

# Introduction



Welcome to the Open House to Review the Concept Plan for the Fort Road Old Town Urban Design Plan

- ✓ View the Displays on the Draft ASP.
- ✓ Talk to Project Representatives.
- ✓ Provide us with your comments and suggestions.

## Plan Purpose and Objectives

As stated in the 2002 *Fort Road Old Town Master Plan*, the primary project goals are to revitalize the historic Fort Road Old Town and to accommodate future traffic growth along Fort Road. Once implemented, the proposed redevelopment will accomplish the following objectives:

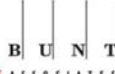
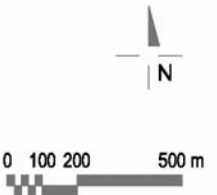
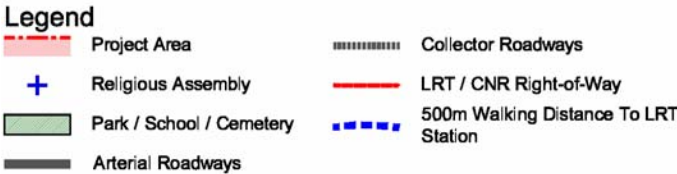
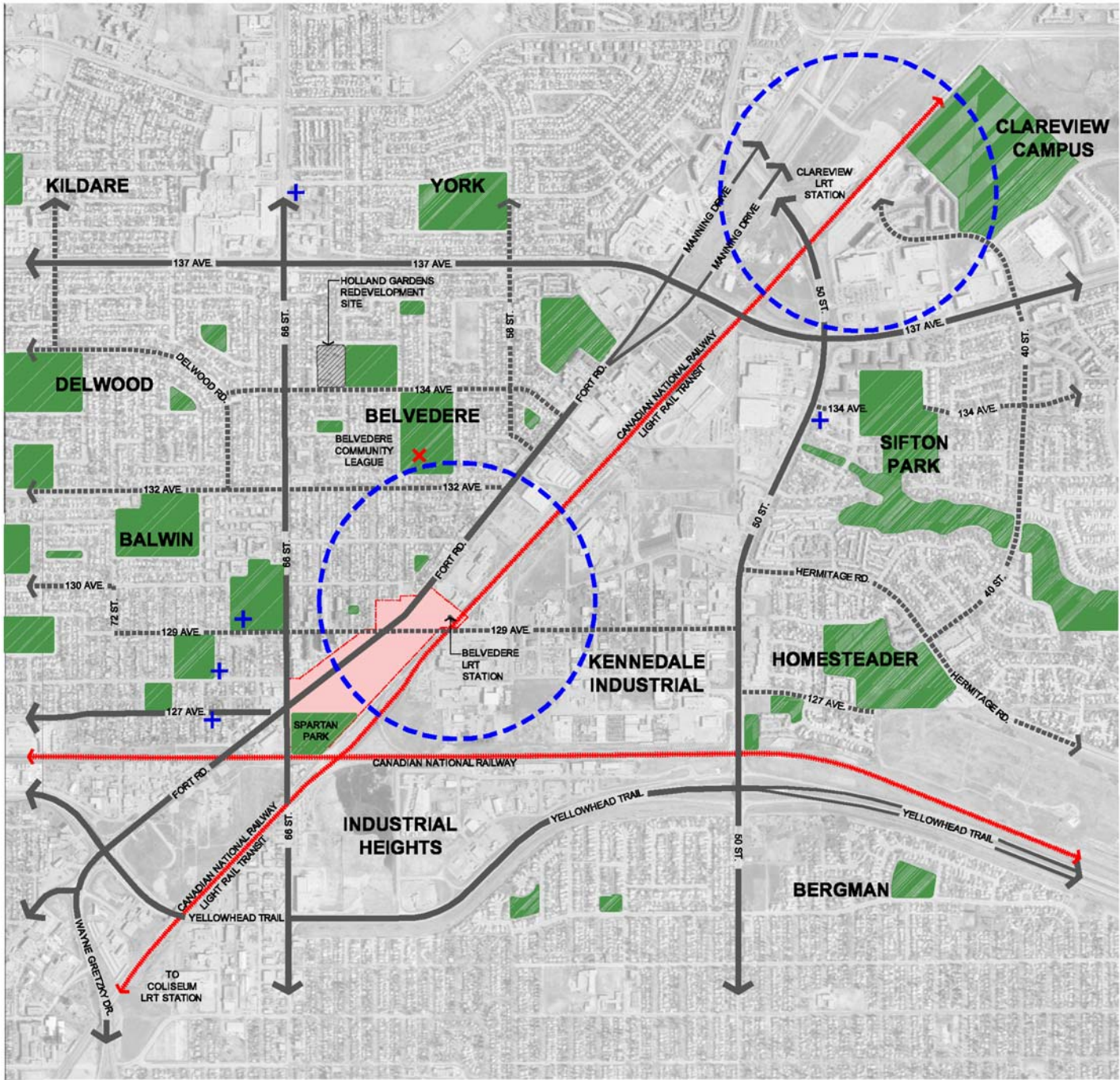
- Establish a land use pattern, which favours Light Rail Transit (LRT) ridership and promotes transit oriented development.
- Provide higher densities close to the LRT station.
- Combine retail, office and residential uses in projects.
- Establish a pedestrian zone within a 5 minute walking distance of the LRT station.
- Develop a strong pedestrian network integrating public and private properties.
- Develop city-owned land as mixed-use demonstration projects.

