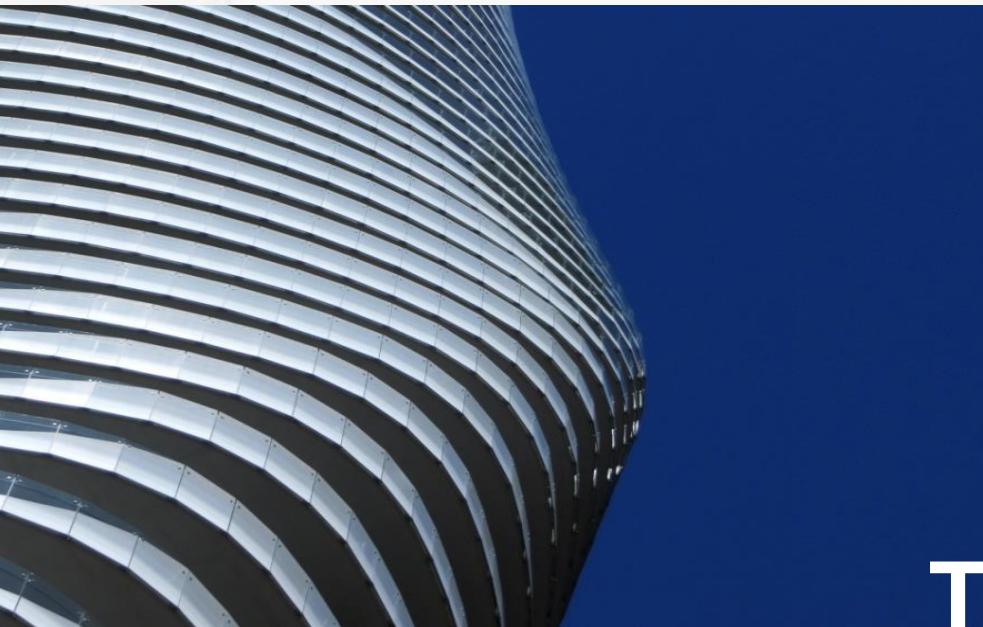
Canada Lands Company



3-D Model provided by the City of Mississauga
Photo courtesy of Irene Owchar

Ed's Top 6 List for Moving from Planning to Implementation

1. Aligning and coordinating national-provincial-local actions
2. Committing to the plan (using your plan as a decision-making tool)
3. Linking planning to budgeting
4. Keeping communities engaged (including the private sector)
5. Achieving the plan one step at a time (stay the course).
- 6. Just do it!**



Thank You

Ed Sajecki

Partner & Co-founder

Sajecki Planning

www.sajeckiplanning.com

Ed Sajecki

PLANNING FOR RAPID TRANSIT IN WATERLOO REGION

Unlocking Development Potential



CUR Seminar, April 16, 2019

Amanda Kutler, MCIP, RPP, Manager, Development Planning, Region of Waterloo





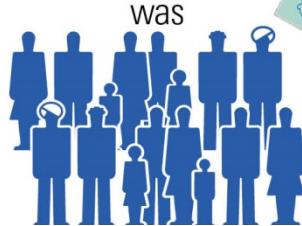
Waterloo Region – The community at a glance

Waterloo Region includes the three cities of Cambridge, Kitchener and Waterloo, and the four townships of North Dumfries, Wellesley, Wilmot and Woolwich, providing a unique blend of urban and rural centres.

Comprised of
seven area
municipalities

7
municipalities

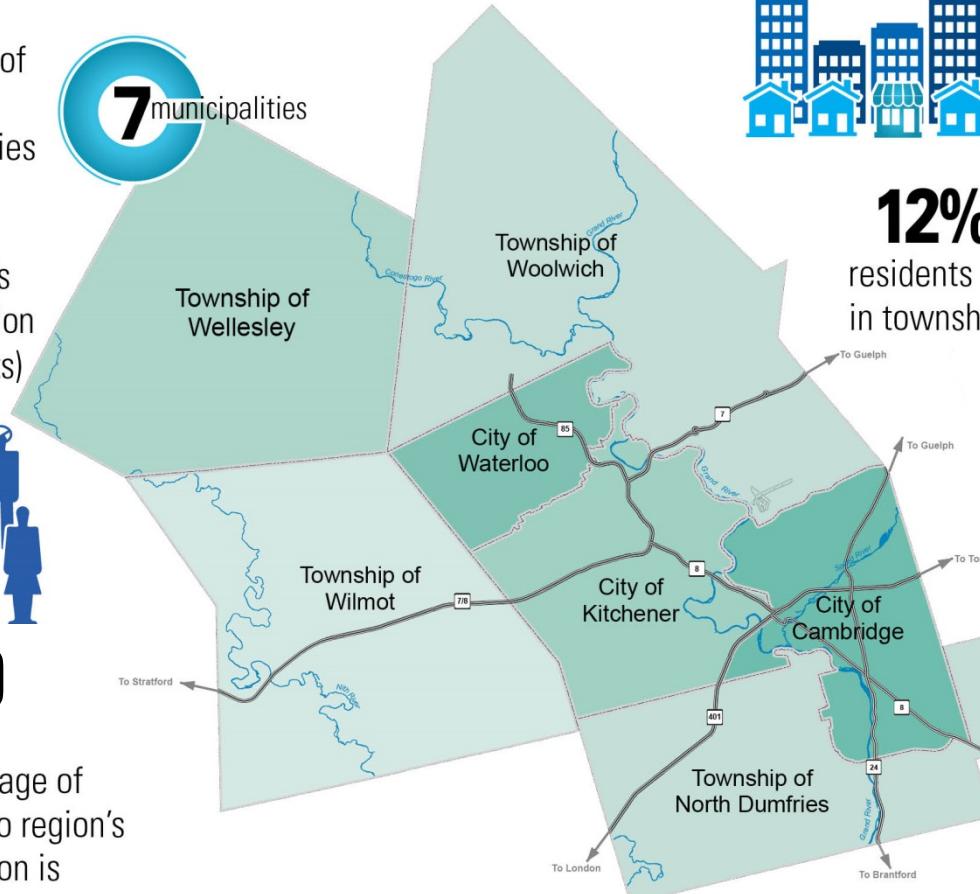
Waterloo region's
2018 total population
(including students)
was



601,220

Median age of
Waterloo region's
population is
37.7 years.

The Ontario average
is 40.4 years.



88% of residents
live in cities.

12% of
residents live
in townships.



Region's
population
has grown
on average
1.2%
each year, or

7,700

people per year over
the past five years.



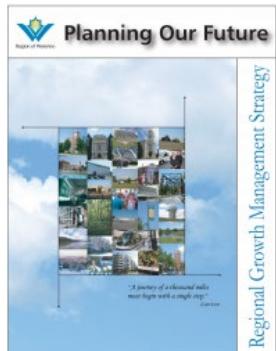
“

“It's like lightning in a bottle! You could try this in a hundred different places and never achieve the same type of community that has been created here (in Waterloo Region).”

**Sam Sebastien
Country Manager, Google Canada
January, 2016**

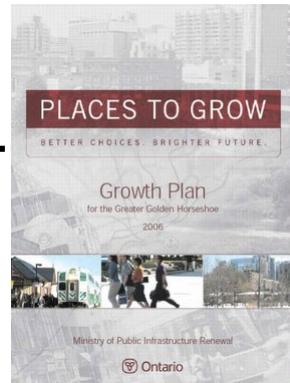


2003



Project plan and business development plan for higher order transit

2006



January

2006

EA begins

June 2009



LRT selected as preferred technology

2010

Fed and ON gov'ts announce funding

Fall 2010

Public concerns raised over affordability

June 2011



Regional Council endorse route

Spring 2011

Second series of public consultation

April 2011

Planning and Works Committee assess preliminary options

March 2010

Series of public consultations



November 2011

Transit Project Assessment Process Notice of Commencement is issued

February 2012

Regional Council approves the procurement and delivery option

March 2012

Notice of Completion of Environmental Project Report is issued



2014

Construction begins



2018

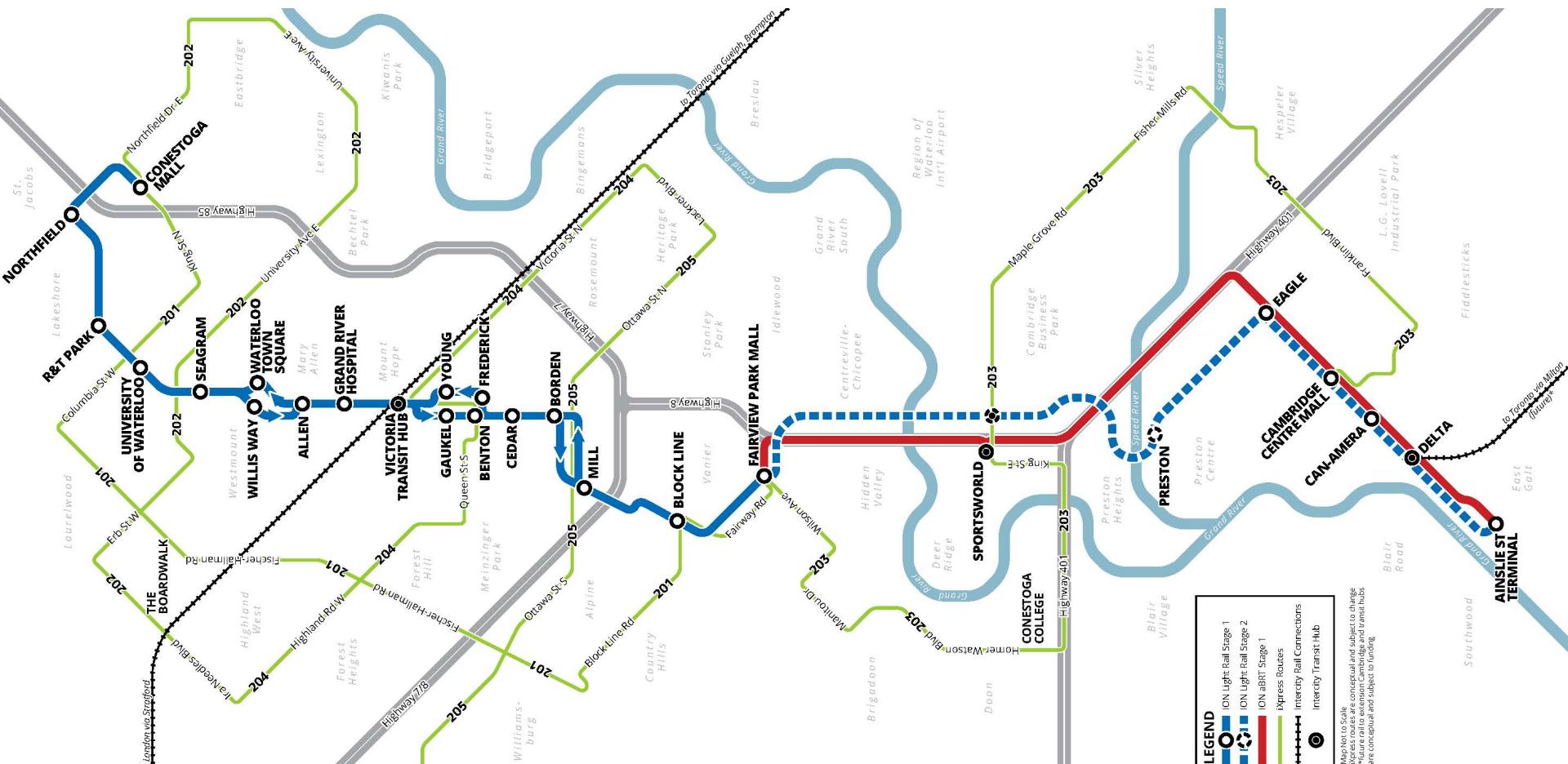
Construction complete



ION CONSTRUCTION COMPLETE

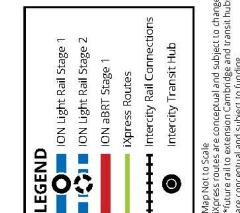


RAPID TRANSIT



MOVING PEOPLE

Shaping our community



Map not to scale. Conceptual and subject to change.
Major rail and inter-city rail stations/terminals are conceptual and subject to funding.

