

Potential Focus Area for Growth:

Within Transit Station Areas & Activity Centres

Focusing new growth, in the form of new residential and commercial buildings of 4+ storeys, within Transit Station Areas & Activity Centres in the plan area has many benefits, including:

1. Allowing new residents and business around transit stations provides more people the option to use transit. For those new residents, being located directly adjacent to a transit station makes using transit incredibly convenient and easy. This reduces the use of private vehicles for transportation reducing the burden on our roads, decreasing greenhouse gas emissions and saving people on the cost of owning and operating a vehicle.
2. By focusing development around a transit station, a concentration of commercial services and amenities is realized. New businesses that want to capitalize on the concentration of transit users and new residents in the area will move in, which provides additional services not only for new residents in the transit area, but for existing residents in the wider community. With new businesses and amenities opening, it could mean that existing residents no longer have to travel across the city to meet some of their needs, decreasing the burden on roads and making services more accessible to residents.
3. More residents and businesses around transit makes transit operations more efficient. With more people and businesses located close to transit, transit can operate more efficiently, with more passengers per train or bus.
4. A concentration of activity can help improve safety. With more people and businesses in the area, as opposed to vacant lots, there is more passive surveillance of the area. This improves the safety of the area, resulting in a virtuous cycle of more activity leading to increased safety, which attracts more residents and businesses, which brings more activity.

Focusing new growth within Transit Stations & Activity Centres (including Shaganappi Point and 45 Street LRT stations, as well as the 26 Avenue and Richmond Road MAX Teal BRT stations, and the Richmond Centre Community Activity Centre) connects to and builds on the following core values:

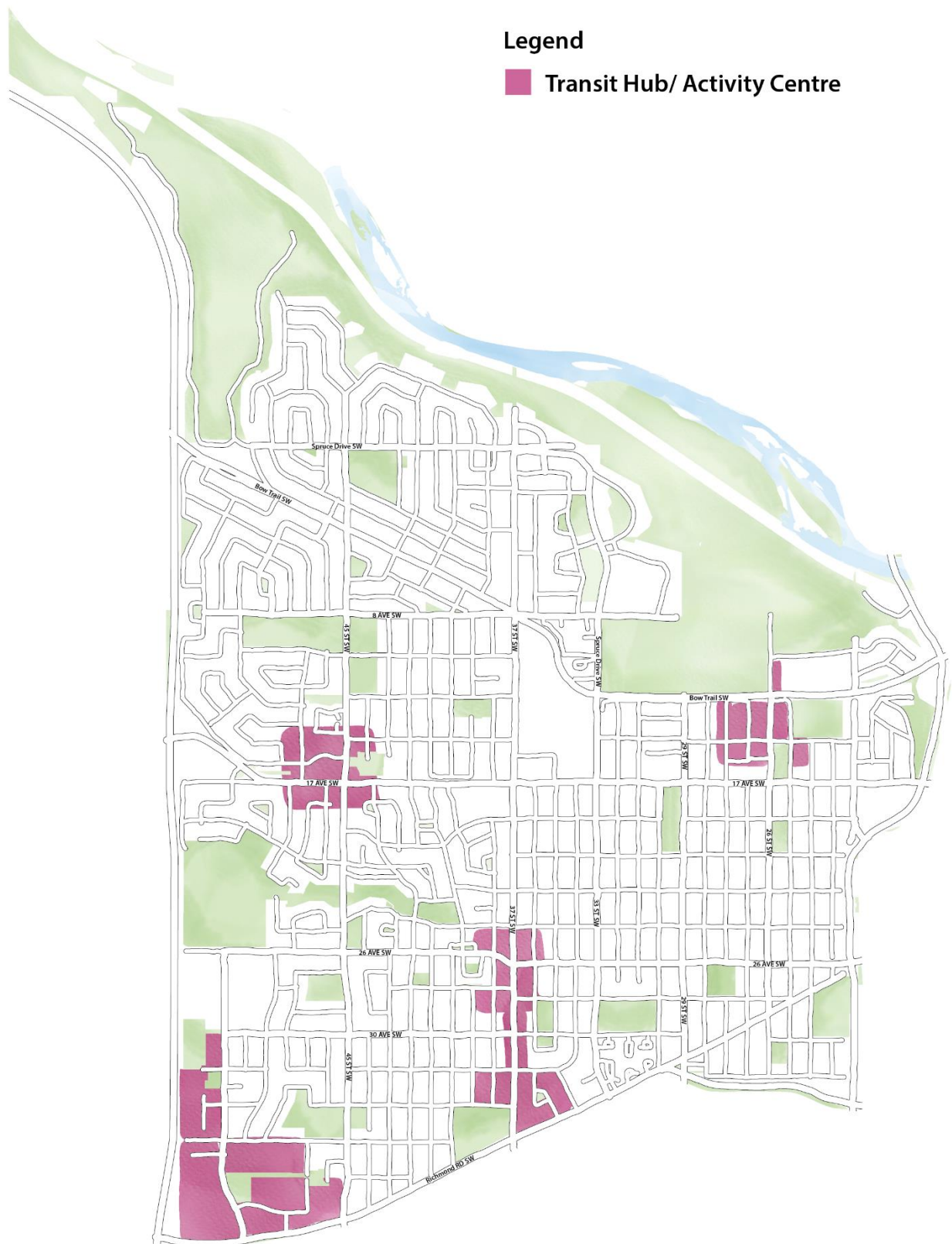
Recognize and build upon the role of the Westbrook LRT station area as a focal point and a mobility hub for the communities in the Plan area by supporting public and private development around the Westbrook LRT station.