### PROJECT SCHEDULE

We are now in Phase IV



## Urban Context





# Transit Oriented Development



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## What is Transit Oriented Development?

It is the term City Planners use to describe urban development that is comprehensively planned and integrated with a major transit station/centre.

A TOD neighbourhood has a centre or primary core that extends approximately 400 metres (or a five minute walk) from a transit station/centre. This core is characterized by medium to high density mixed use residential development (low, medium & high rise apartment blocks and row houses), with retail shops and services, offices, and a public square. The features of a TOD include:

1. Major Transit Facility
2. High – Medium Density
3. Mix of Land Uses
4. Streets and Walkability
5. Parking Management
6. Quality Design and Amenities



*Town Center at Orenco Station, Hillsboro, OR*



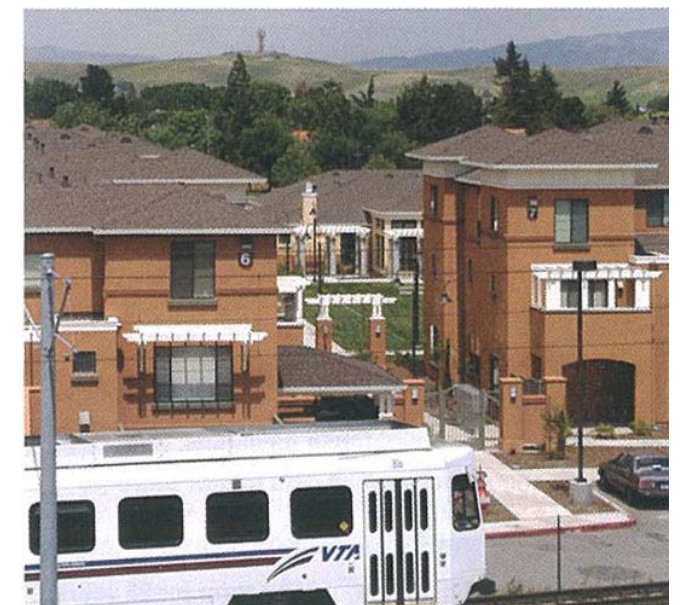
*Mockingbird Station, Dallas, TX*



*Santana Row, San Jose, CA*



*Holly Street Village, Pasadena, CA*



*Ohlone/Chynoweth Commons, San Jose, CA*



# Urban Design Principles



## Fort Road Urban Design Plan

### Mixed Use

- A diversity of uses should be encouraged to create a safe and lively urban village.
- A mix of land uses should be integrated both horizontally and vertically.
- Housing forms that facilitate work/live opportunities should be encouraged.
- 



