# City of Edmonton
# Transit Oriented Development Checklist

Development Application No.: _____ Date: _____
Planner: _____

The subject property must be located within 800 m of a Light Rail Transit (LRT) Station, or within 400 m of a Transit Centre. TOD for Bus Rapid Transit (BRT) Stations may be lower density than for LRT and involve a smaller area (within 200 m of the Station).

## A Density

The intent is to concentrate development at transit stations/centres with densities that will support transit and a range of businesses and services. The density and height of development should also decrease with distance from the transit station/centre to ensure compatibility with surrounding lower density residential areas.

| | Features | Yes | No | N/A | Comments |
|---|---|---|---|---|---|
| A1 | Development is high density within 400 m of transit station/centre. | ☐ | ☐ | ☐ | |
| A2 | Development is medium density within 800 m of transit station/centre. | ☐ | ☐ | ☐ | |
| A3 | The height of development decreases with distance from the transit station/centre. | ☐ | ☐ | ☐ | |
| | **Sub-Total** | | | | |

## B Mix of Uses

The intent is to develop "urban villages" at transit stations/centres that have a mix of residential and commercial land uses, as well as other land uses. This mix will offer people opportunities to live and work close to transit, to obtain at least basic/daily goods and services locally, and to use transit to travel to destinations for recreation or education.

| | Features | Yes | No | N/A | Comments |
|---|---|---|---|---|---|
| B1 | The development includes a horizontal or vertical mix of residential and commercial (office/retail) land uses, or adds to the mix of existing uses within the station/centre area. | ☐ | ☐ | ☐ | |
| B2 | The development provides retail space at ground level in buildings located around public squares or along direct routes to transit station/centre. | ☐ | ☐ | ☐ | |
| B3 | The development includes a grocery store. | ☐ | ☐ | ☐ | |
| B4 | The development includes commercial uses that are beneficial and compatible with residential uses (e.g. household furnishings, bookstores, fitness centres, hair salons). | ☐ | ☐ | ☐ | |
| B5 | Residential development includes a mix of housing types and/or housing unit sizes. | ☐ | ☐ | ☐ | |
| | **Sub-Total** | | | | |

| C | Transit and Cycling |
|---|---|

The intent is to provide features at or in the vicinity of the transit station that will further promote transit ridership and cycling.

| | Features | Yes | No | N/A | Comments |
|---|---|---|---|---|---|
| C1 | Shelters are provided for all bus stops within the subject area. | ☐ | ☐ | ☐ | |
| C2 | Weather-protected bicycle parking for longer-term use is provided in a secure area. | ☐ | ☐ | ☐ | |
| C3 | Connections are provided from the area to the multi-use trail system. | ☐ | ☐ | ☐ | |
| | **Sub-Total** | | | | |

| D | Streets and Walkability |
|---|---|

The intent is to provide direct routes from the surrounding area to the transit station/centre that are not only convenient, but also attractive and safe.

| | Features | Yes | No | N/A | Comments |
|---|---|---|---|---|---|
| D1 | Local street and pedestrian network provides direct routes from surrounding area to transit station/centre. | ☐ | ☐ | ☐ | |
| D2 | Block lengths are a maximum of 200 meters. | ☐ | ☐ | ☐ | |
| D3 | Sidewalks are provided along both sides of all streets. | ☐ | ☐ | ☐ | |
| D4 | Sidewalks are separated from the street by a landscaped boulevard with trees. | ☐ | ☐ | ☐ | |
| D5 | Pedestrian routes to the transit station/centre are designed in accordance with CPTED principles (e.g. well lit, adequate width of pathway, clear sightlines). | ☐ | ☐ | ☐ | |
| D6 | Traffic calming measures such as “bulbs” are provided to enhance pedestrian safety. | ☐ | ☐ | ☐ | |
| D7 | Pedestrian access from development to transit station/centre is at grade or involves short flight of stairs or ramps. | ☐ | ☐ | ☐ | |
| | **Sub-Total** | | | | |