Promote a greater diversity of commercial amenities and support local businesses particularly within Main Streets, Activity Centres and transit station areas.

Support the development of high quality and diverse housing types throughout the Plan area to meet equitable socio-economic and demographic needs close to key services and amenities.

Reduce emissions of greenhouse gases that contribute to climate change and reduce vulnerability to climate-related hazards such as extreme heat or cold and drought or localized flooding to protect residents.

MAP 2: Transit Stations & Activity Centres – outlining potential focus areas for moderate to large-scale buildings



In addition to being informed by the core values, this growth focus area is also informed by the *Municipal Development Plan*, which identifies transit stations and activity centres as key areas for growth. The *Municipal Development Plan* identifies both Westbrook Station and Richmond Centre as Community Activity Centres. Policies in the *Municipal Development Plan* encourage a mix of medium and high-density employment and residential uses in these areas, as well as providing retail, recreation, sport, cultural, open space and community and protective services. The *Municipal Development Plan* sets out a goal of a minimum of 150 people or jobs per hectare in these areas (policy 3.3.3(b)). Policies for activity centres in the *Municipal Development Plan* include:

3.3.1 (a) Activity Centres should be locations for a mix of medium and higher density employment and residential uses.

3.3.1(b) Uses such as retail, recreation facilities, sport, cultural facilities, open space and community and protective services that support concentrations of jobs and population are encouraged.

The *Municipal Development Plan* also encourages development around transit stations that are not identified as activity centres. Policies in the *Municipal Development Plan* that speak to development around transit include:

2.2.2(a) Locate transit-supportive land uses, including higher-density residential and employment developments, within Activity Centres and Main Streets supported by the Primary Transit Network.

2.2.2(b) Increase development densities in proximity of the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stops, in areas deemed appropriate through the Local Area Planning process and in accordance with the Typology thresholds identified in Part 3.

2.2.2(d) Underutilized commercial and brownfield sites accessible to the Primary Transit Network should be redeveloped over time, where feasible, as mixed-use and/or employment intensive sites

2.2.2(e) Ensure that the design and mix of land uses surrounding transit stops and stations support transit and emphasize a pedestrian oriented environment.

Additionally, public feedback from phase 1 reinforced the importance of development around transit stations. Community comments such as:

“The open space where Ernest Manning used to be is a huge asset that is not being utilized to its potential right now.”

“Westbrook Mall is in desperate need of updating and adding new shops”

“The biggest excitement we have is the redevelopment of westbrook mall. Seems very run down so having a facelift will be lovely”

“foot traffic and shops be great at Westbrook station - perhaps garden/farmer's market or similar social/city lease space...”

“Ensure community shopping centres are pedestrian friendly with adequate bike and car parking.”

“Redevelopment of Westbrook Mall is critical.”