*A mixed use development provides opportunities to vertically integrate uses with retail uses at grade and residential on upper floors.*

### Place-Making

- Buildings on prominent sites should be designed to be architecturally distinctive.
- The street network layout should be designed to maximize focal point opportunities.
- Views and vistas should be aligned with key buildings and should terminate with key landmarks.
- Architectural differentiation of buildings and rooflines should be encouraged



*Edmonton's Multi-Use Trail - example of a gateway to define and introduce a public space.*

### Walkability

- Pedestrian connections between all parts of the urban village, the LRT station, and adjacent neighbourhoods should be clearly defined.
- Street-oriented retail should be provided along a pedestrian-oriented Fort Road.
- Street crossings should be clearly marked so they are convenient and safe for pedestrians and visible to motorists.
- The public realm should be designed as barrier-free space intended for universal access.
- Landscaping, street furniture (e.g. lighting, benches, etc.) and properly located seating areas should be included.
- Sidewalks should be provided along both sides the street and be separated from the street with landscaped boulevards with trees.
- The multi-use trail should be integrated within the project site.



*A safe and attractive streetscape promotes walkability.*

### Active Streetfronts

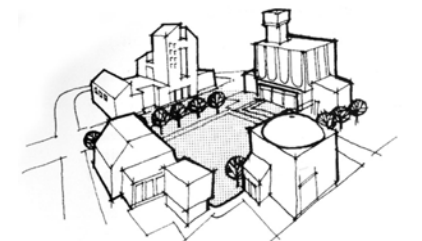
- Residential and commercial buildings should front onto streets and/or public spaces.
- Primary entrances of buildings and individual ground-floor residential and commercial entrances should be oriented to the street.
- Housing should address the street and sidewalk with entries, balconies, porches, architectural features, and activities.
- Blank walls should be avoided and building lines should be continuous along the street frontage.
- Street furniture (lighting, should be at a human scale).



*Whyte Avenue in Edmonton, AB. - active streetfronts contribute to an animated sidewalk and street trees create a spatial sense of enclosure.*

### Built Form

- The built form should provide opportunities to maintain views, create attractive rooflines and minimize shadowing.
- The height and massing buildings should define and enclose public streets and spaces.
- The quality of building design and exterior materials should be to a high standard.
- Building architecture and features should give the area a distinct character..
- Landmarks, theming, wayfinding and public art should be provided throughout the project area.



*Building height and massing showing suitable transition and enclosure of a public square.*

### Parking Requirements & Configuration

- Opportunities for shared parking facilities should be encouraged.
- Surface parking lots should be landscaped and parking entrances and loading should be screened to maintain an attractive pedestrian-oriented environment.
- Parking and loading access should be oriented to the rear of buildings and utilize lanes for access.
- Structured parking should be required for residential buildings and hidden from the street, preferably placed in the interior of blocks.
- Several small parking lots spread throughout are preferred over large expansive parking lots.



*Parking lots are screened by buildings, preserving street frontages for street-oriented retail.*

# Urban Design Principles



## Fort Road Urban Design Plan

### Residential Areas

- A variety of housing forms (e.g. low, medium and high rise apartments and stacked townhouses) and types of tenure should be available.
- Townhouses and apartments should be oriented towards the front street with parking located behind and interior to the block.
- Residential blocks should provide lanes for utilities and garage access.
- On-street parking should be encouraged.
- Street trees and plantings should be provided where possible.



