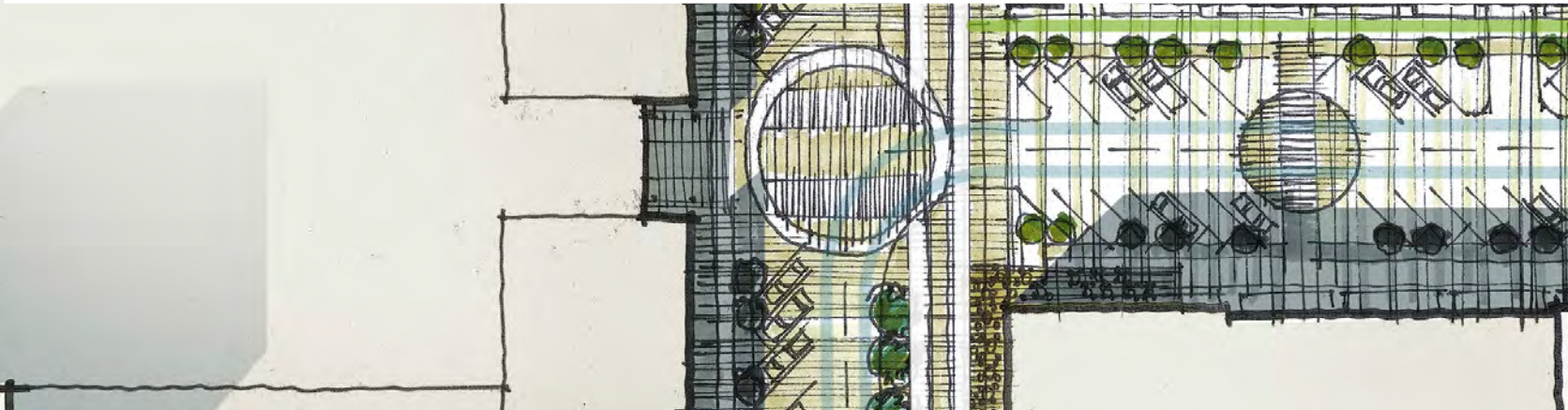
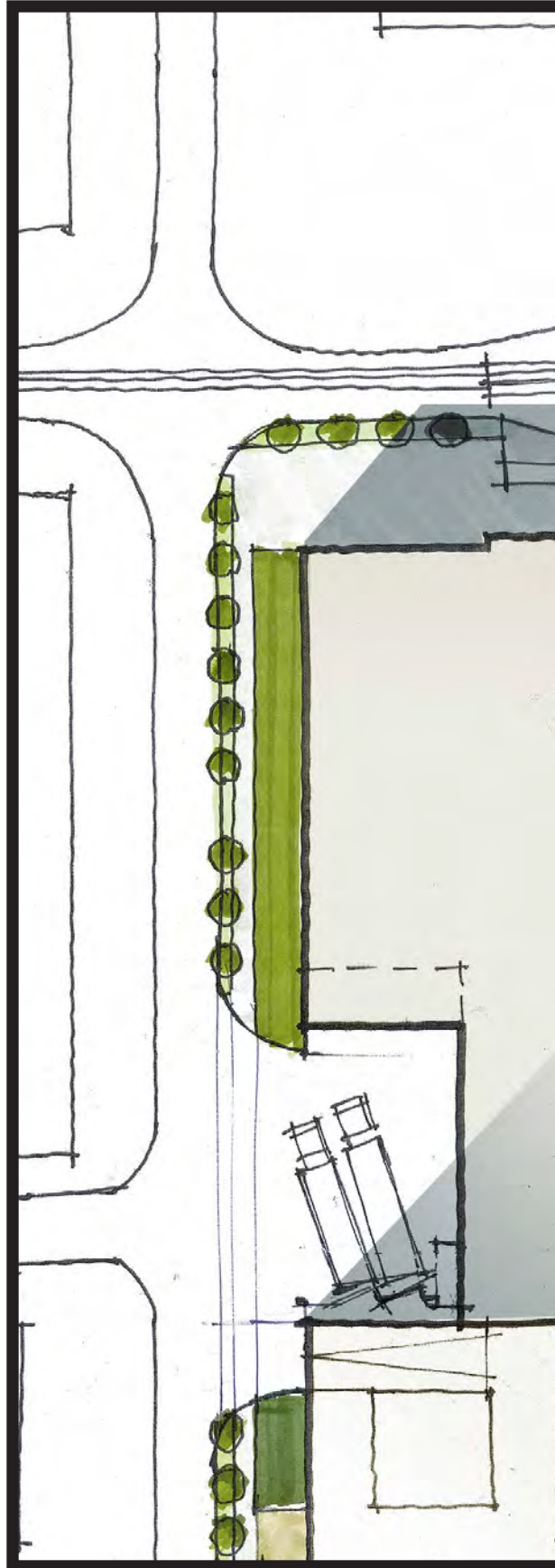