Regional Official Plan Policies

- Policies to direct growth to Urban Areas, including Major Transit Station Areas
- Major Transit Station Areas described as lands within a 600-800 metre radius of a station
- MTSAs will be designated in Official Plans
- Detailed Station Area Plans to be prepared by Area Municipalities
- Until detailed policies are prepared general policies in ROP apply
- **Early development not to preclude future intensification**
- Policies to provide for higher densities along reurbanization corridors
- Area Municipalities to designate reurb corridors in Official Plans



Community Building Strategy

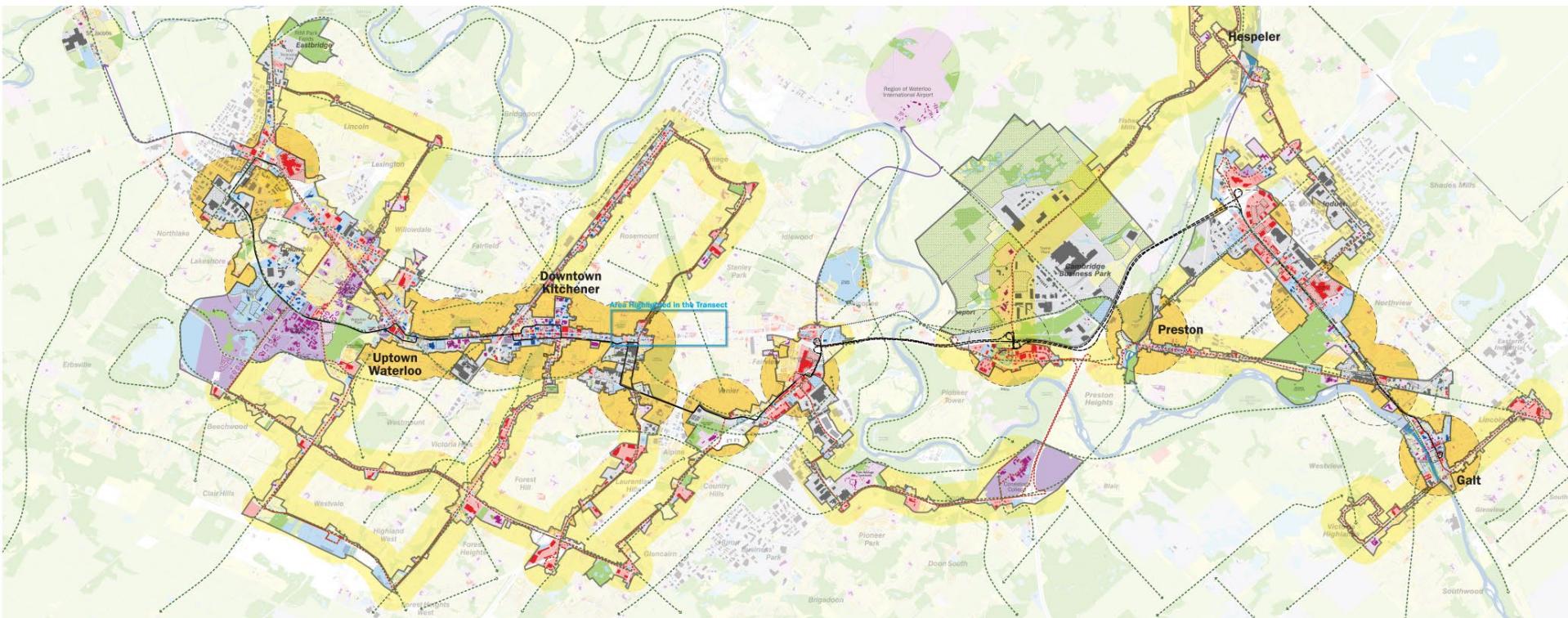
Investing in our future





Community Building Strategy

Land Use and Mobility Framework



Rapid Transit Alignment



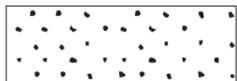
Express Bus Routes
(Redesign)



Regional Trail Network



Focus Area



Opportunities for
Investment



Neighbouring Areas RT
Corridor (800m)



Neighbouring Areas RT
Corridor (800m)



Station Area Snapshots

5.8 Fairview Park Mall

The Fairview Park Mall Station Area has the potential to be transformed into a high density, mixed-use residential, office and retail centre over the longer term supported by a walkable, cycling and transit-supportive environment.



The Station Area Today

The Fairview Park Mall Station Area is primarily traditional regional shopping centre comprised of a large mall and big box retail corridor surrounded to the north by low-high rise neighbourhoods. The defining characteristics of the area include:

- The Fairview Park Mall, which is located immediately adjacent to the station
- Large format and strip retail uses along Fairway Road
- Several higher density residential apartment and townhouse developments north of Kingway Drive
- A poor walking and cycling environment with large blocks and limited crossing points along Fairway Road



The Existing Policy Framework

The Station Area is part of a Mixed-Use Activity Node in the 2011 City of Kitchener First Preliminary Draft Official Plan. It is designated as a Mixed-Use, High Density Residential and Commercial Corridor.

The Future Transportation Network

The station will consist of one center platform in the hydro corridor right-of-way in the current Fairview Park Mall parking lot west of the Bay store. It will act as a major transit interchange with connections to Xpress services connecting to Conestoga College and numerous local bus connections. Prior to the extension of LRT to Cambridge, the station will be the interchange between the LRT and aBRT services.

How the Transit Station Will Be Used

- As a transfer point between LRT and aBRT services until the LRT is extended into Cambridge.
- As an important GRT terminal providing access to numerous local bus routes
- As a gateway to Xpress services leading to Conestoga College
- As a Park-and-Ride facility

What Would Support the Station Area by 2017

- A well designed station with consideration for placemaking, visibility and pedestrian amenities (Lead: RT, City of Kitchener and Cadillac Fairview)
- Direct pedestrian connections between the RT platforms and aBRT platforms and the neighbourhoods north of Kingway Drive (Lead: RT and Cadillac Fairview)
- Sidewalks along the length of Fairway Road east to King Street (Lead: City of Kitchener and Region)
- Direct pedestrian connection between the RT platforms, bus and aBRT platforms and the primary Mall entrance (Lead: RT and Cadillac Fairview)

The Role and Evolution of the Place Along the Corridor

- In the short-term the consolidation of access drives and restricting of surface parking lots will help to create a pseudo-street and block network supporting access for pedestrians.
- The area will be a significant mixed-use centre along the RT corridor and an important hub within the transit network.
- Large areas of surface parking and underutilized retail sites will be redeveloped over time with higher density retail and residential uses.
- East of Wilson the area will emerge into a higher density residential community with retail uses at street level.
- West of Wilson urban format retail uses will address the street and accommodate parking to the rear, below grade or in shared structured parking lots with retail facing the street.
- Introducing a fine grained street and block pattern that supports walkability and creates the potential for an outdoor shopping experience.

Key Considerations The Market



- The Station Area is located within **Fairview Market Area** (Section 2)
- By 2017, underutilized retail sites likely to be redeveloped
- By 2031, functionally obsolete industrial facilities are anticipated to be demolished and retail buildings likely to be recycled without the loss of additional square footage

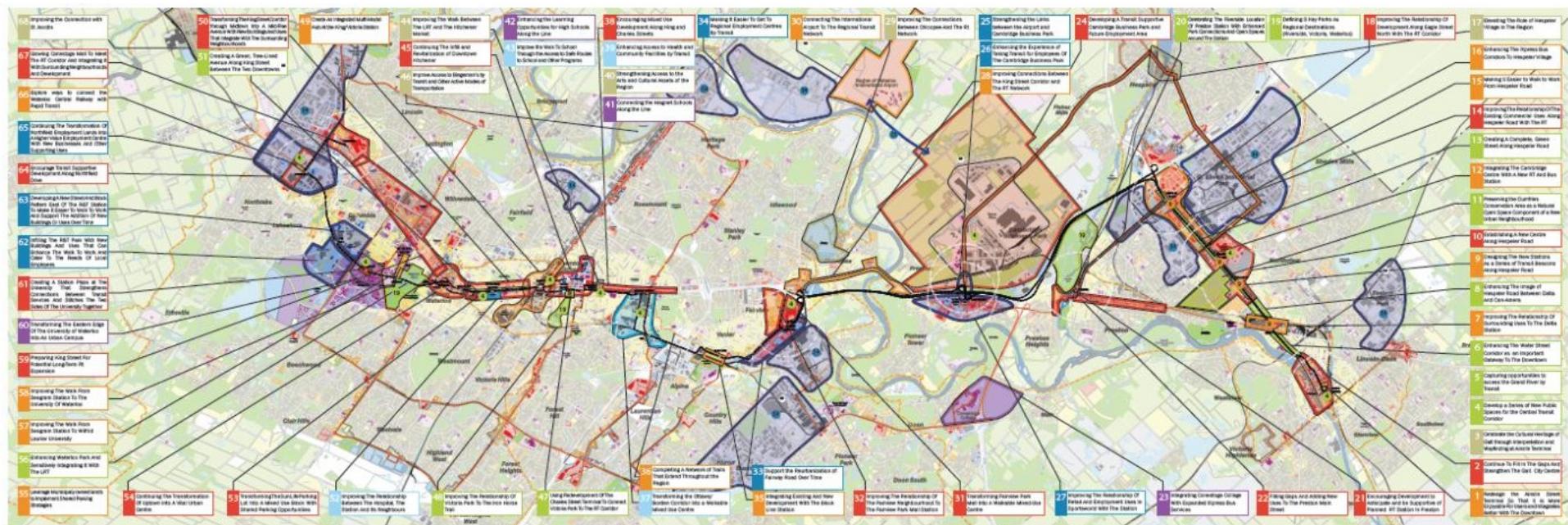
Built Form and Land Use

- The area around the Fairview Park Mall has been identified as a **Shopping Centre** in the Community Building Strategy (Section 3.2)
- The area along Fairway Road has been identified as a **Commercial Reurbanization Area** (Section 3.2). The transformation of this station area is illustrated in Section 3.2.
- The area is appropriate for a mix of building types ranging from mid-rise retail/office development west of Wilson to mixed-use or residential development on mid-rise plots east of Wilson Avenue.
- The tallest buildings should be oriented on the intersection Fairway Road and Wilson Avenue.
- New development adjacent to the station along Fairway Road should help to preserve for the creation of a new open space that can connect the station to Fairway Road.
- New development at the northeast corner of Wilson and Fairway Road should be setback slightly to support high levels of pedestrian traffic coming to and from the station.