| E | Parking | | | | |
|---|---|---|---|---|---|
| The intent is to minimize parking within the TOD area while encouraging transit use and active transportation. | | | | | |
| | **Features** | **Yes** | **No** | **N/A** | **Comments** |
| E1 | The majority of parking for residential and commercial buildings is provided underground or in above-ground parking garages. | ☐ | ☐ | ☐ | |
| E2 | Surface parking is located to the side or to the rear of buildings. | ☐ | ☐ | ☐ | |
| E3 | The number of parking spaces provided for residential buildings has been reduced based on proximity to high level transit service. | ☐ | ☐ | ☐ | |
| E4 | Different land uses share parking capacity. | ☐ | ☐ | ☐ | |
| E5 | Park and Ride facilities are provided on the edge or perimeter of the TOD core. | ☐ | ☐ | ☐ | |
| E6 | The development includes a Kiss and Ride facility. | ☐ | ☐ | ☐ | |
| E7 | Parking garage entrances and/or loading spaces are located to the side or rear of buildings to minimize sidewalk crossings. | ☐ | ☐ | ☐ | |
| E8 | Parking garages are developed with office or retail uses at the ground level and aligned with adjacent buildings to integrate into streetscape. | ☐ | ☐ | ☐ | |
| | **Sub-Total** | | | | |

| F | Urban Design and Amenities | | | | |
|---|---|---|---|---|---|
| The intent is to create a high quality built environment that is functional, attractive, safe, comfortable, vital, and distinctive with a sense of community. | | | | | |
| | **Features** | **Yes** | **No** | **N/A** | **Comments** |
| F1 | The quality of building design and exterior materials is high/above standard. | ☐ | ☐ | ☐ | |
| F2 | The building architecture and features give the transit station/centre area a distinct character (“place-making”). | ☐ | ☐ | ☐ | |
| F3 | Buildings and main entrances are oriented to the street. | ☐ | ☐ | ☐ | |
| F4 | Buildings have high levels of transparency at grade and/or active frontages for at least 40% of the street front facade. | ☐ | ☐ | ☐ | |
| F5 | The development provides a “public square” (gathering place) in the TOD core. | ☐ | ☐ | ☐ | |
| | | | | | |
| | | | | | |

| Features | | Yes | No | N/A | Comments |
|---|---|---|---|---|---|
| F6 | Public and private open spaces have a high standard of landscaping and amenities (e.g. benches, waste receptacles, special lighting, water features, and public art). | ☐ | ☐ | ☐ | |
| F7 | Public open spaces are designed in accordance with CPTED principles. | ☐ | ☐ | ☐ | |
| F8 | The development and buildings have been designed (e.g. stepped back) and sited to minimize unpleasant shade and wind conditions, and to maximize sunlight in open spaces. | ☐ | ☐ | ☐ | |
| F9 | The development and buildings along pedestrian routes or around public open spaces provides protection from inclement weather (e.g. arcades, awnings) | ☐ | ☐ | ☐ | |
| | **Sub-Total** | | | | |

The Scorecard below summarises the scores from the checklist. Projects may score well in some categories and poorly in others. This summary can assist in identifying aspects of the project, which need further investigation and/or redesign.

# Transit Oriented Development Scorecard

1 point is assigned per item if 'Yes' is checked. 0 points are assigned if 'No' is checked. All 'Yes' and 'No' checks are considered applicable and points from each section should be added and included in the table below. The 'Score' for each section is calculated by dividing the points by the 'Total Applicable'. This produces a percentage score. Comments may be written to explain the score for each section. The final scores are 'graded' into bands (81-90% for instance) and given a corresponding 'star' rating as outlined below.

| | Total Possible | Total Applicable | Points | Score (%) | Comments |
|---|---|---|---|---|---|
| **A Density** | **3** | | | | |
| **B Mix of Uses** | **5** | | | | |
| **C Transit and Cycling** | **3** | | | | |
| **D Streets and Walkability** | **7** | | | | |
| **E Parking** | **8** | | | | |
| **F Urban Design and Amenities** | **9** | | | | |
| **TOTALS** | **35** | | | | |
| **Final Score** | | | | | |

## Transit Oriented Development – Scorecard Result Rating System

Insert your 'final score' into the appropriate band below to determine the project's rating; from 5 stars to 0 stars as described below:

| Final Score Band | Rating | | |
|---|---|---|---|
| 91 – 100% | * * * * * | 5 star | **SMART BAR** |
| 81 – 90% | * * * * | 4 stars | |
| 71 – 80% | * * * | 3 star | |
| 61 – 70% | * * | 2 star | |
| 50 – 60% | * | 1 star | |
| Less than 50% | | No stars | |