JASPER GATES REZONING

URBAN DESIGN BRIEF

14915 STONY PLAIN ROAD

FEBRUARY 22, 2019



RIO CAN
REAL VISION, SOLID GROUND.

 **Stantec**


TRANSPORTATION PLANNERS
AND ENGINEERS



Contents

01 PROJECT OVERVIEW	4
1.1 Introduction	4
1.2 Site Description	4
1.3 Design Overview	4
02 CONTEXT ANALYSIS	6
2.1 Land Use + Zoning	6
2.2 Policy Context	8
2.3 Accessibility + Connectivity	10
2.4 Urban Pattern	11
2.5 Visual Quality and Legibility	12
03 DESIGN VISION + GUIDING PRINCIPLES	14
3.1 Proposed Design	14
3.2 Project Statistics	15
3.3 Key Features + Inspiration	15
3.4 Master Plan Visioning	16
04 DESIGN INTENT	17
4.1 Urbanism	17
4.2 Design Excellence	18
4.3 Scale, Connections + Context	19
4.4 Mobility	21
05 CONCLUSION	22

01 PROJECT OVERVIEW

1.1 Introduction

Stantec, on behalf of RioCan, is proposing to rezone the Jasper Gates Shopping Centre within the West Jasper Place neighbourhood from CB1 (Low Intensity Business Zone) to DC2 (Site Specific Development Control Provision). The subject site is located immediately south of Stony Plain Road, adjacent to a proposed LRT stop on the future expansion of the Valley LRT line to the west.

This submission is intended to provide an introduction to RioCan's vision for this site through a high-level design concept and overview of the principles guiding the redevelopment. It is also intended to establish the foundations for the future review of a formal rezoning application and amendment to the Jasper Place Area Redevelopment Plan, and initiate discussions with the City of Edmonton related to this project. The context analysis outlines the current conditions for the site and surrounding area extending approximately 400 m from the site (study area), followed by an overview and then detailed summary of the design approach for this site.

1.2 Site Description

As shown in Figure 1, the subject site is bounded by 149 Street on the east, Stony Plain Road on the north, 152 Street on the west, and 100 Avenue on the south. This 10 acre site is owned by three separate landowners, with this application being led by RioCan. Due to the size, changing retail landscape, and growth of Edmonton transit it is the opportune moment to plan for the existing future of this site. The surrounding area is built-out as primarily medium and low density residential, including the mature neighbourhoods of West Jasper Place, Canora, Grovenor, and Crestwood. Access to the downtown is provided by Stony Plain Road to the east and the North Saskatchewan River Valley can be accessed through trails in MacKinnon Ravine Park.

The current public transit access is served by bus service (5 bus stops are located immediately adjacent to the site). The site is, however, located immediately adjacent to the future 149th Street LRT stop on the West Valley Line, connecting Lewis Estates to Downtown. The Valley Line is proposed to run along Stony Plain Road from approximately 142nd Street before turning south on 155th Street. Cycling connectivity within the study area is limited, involving a combination of on- and off-street cycling infrastructure and proximity to MacKinnon Ravine Park, with cycling trails connecting to the Edmonton River Valley network.