Mobility

- The station has been identified as the location of a Park-and-Ride facility. This facility should be sited to allow for direct pedestrian access to the station from residential areas to the north and designed with active at-grade uses along pedestrian promenades and adjacent to the station.
- The hydro corridor has been identified as the location of an off street cycling route heading west to Brockle station. Connections should be made between this route and Fairway Road periodically.

Sixty-nine Place-Specific Initiatives





1 Redesign the Ainslie Street Terminal so that it is more enjoyable for users and integrates with the Downtown

While the Ainslie Street Terminal is an important transit hub and in many respects acts as the southern gateway to the region its current design and configuration could be improved. Large areas of asphalt, bus infrastructure that circles the site and grade changes cut the terminal off from the rest of the downtown and create an unpleasant environment for users. An opportunity exists to re-examine the character and role of the terminal, whether it makes sense for transit operations and whether it could be designed to integrate more seamlessly into the downtown. Strategies could include improved landscaping and street trees to enhance user comfort, integration of the terminal with new development and the creation of a new civic open space that can act as focus for adjacent development and improve connections between Ainslie Street and the station.



9 Design new stations as a series of transit beacons along Hespeler Road

The introduction of RT is an important opportunity to kickstart the reurbanization of the street transforming Hespeler Road into a more appealing mixed-use avenue. In order to compensate for the larger scale of Hespeler Road, an opportunity exists to highlight the transit investment to residents and investors by designing stations to act as highly visible beacons along the street. Strategies could include the integration of public art, integration of special lighting treatments that illuminate the stations at night and/or the development of more substantial station shelters such as the Züm shelters in Brampton.



More substantial station structures along Hespeler Road would help to highlight the transit investment (Photo: City of Brampton).

24 Develop a Transit Supportive Cambridge Business Park and future employment area

The Cambridge Business Park, North Cambridge Employment Area and East Side Lands represent a significant opportunity for expansion of employment lands within the region and new employment here will help to support the economic growth of the entire region. Given that so much of the land remains to be developed the area represents a tremendous opportunity to put in place a building and land use pattern that can make the area one of the most transit supportive business parks in the country.

In addition to promoting the development of a more transit supportive development pattern, opportunities for partnerships with area businesses for the expansion of the existing employee shuttle connecting workers to the station and/or discount employee passes to encourage higher levels of transit ridership should be explored.



Region of Waterloo | Central Transit Corridor Community Building Strategy

Community Building Initiatives for Cambridge



URBAN
STRATEGIES
INC.

Colliers

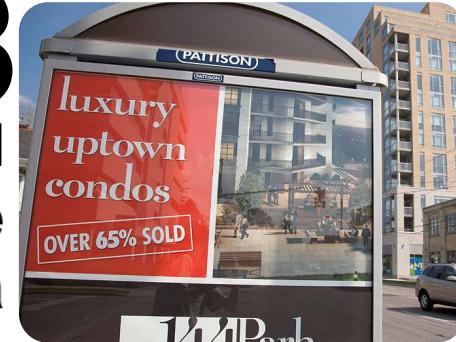
NELSON
NYGAARD



MORE RESIDENTIAL DEVELOPMENT in built-up areas

2018

**48% of new residential
development in the
built up area**

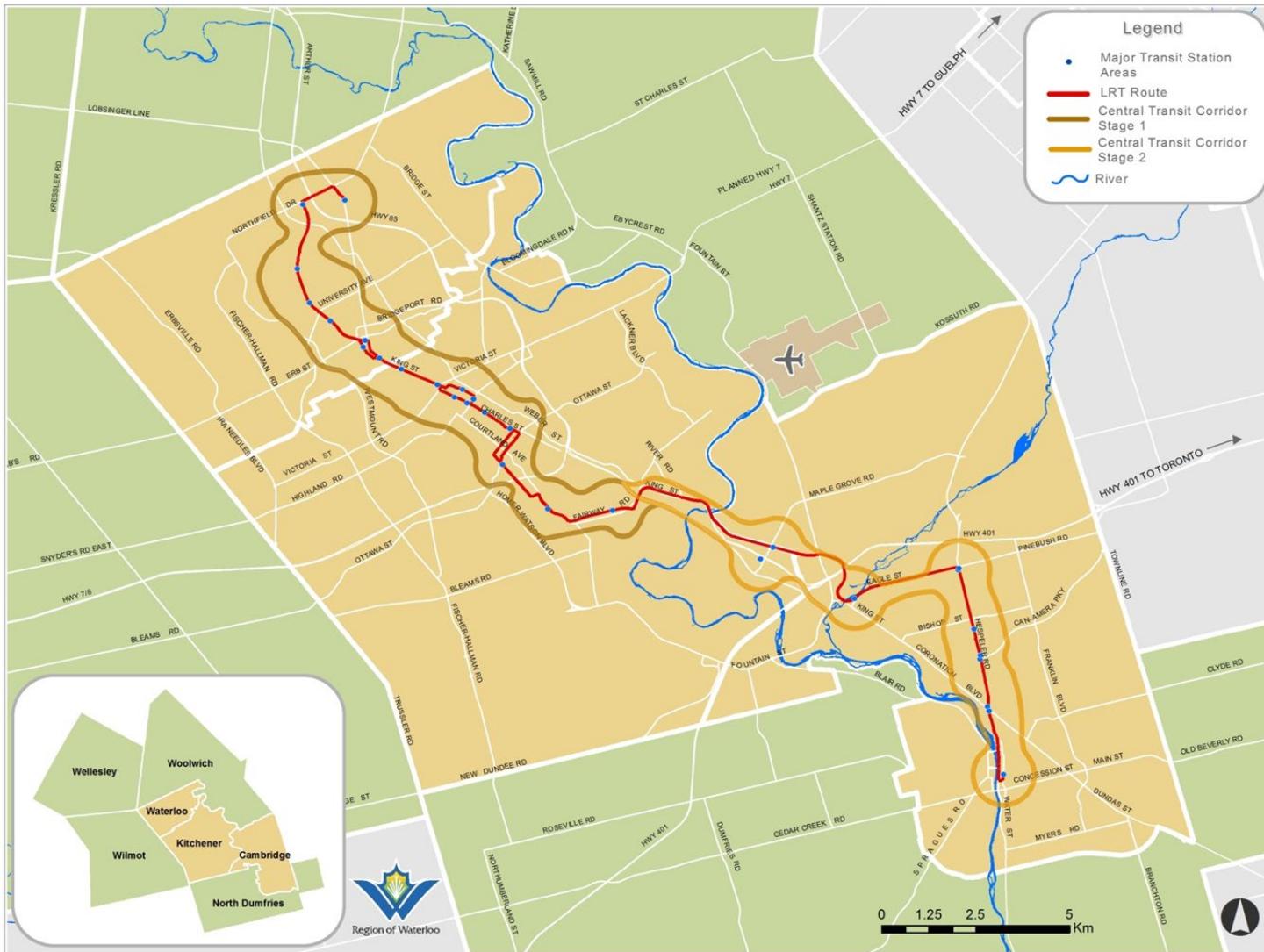


2003

**15% of new residential
development in the
built up area**



The Central Transit Corridor (CTC)





INVESTMENT

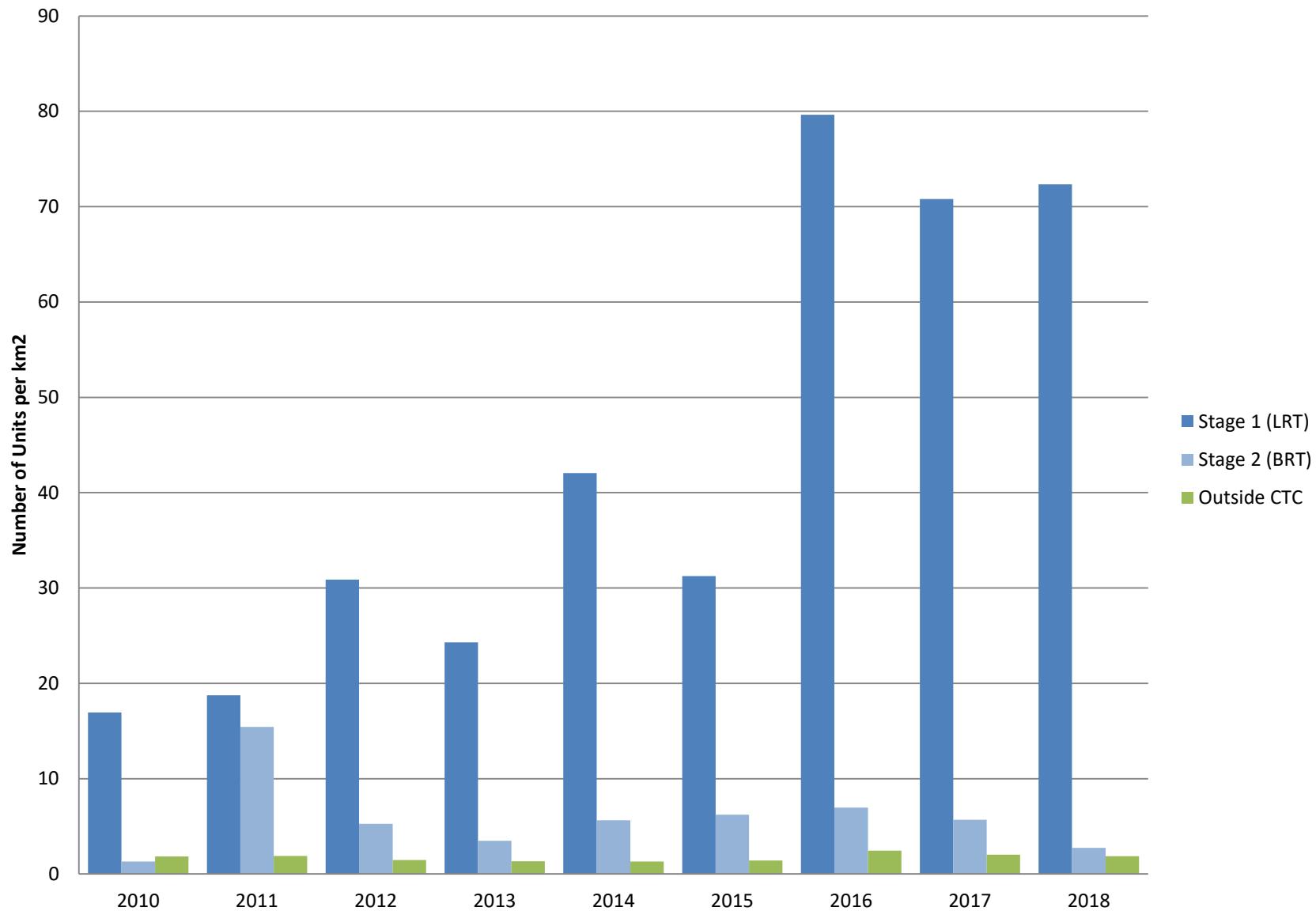
In the CTC since 2011

- \$2.3 billion in new construction
- \$14.7 billion increase in assessed value
- Over 8,500 new residential units (33%)
- Over 3.5 million sq. ft of new non-res (27%)