*Housing oriented towards the front street.*

### Crime Prevention Through Environmental Design (CPTED)

- Methods to achieve natural surveillance should be implemented by providing clear sight lines from within buildings.
- The creation of areas hidden from view and isolated spaces should be avoided.
- Spaces should be designed such that people naturally take ownership.
- Spaces should be designed using high quality durable materials to facilitate easy maintenance over time.
- Properly located entrances, exists, fencing, landscaping and lighting should be designed to subtly direct pedestrian and vehicular traffic.
- Public spaces should be designed to promote year-round and day-long usage.



*Public realm as defensible space - active streetfronts put "eyes on the street" and manicured street plantings do not create hiding spaces.*

### Parks & Open Space

- A village square should act as a focal point within the urban village and should be lined with street oriented townhouses and apartments to create a pedestrian-friendly atmosphere;
- A village square should be defined by the mass and height of surrounding buildings.
- Parks should be linked to an overall open space system via pedestrian linkages or pathways.
- Parks should provide a combination of playground opportunities, informal play areas, seating areas, and passive recreation areas.
- Parks should be designed with access from public streets to ensure universal accessibility.



*Princeton Forrestal Village - a well-defined public square.*

### Street & Block Pattern

- The street system should be simple, accentuate landmarks and encourage pedestrian activity.
- Streets should be designed for lower speeds / traffic calming.



*Streets with traffic calming and memorable landmarks encourage pedestrian activity.*

### LRT Station

- LRT and Transit facilities should exhibit a strong sense of place.
- Higher density residential development should be promoted in proximity to LRT and transit stations and corridors.
- Create a safe and lively LRT station area through activities such as the incorporation of a police kiosk at the station and the use of park n' ride facilities for a farmer's market on weekends.



*Locate higher density residential development within a 5-minute walk of LRT.*



# Affordable Housing



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## City Definition of Affordable Housing

- Rental or ownership housing provided to households who:
  - Have an affordability problem (pay in excess of 30% of their income on housing); and
  - Earn less than the median income, but who are capable of independent living without a need for support services;
- Requires no on-going government subsidies; and
- Includes housing built by the private, co-operative, non-profit and public sectors.

## City Guidelines for Incorporating Affordable Housing Units in Major New Residential Developments

- Integration
  - Interspersed (not concentrated) in the larger supply of market-priced units;
  - Visually indistinguishable from market-priced units (offer basic interior amenities and furnishings);
- Mix of Housing Types and Tenures
  - Mostly smaller rental units for single adults, with some units suitably-sized for family occupancy, and some (limited equity) homeownership units; and
- Sustainable Affordability and Meeting Community Needs
  - Less than market pricing over the long-term (20 years) and targeted for occupancy to households who:
    - Have an affordability problem; and
    - Earn 80% to 90% of median incomes (requiring income from employment).

***“Affordable units will be interspersed and integrated throughout the overall development and will be visually indistinguishable from market-priced units”***



*Can you identify which homes are market priced and which ones are more affordable?*



# Housing Choices



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## Mixed Use – Commercial & Residential

- First floor commercial with remaining three floors for residential use
- Up to 125 units per hectare
- Maximum building height of 4 storeys
- Structure parking
- Typical buyers: young singles and couples (20s to 40s)



## Low to Mid-Rise Apartments

- 125 – 224 units per hectare
- Building heights between 4 –6 storeys
- Structure parking
- Typical buyers: young singles and couples (20s to 40s); presence of empty nesters depends on location, view, etc.



## High Rise Apartments

- 125 – 325 units per hectare
- Structure parking
- Maximum building height of 20 storeys
- Typical buyers: young singles and couples (20s to 40s) and downsizing boomer and empty nester buyers (late 40s and 50s is most typical)



## Stacked Townhouses

- 80 – 105 units per hectare
- Maximum building height of 5 storeys
- Supports pedestrian oriented environment
- Surface, garage or underground parking
- Typical buyers: first-time buyers, young singles and couples with small children



## Work / Live

- Varying densities
- Structure parking
- Supports pedestrian oriented environment

Note: Images are for illustrative purposes only



# Fort Road Urban Design Plan