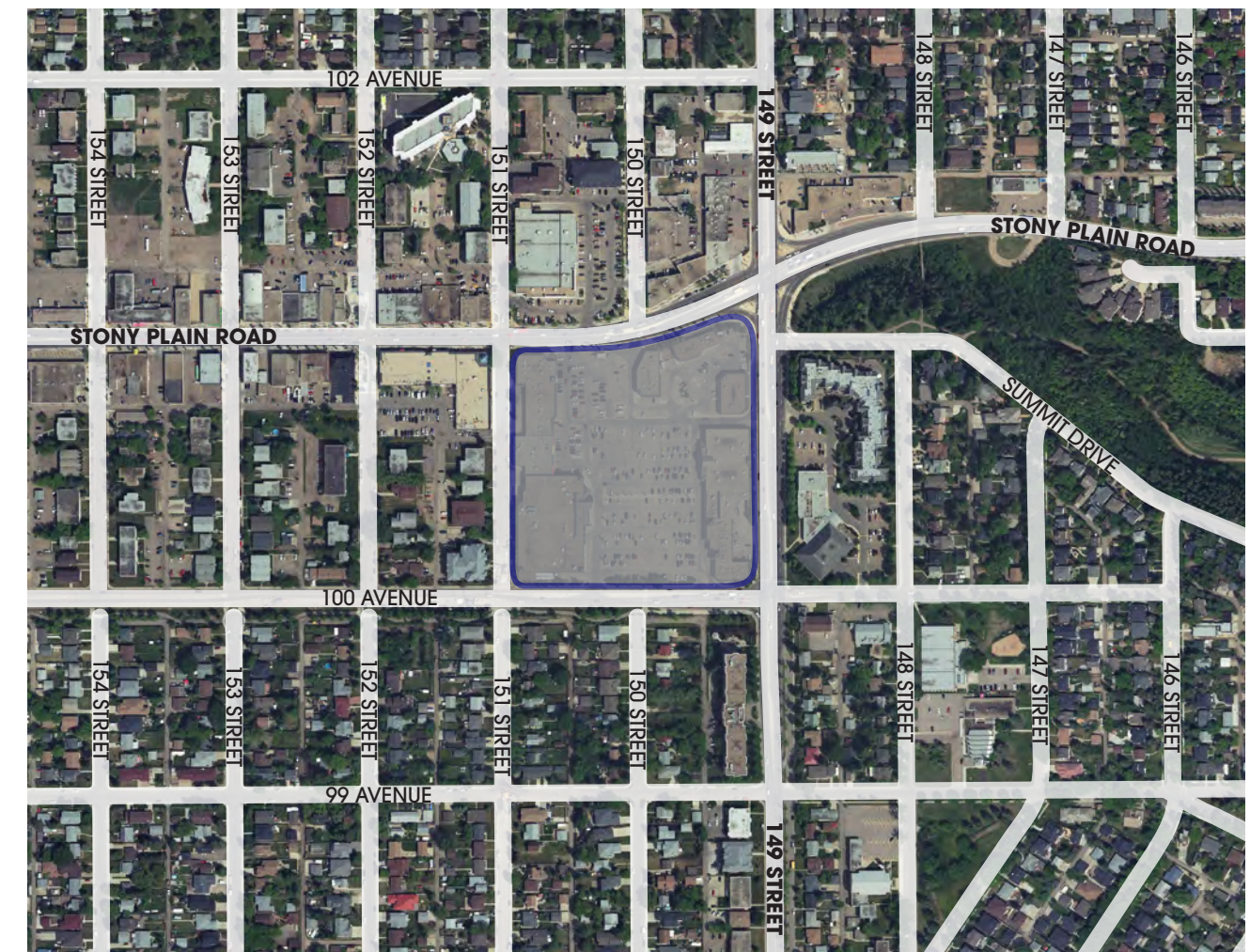


Figure 1: Site Location

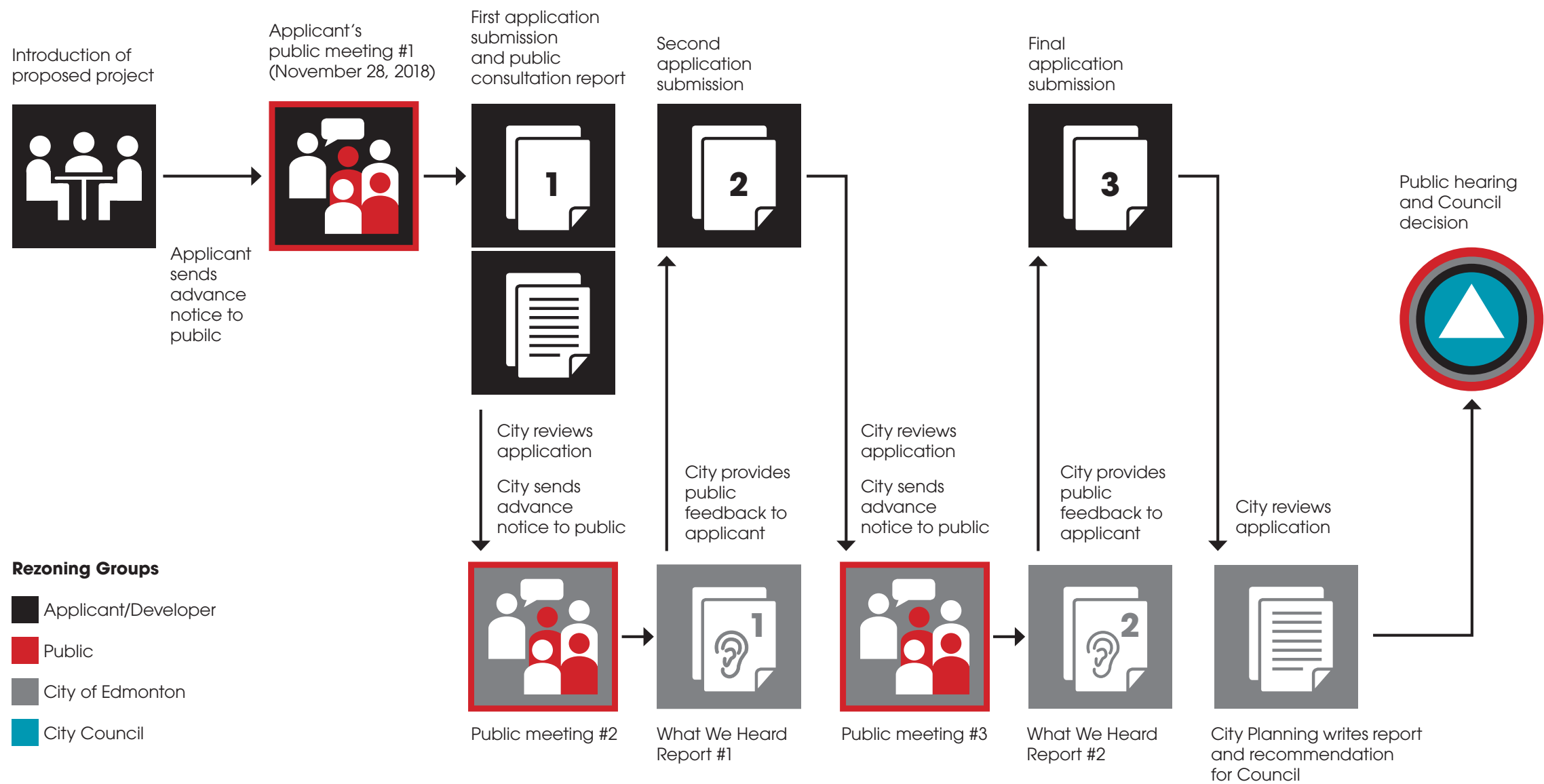


Figure 2: Project Process

1.3 Design Overview

The preliminary concept for the subject site proposes a mix of uses and built forms to create an engaging and active development. Internal streets will reconnect the fragmented mobility network, framed by at-grade commercial and retail addressing major streets with residential development proposed above and throughout the site.

The concept includes a new anchor grocery store in order to improve the current services provided to the community. The majority of parking will be provided in an underground parkade to improve the walkability of the site as a whole. On-site amenities will add value for the surrounding community, establishing a common character and community hub connecting all four of the unique adjacent neighbourhoods.

1.4 Process

Due to the size and importance of this site for transit oriented development that supports the West Valley LRT, an iterative application and engagement approach has been established in collaboration with the City of Edmonton. This process includes a preliminary application to the City which consists of an Urban Design Brief, transportation considerations overview, and pre-application consultation summary report. This initial application does not include a detailed DC2 Provision, as the focus is on the vision and high-level overview of the scale and scope of development proposed. After receiving feedback on this submission, the project team will prepare the DC2 Provision as well as the required technical studies to support this application. To align with this approach with the City, this package focuses on the Design Vision + Principles and does not include a DC2 Provision or technical information. Figure 2 illustrates this integrated planning process.