Density of New Units 2011-2018

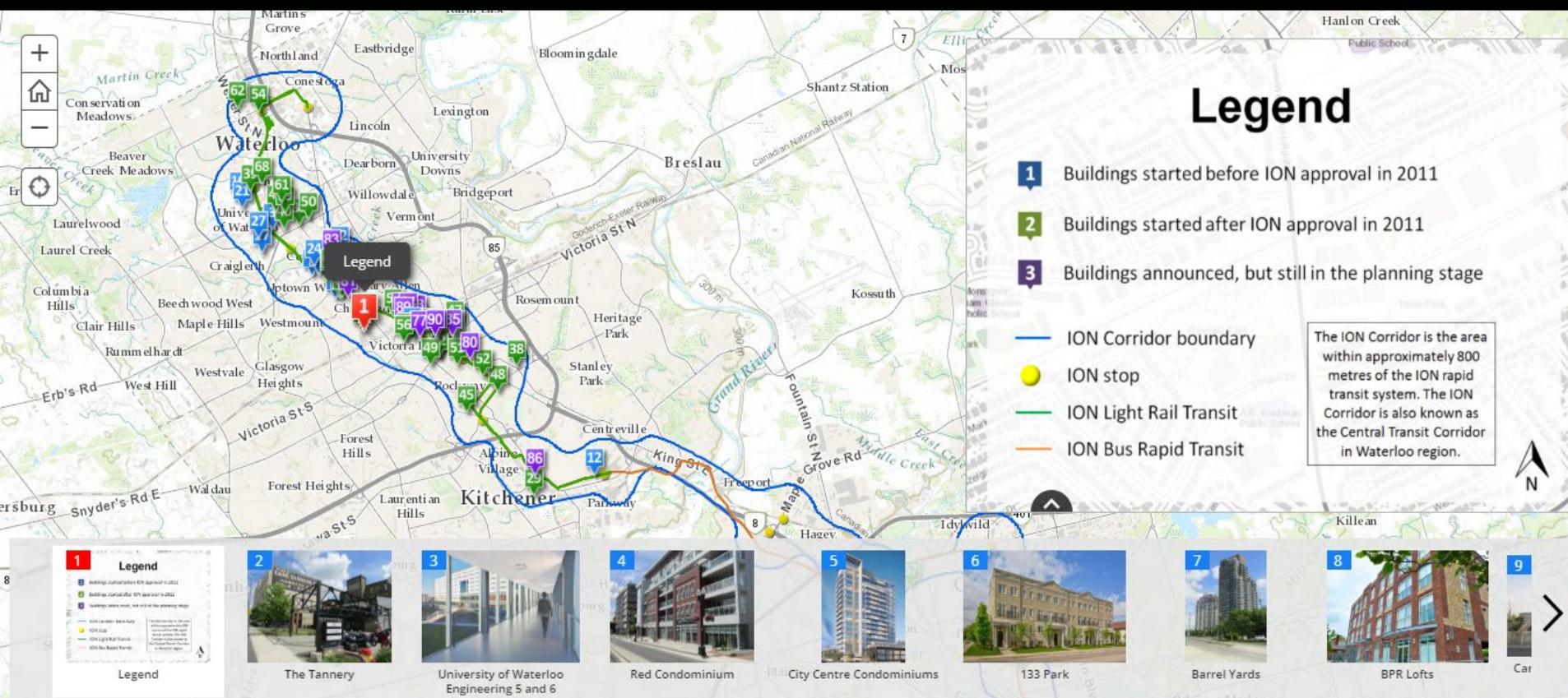


ION attracts

ION Attracts

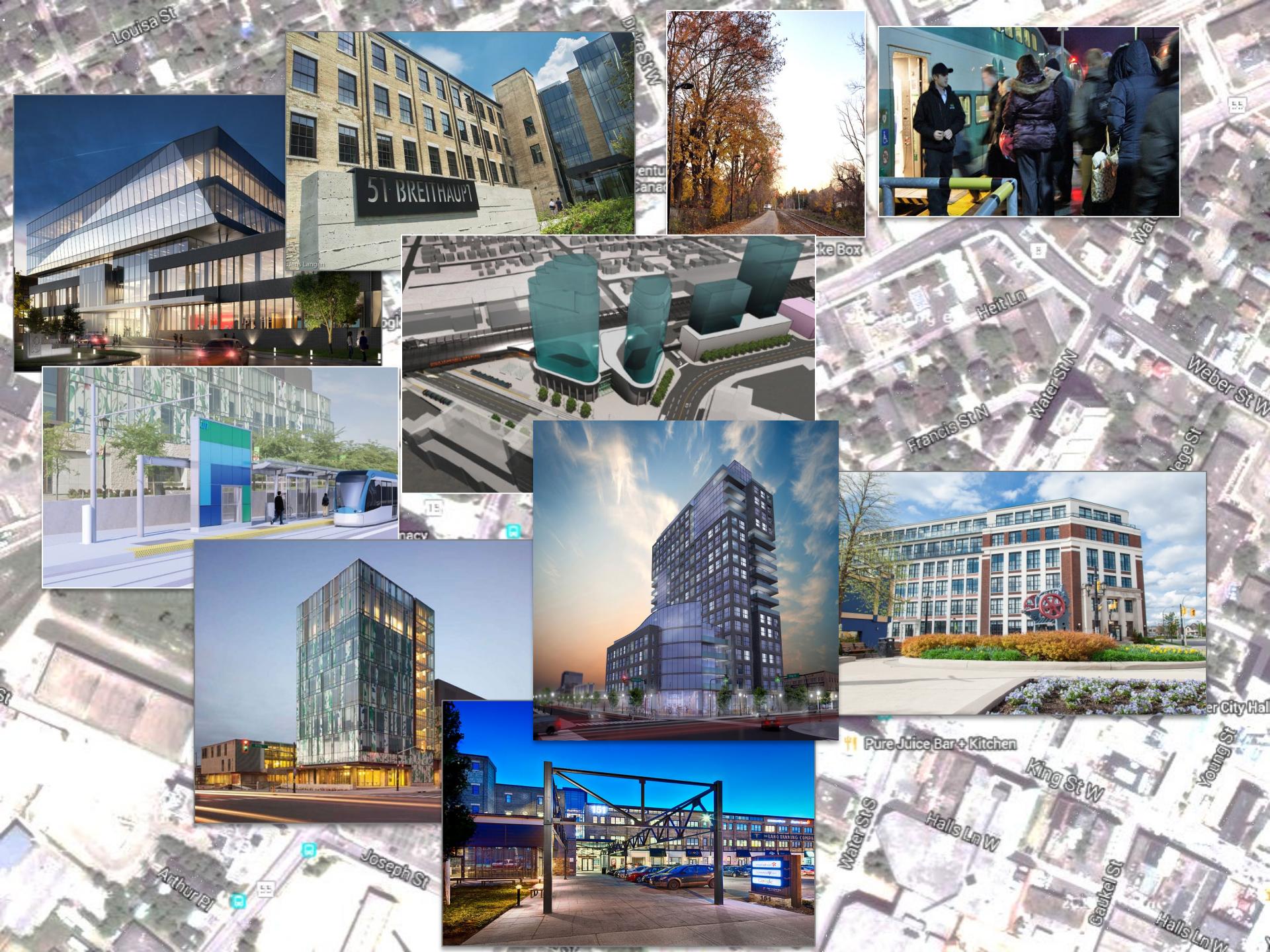
Development Highlights in the ION Corridor ↗

This map highlights key investments in the ION rapid transit corridor in the Waterloo region. Check out the map below for investments made before and after rapid transit approval in 2011, as well as new buildings announced but still in the planning stage.



Link to ION attracts map
<https://arcg.is/9PiLb>







Role of Financial Incentives

SIXO
MIDTOWN



Role of Financial Incentives





Role of Financial Incentives





Role of Financial Incentives

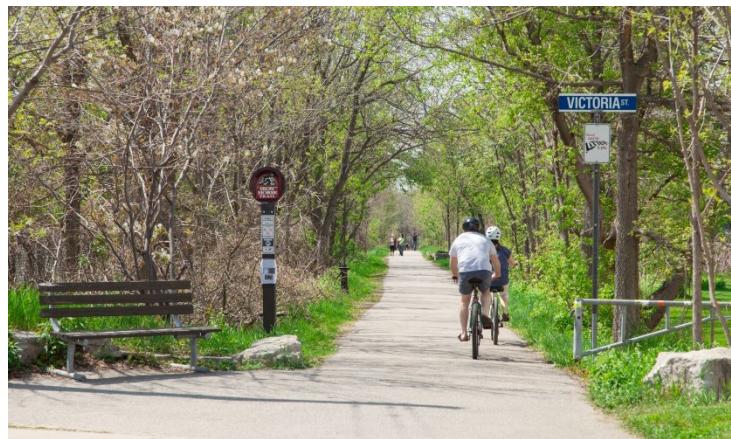
Cambridge Transit Supportive Strategy (TSS)

- \$10 million allocation over 10 years
 - Transit service and infrastructure improvements
 - Marketing and transit promotion
 - Planning and Transportation policy
 - TOD Grant (pending)



WHAT'S NEXT

- CBS Implementation
 - Central Transit Corridor Investment Strategy
 - BFIP Review
- TSS implementation
- Participate in Area Municipal Station Area Planning
- ROP Review / MCR (MTSAs)





LESSONS LEARNED

- It's a partnership (one system, different contexts)
- Strong leadership /political commitment
- Have a clear plan for development early
- LRT is a catalyst
- Strong policy a start, financial incentives help
- Enjoy the ride – transformational project