1.5 Community Engagement

To introduce the project, we sent approximately 5,600 notices to the surrounding landowners and residents, hosted a community stakeholder meeting, and held a public open house. Through this engagement, we heard diverse opinions from attendees and respondents. Generally feedback was focused on concern around new development in this area, desire for more information, and support for the redevelopment of this site. The comments regarding this project have been grouped in to the following topic areas:



Connectivity

Comments included:

- connecting 150 Street will create a route for shortcutting through residential neighborhoods
- how the development will impact traffic in the area, especially with the LRT coming through and removing a lane of roadway,
- Stony Plain is too busy to support any street front development,
- vehicle speeds travelling along 100 Avenue are high,
- improve access across 149 Street, and
- integrate the complex with bicycle routes/lanes to access nearby MacKinnon Ravine and also provide bicycle parking.



Residential

Comments included:

- housing options for specific groups such as seniors living and affordable housing,
- the use of high-quality materials,
- reduce social isolation of those living in multi-family units.
- incorporating sustainability elements into the design, and
- street facing entrances and/or townhouses.
- Concerns were expressed over more residential development contributing to existing problems associated with density (i.e., including traffic).



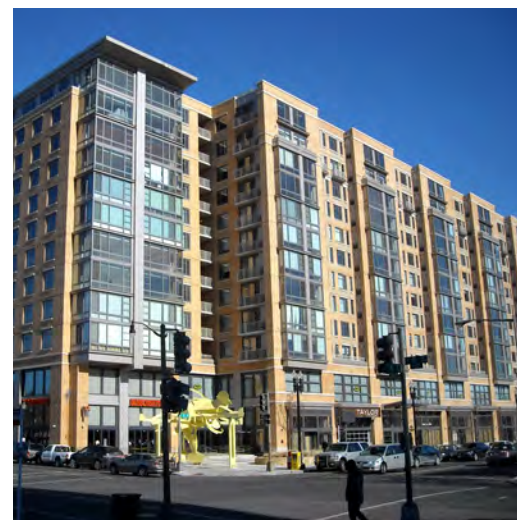
Retail

Comments included:

- maintain current businesses (specifically, the grocery store, bank and drug store) both during construction and forming part of the redevelopment,
- provide spaces for professional services, and
- create opportunities for restaurants and coffee shops which should include an outdoor seating area.

Height

There was divided feedback about the appropriate height of proposed residential development. Some did not wish to see any additional height than that allowed by the ARP while others were comfortable with increases in height. Concerns were also expressed that height along 149 Street should be limited to low rise.



Parking

Comments included:

- building a park-and-ride area for the future LRT station,
- surface parking is a requirement for existing business to continue to operate/ underground parking will not be used by customers, and
- surface parking is not an efficient use of the space.



Open Space

Comments included:

- create a safe space with ample lighting to increase security,
- incorporate interactive public art features or spaces that could be used as venues for local artists,
- the community lacks adequate green/park space, and
- design the space to function in all seasons.

02 CONTEXT ANALYSIS

2.1 Land Use + Zoning

The Jasper Gates site is currently a low density commercial area, providing essential daily services and retail opportunities to surrounding residents with ample surface parking. Existing uses include a grocery store, restaurants, drug store, bank, dollar store, and various retail uses. The current buildings are oriented to the interior of the site, facing the surface parking areas. Due to the current design, the site offers limited at-grade activation of the public realm along Stony Plain Road and 149 Street. As illustrated in Figure 3, surrounding land uses are primarily low density residential, with commercial uses focused to the west along Stony Plain Road. Much of the surrounding residential development (approximately 55%) was built before 1960.

The Jasper Gates Shopping Centre site is currently zoned CB1, a Low Intensity Business Zone under the City of Edmonton's Zoning Bylaw 12800. The purpose of this zone is to, "provide for low intensity commercial, office, and service uses located along arterial roadways that border residential

areas." The current zoning provides for low density commercial uses and may contemplate residential uses in the form of apartment housing (only) when commercial space is provided on the ground floor. The maximum Floor Area Ratio in the CB1 zone is 2.0, and limits building height to 12.0 m.

Within the study area, parcels adjacent to Stony Plain Road are typically zoned CB1 and developed as single-storey commercial development that is oriented to the street or internal surface parking where provided. Immediately adjacent to the commercial zoning is an area of low rise apartment zoning (RA7) to both the north and south, which includes a mix of low-rise apartments as well as single detached housing and other low density housing forms. The remaining study area is primarily zoned for low density development through RF1 (Single Detached Residential) and RF3 (Small Scale Infill Development) zones. The low density areas are fully developed with single detached housing, however infill development through the splitting of existing lots is becoming more common within this area.



Interface with Stony Plain Road



Interface with Stony Plain Road



4 Interface with 100 Avenue



On-site surface parking



Interior commercial frontages



On-site surface parking

Figure 3: Current Land Use



Figure 4: Current Zoning



2.2 Policy Context

Development of the subject site is guided by Edmonton's Transit Oriented Development (TOD) Guidelines, the Main Streets Guidelines, and the Jasper Place Area Redevelopment Plan (ARP). These three planning documents are components of the broader planning direction from the City of Edmonton (City), as established through the Way We Grow (Edmonton's Municipal Development Plan). The general direction set through these documents is to increase the density in mature neighbourhoods through contextually sensitive redevelopment, support the expansion of the public transit network through complimentary development nodes, and to enhance commercial shopping streets to support local businesses and the walkability of surrounding communities.

Under the **TOD Guidelines**, the LRT stop adjacent to this site is identified as a "Neighbourhood" station area. Larger sites (exceeding 1 ha) that are located in this type of station area are expected to be developed with a minimum density of 125 dwellings per hectare. This density is further supported by the sites location on the periphery of the neighbourhood and flanked by an arterial street and a collector street. The site is also considered appropriate for ground floor retail and employment uses due to the location as well as the current use as a large (+2 ha) shopping centre.

Further to land use, the TOD Guidelines provide direction for the format

of development and the integration of large sites within the urban fabric. This includes orienting buildings to public streets, providing underground parking for multi-family residential development, articulation of commercial facades, and building setbacks to define the public realm. It also supports the transition of height to consider the adjacent zoning and land use.

The **Main Street Guidelines** are also applicable to this site along Stony Plain Road. This overlay is meant to "encourage and strengthen the pedestrian oriented character of Edmonton's main street commercial areas that are located in proximity to residential and transit oriented areas." The Main Streets Overlay applies to all commercial zones within the overlay, providing it jurisdiction over this site.

Development requirements under the Main Streets Overlay require that all developments support an easy, accessible, and convenient interaction of the pedestrian with the streetscape and its associated developments. Specifically, these guidelines require the development to provide a consistent, active façade facing Stony Plain Road, as well as enhanced pedestrian facilities adjacent to the site and improved streetscaping such as pedestrian scale lighting, benches, planters, and trees. Development requirements under the jurisdiction of the Main Streets overlay decrease setback minimums and maximums, and implement more rigorous design and architectural requirements to make the space more pedestrian friendly and encourage interaction of the person with the development.

Developed in 2015, the **Jasper Place ARP** outlines a long term vision for the next 15-20 years for the neighbourhoods of Britannia Youngstown, Canora, Glenwood, West Jasper Place, and a portion of the Stony Plain Road commercial corridor. The Stony Plain commercial corridor, within which this site is located, is identified as being a key community asset. “Mixed use development hubs,” involving a mix of commercial and residential uses in proximity to transit, are encouraged and identified for area as shown in Figure 5.

Proposed civic infrastructure to enhance the mixed-use development hub and surrounding community is also outlined in this ARP, including defining all four perimeters of the examined site as pedestrian priority areas and including a shared use path along the east perimeter of the site. Cycling network and shared use path expansion is proposed for the entire Jasper Place area.

The vision for the Jasper Gates redevelopment aligns with the Jasper Place ARP vision in that it:

Supports enhancing Stony Plan Road to become a vibrant and well-used commercial street by providing street-oriented commercial development facing Stony Plain Road.

Encourages incremental change to accommodate a variety of housing types by providing a variety of residential built-forms and unit types in a phased development.