Transit Oriented Development in Toronto

Centre for Urban Research and Land Development

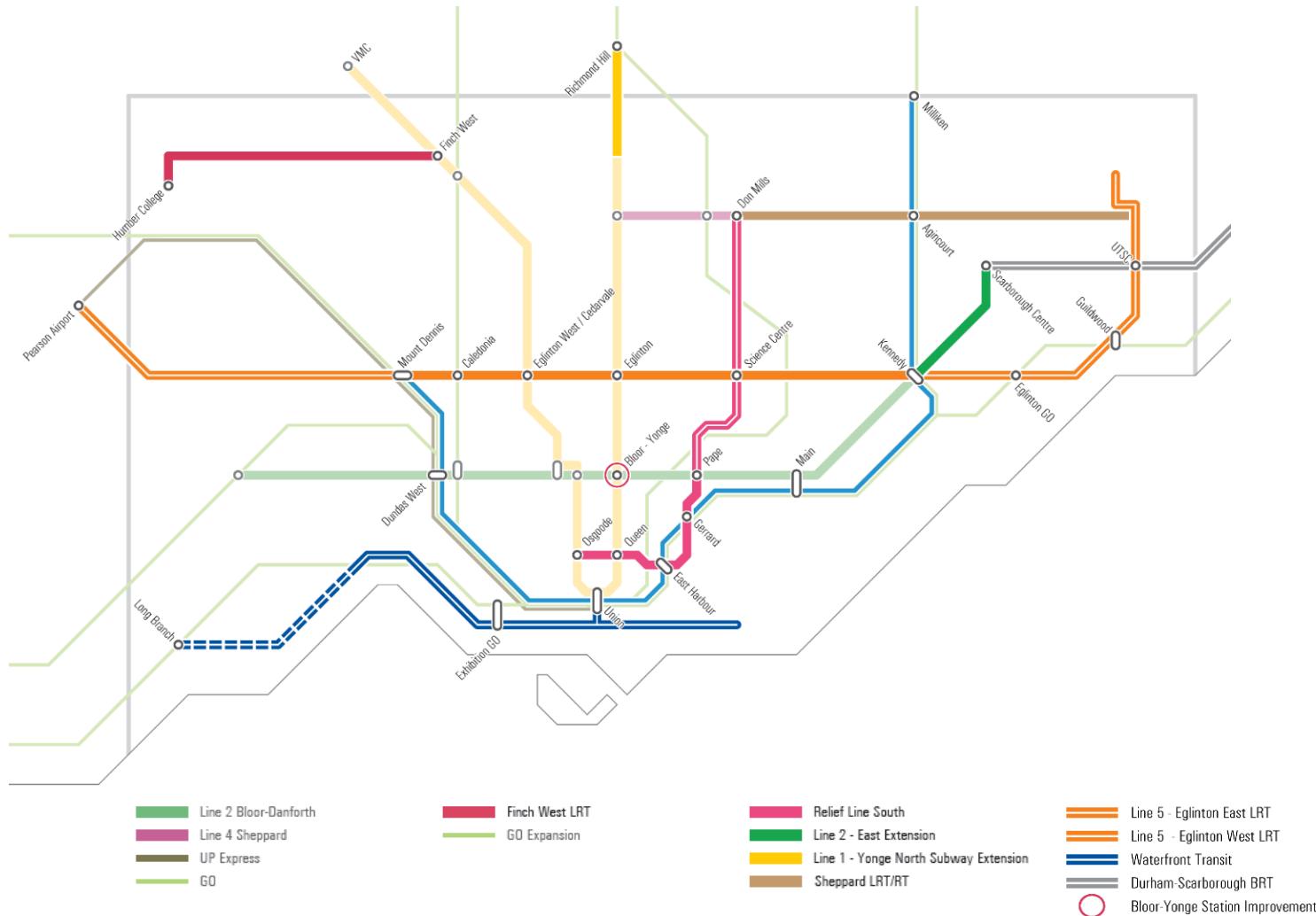
April 16, 2019

Greg Tokarz

Transit Implementation, City Planning



Planned Rapid Transit Expansion



TOD is about City Building.

- Directing **growth** according to the context and planning framework
- Providing for a range of **housing and employment** opportunities
- Creating **complete communities** with amenities for daily living, local retail and services, community activity centres, education facilities, quality public realm, and parks and recreation facilities
- **Complete Streets** providing for walking, cycling and transit
- Providing for **affordability** for low and middle incomes



City of Toronto Official Plan

- City policies related to TOD are included in the Official Plan
- Examples:
 1. Centres
 2. Avenues
 3. Complete Communities

Transit Oriented Development Initiatives

- Housing Now
- Eglinton Crosstown LRT
- Don Mills Crossing
- Golden Mile
- Eglinton East LRT Corridor

Housing Now

- December 13, 2018 - City Council approved the new Housing Now Initiative
- Intent is to activate 11 City-owned sites (for the development of affordable housing within mixed-income, mixed-use and transit-oriented communities).
- 10,000 residential units , 2/3 rental, 50% are affordable rental housing (approximately 3,700 units)



Wilson Heights – introduce new city blocks and a mix of uses as well as affordable housing and rental housing

Eglinton Crosstown LRT

- Extends from Weston Road to Kennedy Road
- 19 km (10 km underground, 9 km at grade)
- 25 stations (14 underground, 11 at grade)
- Anticipated ridership – 5,500 persons peak hour, peak direction



Eglinton Crosstown LRT

- Eglinton Connects Planning Study
 - Integrate new mixed-use buildings with LRT stations.
 - As-of-right zoning for mixed use mid-rise in Avenues
 - Plan for intensification through Focus Areas and for larger areas, Secondary Plans



Don Mills Centre Secondary Plan

- Capitalizes on the public investment in the Eglinton Crosstown LRT
- Complete community with a range of employment and housing options
- Range of mobility options (transit, pedestrian and cycling infrastructure)



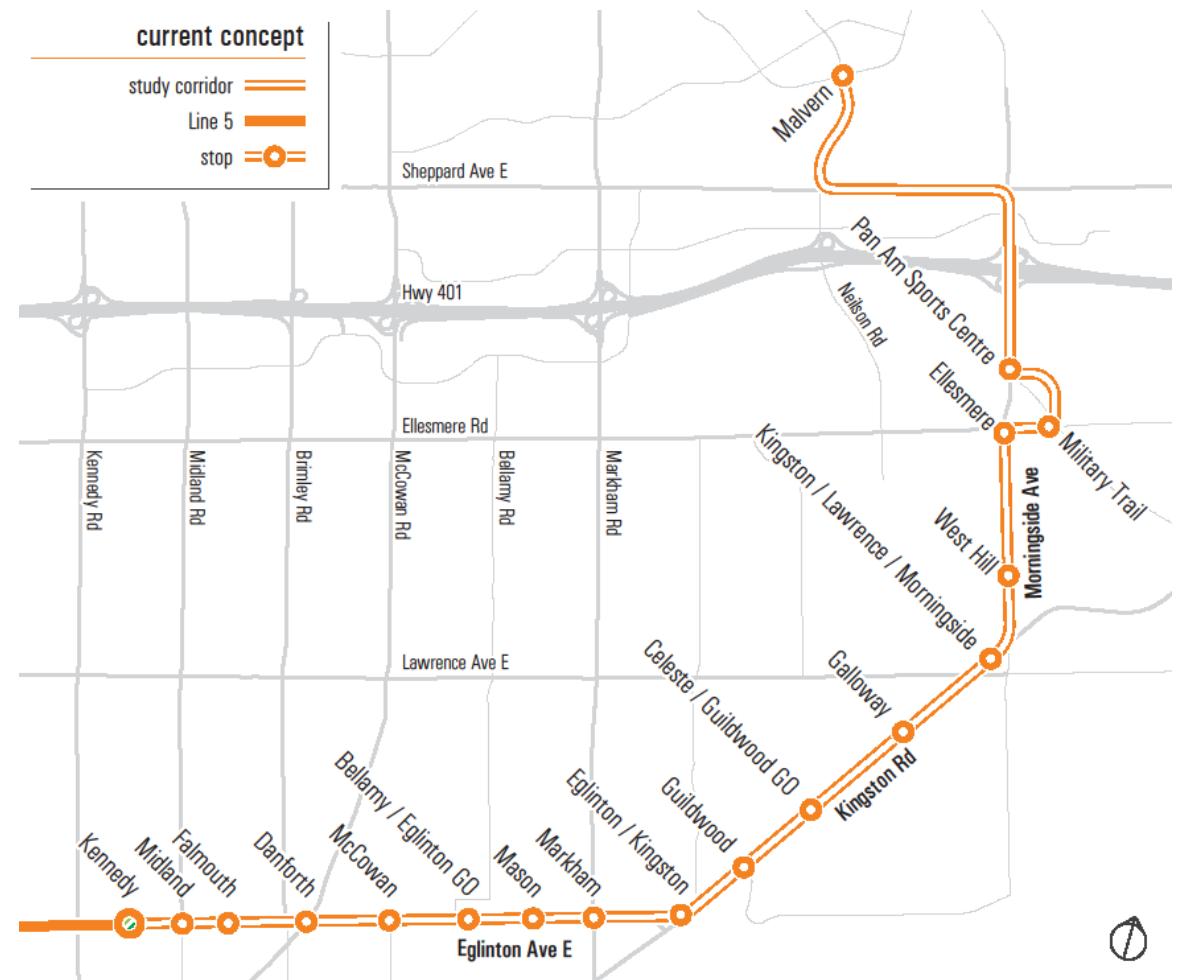
Golden Mile Secondary Plan Study

- Planning framework to support continued employment investment and residential and mixed use intensification
- Street and block framework – range of development blocks
- Public realm strategy – public spaces, pedestrian and cycling network



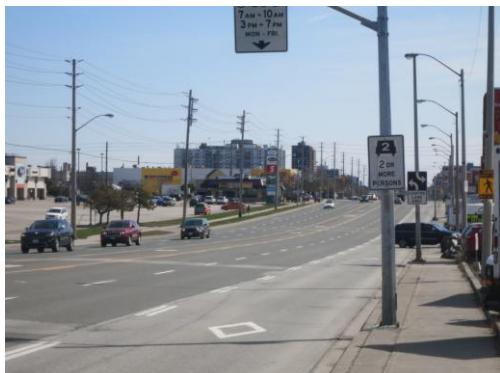
Eglinton East Planning Study

- Planned LRT extension
- Serves a diverse mix of neighborhoods - low average income, lower educational attainment, high percentage of new Canadians.
- Over 40,000 residents within walking distance of the corridor
- Seven Neighborhood Improvement Areas, and two post-secondary campuses – UTSC & Centennial College Morningside Campus.
- Majority of transit trips start and end in Scarborough



Eglinton East Planning Study

- Leverage LRT to deliver wide range of community goals - on and off the route itself
- The Plan is structured around 4 key themes:
 - EELRT line and Mobility Strategy
 - Economic Development Strategy
 - Social Development Strategy
 - Public Realm Concept Plan



Planning for Varied Approaches Along the Corridor

Retail street – Primarily small-scale commercial strip malls, set back from street with significant surface parking, many smaller individual owners

Community nodes – Higher density residential, larger format, higher quality destination retail uses, community services

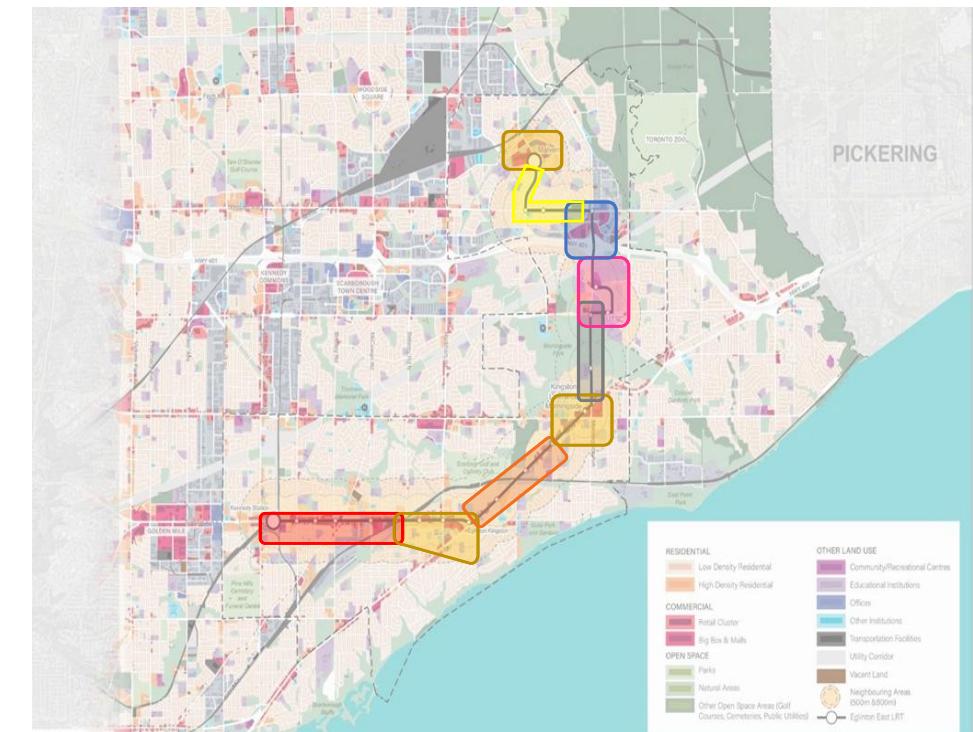
Arterial corridor – Mix of higher and lower density residential, interspersed with smaller commercial uses, varied lot sizes and pattern

Valley corridor – Crossing through natural areas w/strong visual relationship, few uses

Mixed institutional node – emerging mix of residential and institutional uses on a spacious campus, isolated from the rest of the corridor

Highway-side commercial – Auto-oriented with built out large parcels, concentration of office

Suburban arterial – Back-lotted with lush green characteristic and limited opportunities for change



Summary

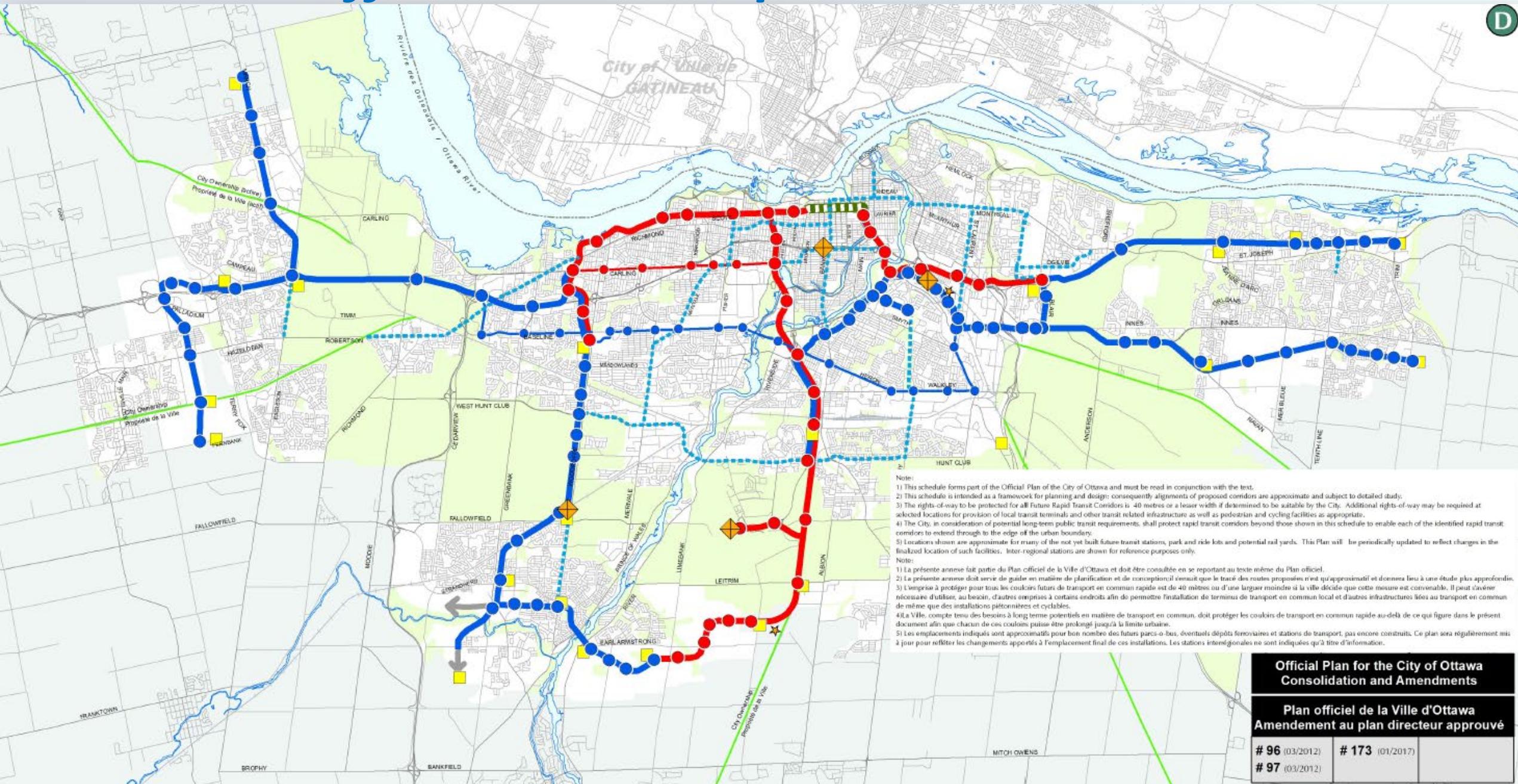
- TOD is not just about building housing, it's about City Building
- There is no one solution or approach to creating TOD
- Context is everything

Transit-Oriented Development in Ottawa

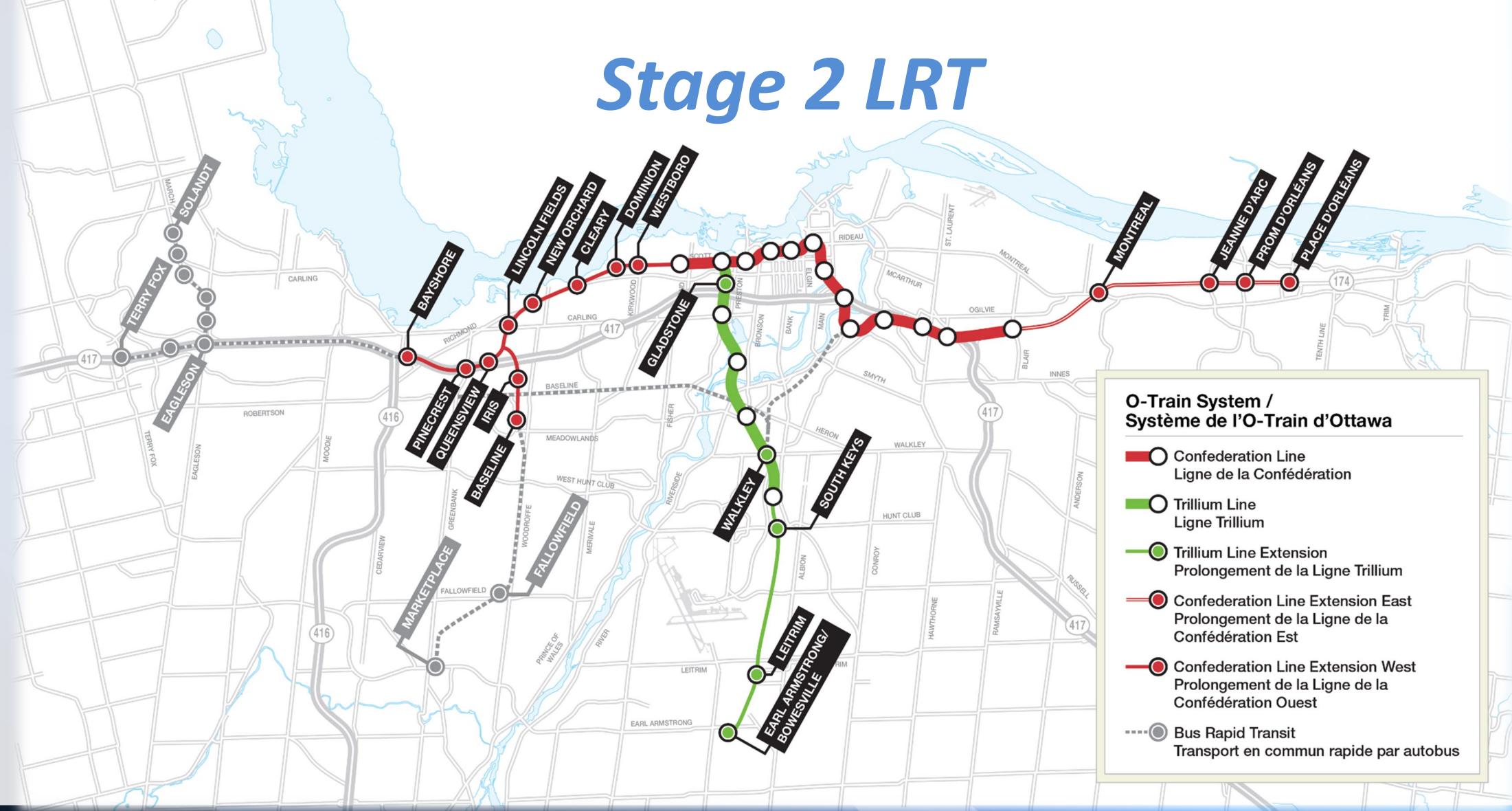


Official Plan – Rapid Transit Network

D



Stage 2 LRT

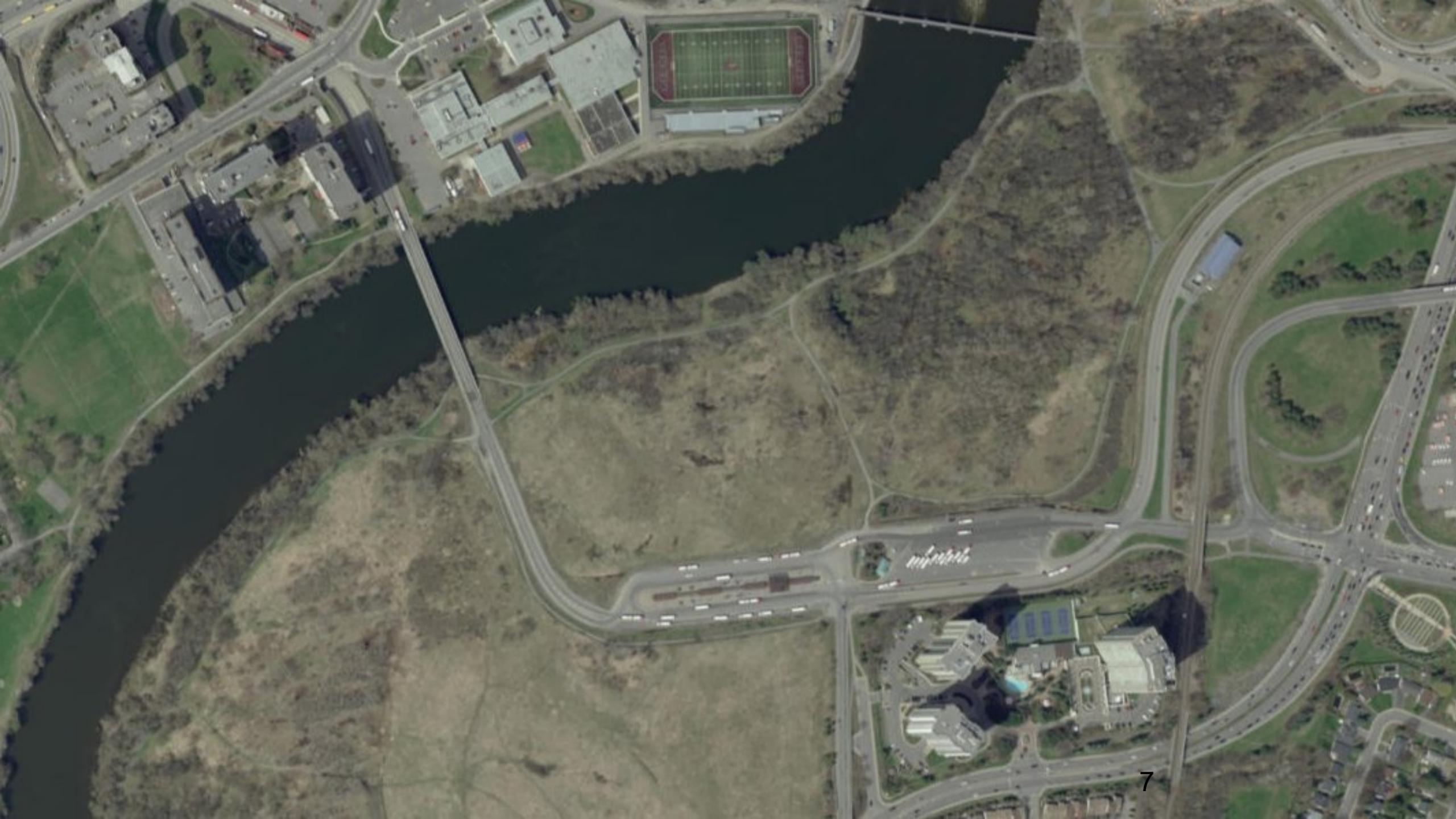




Reaperexpress :wikicommons









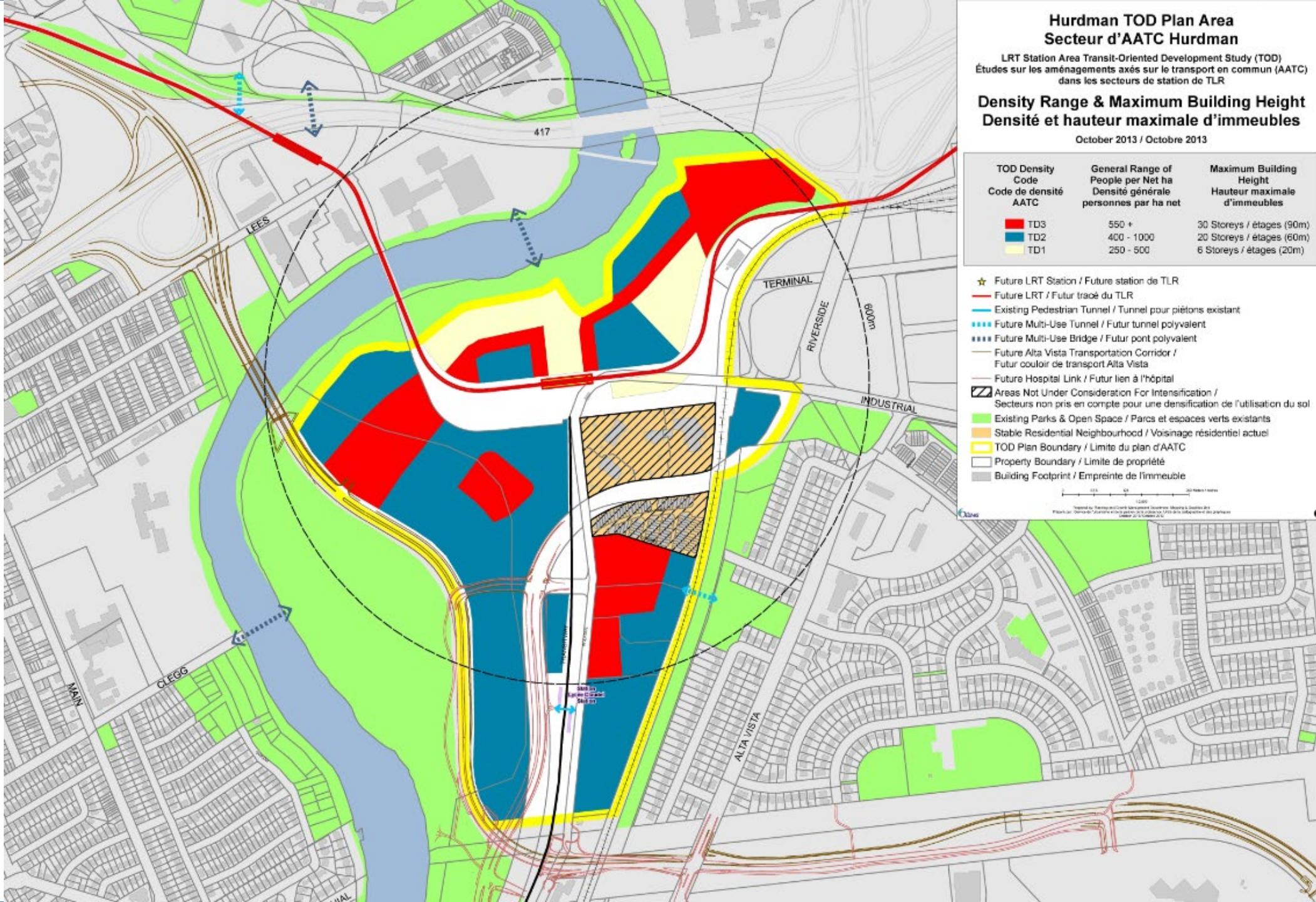
Six TOD Plan Areas

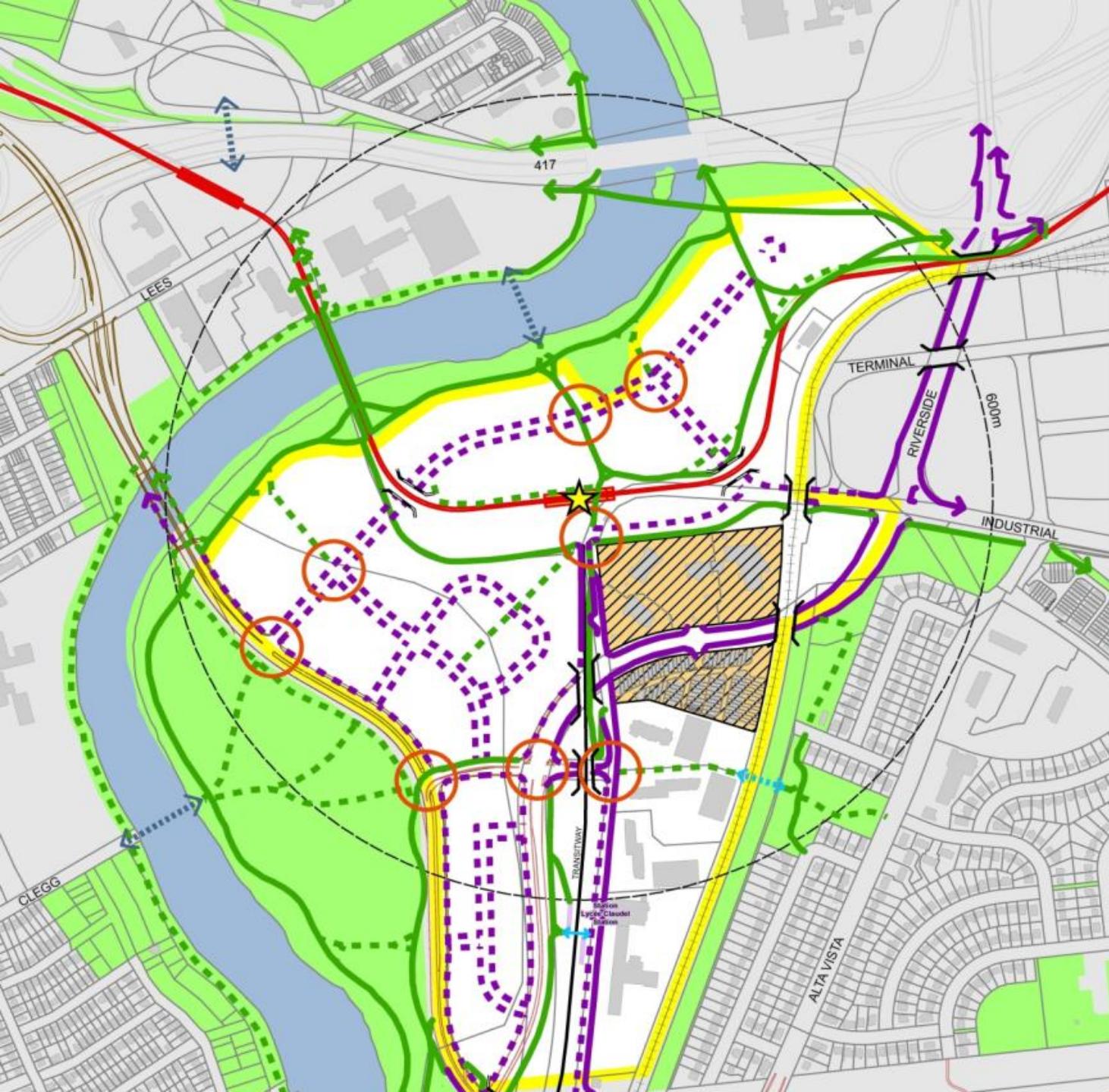




TOD Plans - Key Goals

- **Manage growth**
 - **Intensification targets, revitalization, high quality urban design, highest densities near stations**
- **Improve mobility**
 - **Prioritize pedestrians and cyclists, decrease reliance on automobiles**
- **Increase liveability**
 - **Mixed-use, live-work-play, attractive public realm**





Hurdman TOD Plan Area Secteur d'AATC Hurdman

LRT Station Area Transit-Oriented Development Study (TOD)
Études sur les aménagements axés sur le transport en commun (AATC)
dans les secteurs de station de TLR

Pedestrian Network Réseau pour piétons

October 2013 / Octobre 2013

- Key Pedestrian Crossing / Passage principal pour piétons
- Existing Sidewalk / trottoir existant
- Future Sidewalk / futur trottoir
- Existing Multi-Use Pathway / Sentier polyvalent existant
- Future Multi-Use Pathway / futur sentier polyvalent
- Existing Pedestrian Tunnel / Tunnel pour piétons existant
- Future Multi-Use Tunnel / futur tunnel polyvalent
- Future Multi-Use Bridge / futur pont polyvalent

★ Future LRT Station / Future station de TLR

— Future LRT / futur tracé du TLR

— Future Overpass / Future passerelle

— Future Alta Vista Transportation Corridor / futur couloir de transport Alta Vista

— Future Hospital Link / futur lien à l'hôpital

■ Areas Not Under Consideration For Intensification / secteurs non pris en compte pour une densification de l'utilisation du sol

— Existing Parks & Open Space / Parcs et espaces verts existants

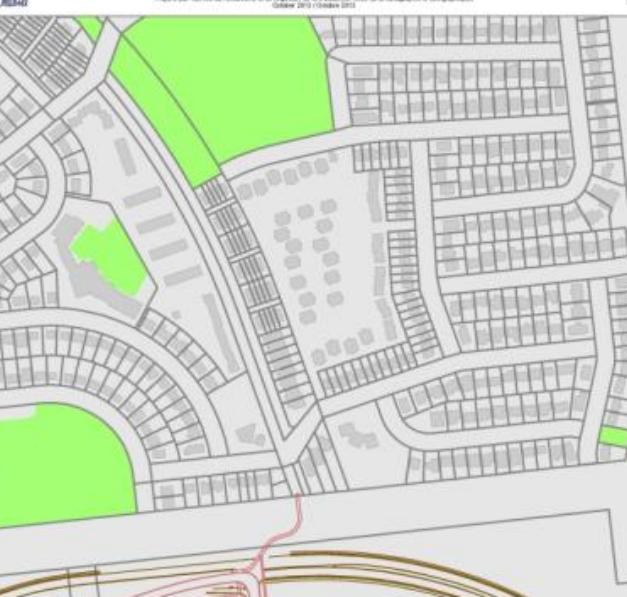
— Stable Residential Neighbourhood / Voisinage résidentiel actuel

— TOD Plan Boundary / Limite du plan d'AATC

— Property Boundary / Limite de propriété

— Building Footprint / Empreinte de l'immeuble

0 100 200 300 Mètres / mètres
Prepared by: Planning and Growth Management Department, Mapping & Geomatics Unit
Prepared by: Service de l'aménagement et de la gestion de la croissance, carte de la cartographie et des graphiques
October 2013 / Octobre 2013



TOD Plan Area	People / Jobs per gross ha <u>Existing</u> (Pop.)	People / Jobs per gross ha <u>2031</u> (Pop.)	People / Jobs per gross ha <u>TOD Plan</u> (Pop.)	People / Jobs per gross ha <u>Target</u>
Lees	62 (5,000)	152 (12,400)	330 (27,000)	200-400
Hurdman	41 (2,800)	56 (3,800)	365 (24,600)	200-400
Tremblay	53 (5,300)	176 (17,800)	383 (38,700)	200-400
St. Laurent	64 (7,700)	163 (19,700)	363 (43,700)	200-400
Cyrville	36 (3,500)	100 (9,700)	393 (38,800)	200-400
Blair	73 (8,700)	93 (11,000)	243 (28,900)	200-400
Average	55	123	346	

TOD Plan Area	Approx. No. Residential Units		Approx. Sq.m Non-Residential	
	Planned for up to approximately 6.5 times existing built space			
	Existing	Future	Existing	Future
Lees	2,800	6,700	3,000	228,800
Hurdman	1,600	10,700	2,600	147,600
Tremblay	0	4,700	105,000	672,000
St. Laurent	300	8,000	140,000	674,000
Cyrville	550	6,500	48,000	612,000
Blair	550	2,300	148,000	539,800
Est. Total	5,800 u	38,900 u	446,600 m2	2,874,200 m2







TOD Plans - Implementation

- Mixed use “TD” zoning
- Reduced / eliminated parking requirements
- Required minimum density
- Active transportation networks planned



Lessons Learned

- Existing neighbourhoods expect improvements to their access to the station and also consistent form and massing in infill development
- Most existing transit users originate beyond 800 metres but highest densities must remain closest to the station
- Each TOD requires a mixed use core area as a central focus
- Servicing / SWM retrofits can be very difficult to accommodate
- Many TOD areas are also brownfields

TRANSIT ORIENTED DEVELOPMENT IN OTTAWA

RYERSON CENTRE FOR URBAN RESEARCH AND
LAND DEVELOPMENT

APRIL 16, 2019

Robin van de Lande, RPP MCIP

City of Ottawa, Community Planning Unit



Zoning for Transit-Oriented Development

Presentation to the Centre for Urban Research and Land Development
April 16, 2019

Jason Thorne
City of Hamilton

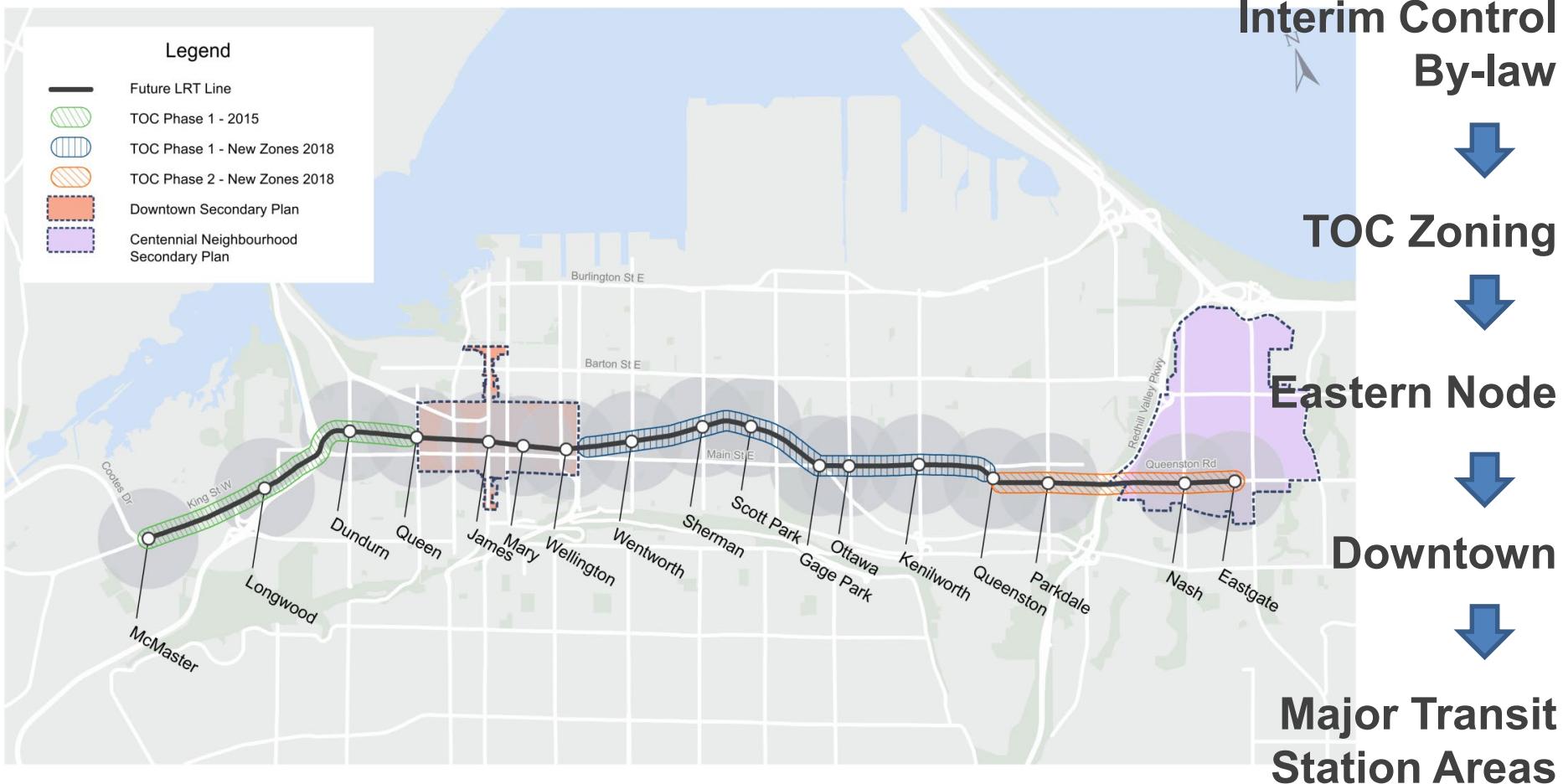
HAMILTON'S B-LINE LRT



EXISTING CONTEXT



5 PHASES OF ZONING FOR DEVELOPMENT



INTERIM CONTROL BY-LAW



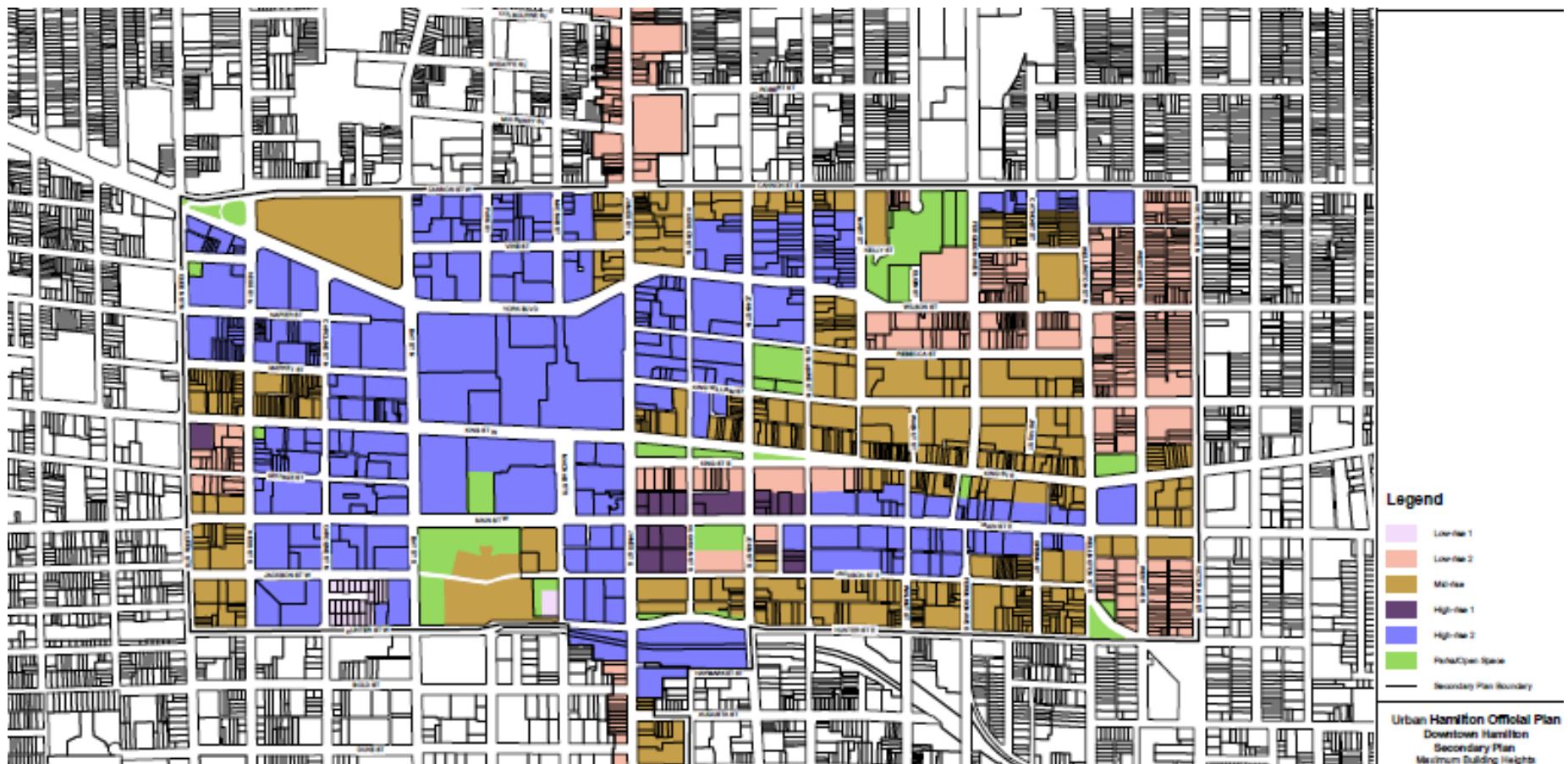
TOC ZONING



EASTERN NODE



DOWNTOWN



MAJOR TRANSIT STATION AREAS



OBSERVATIONS

1. Pre-zoning is an effective tool for supporting transit-oriented development.
2. Not all transit stations are the same, or hold the same development potential.
3. In the absence of proper fiscal tools, zoning will get used as a fiscal tool.
4. In the absence of other planning tools, zoning will get used to achieve desired community outcomes.
5. Zoning does not necessarily result in development.



Zoning for Transit-Oriented Development

Presentation to the Centre for Urban Research and Land Development
April 16, 2019

Jason Thorne
City of Hamilton

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& Land Development**
Faculty of Community Services