Promotes improved attractiveness and safety by providing at-grade activation of building frontages that frame the development and provide eyes-on-the-street.

Supports enhanced connectivity and walkability by reconnecting the grid through this site in a manner that supports movement of all modes to and through the site.

Supports neighbourhood livability by providing a range of commercial uses that continues to support the daily needs of surrounding residents.

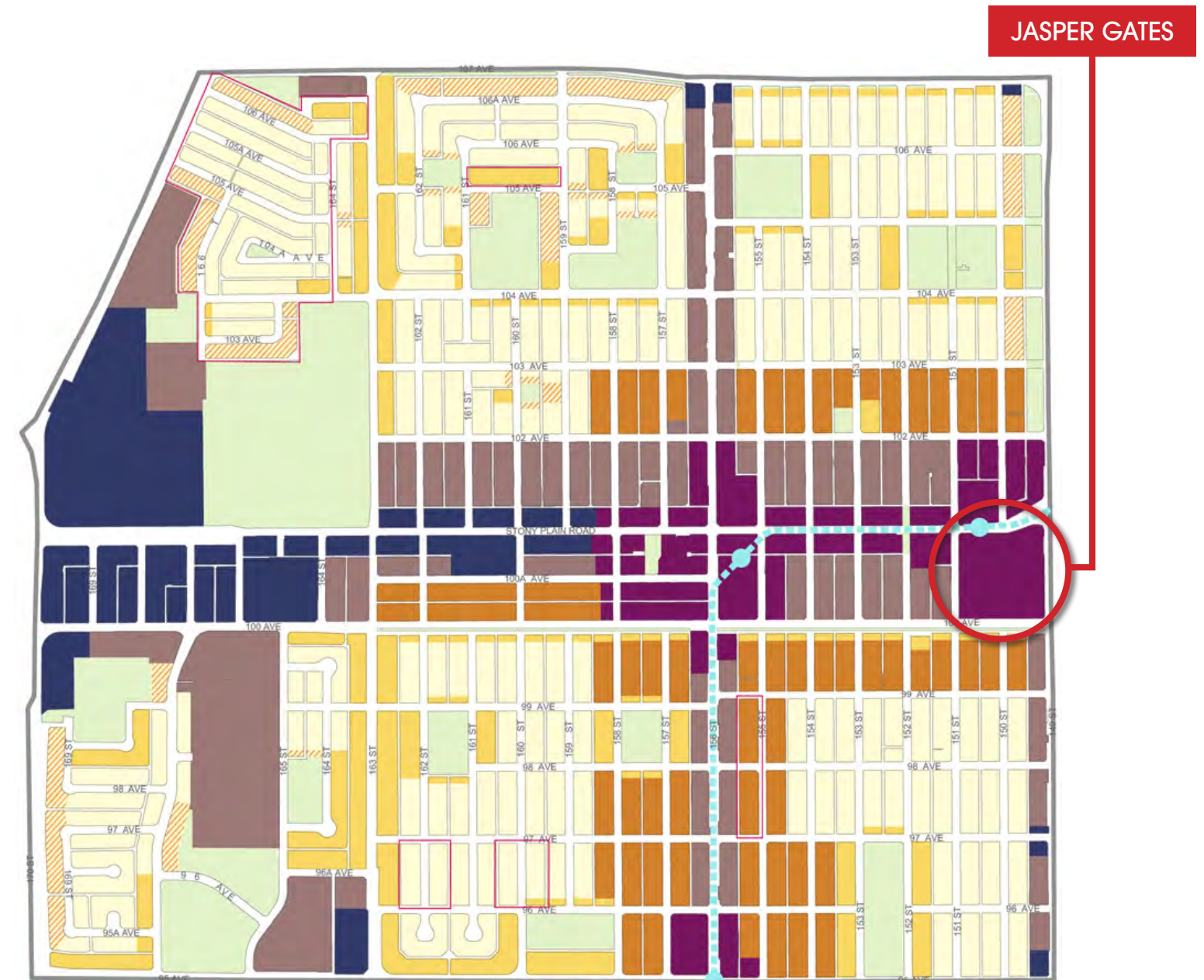


Figure 5: Jasper Place ARP

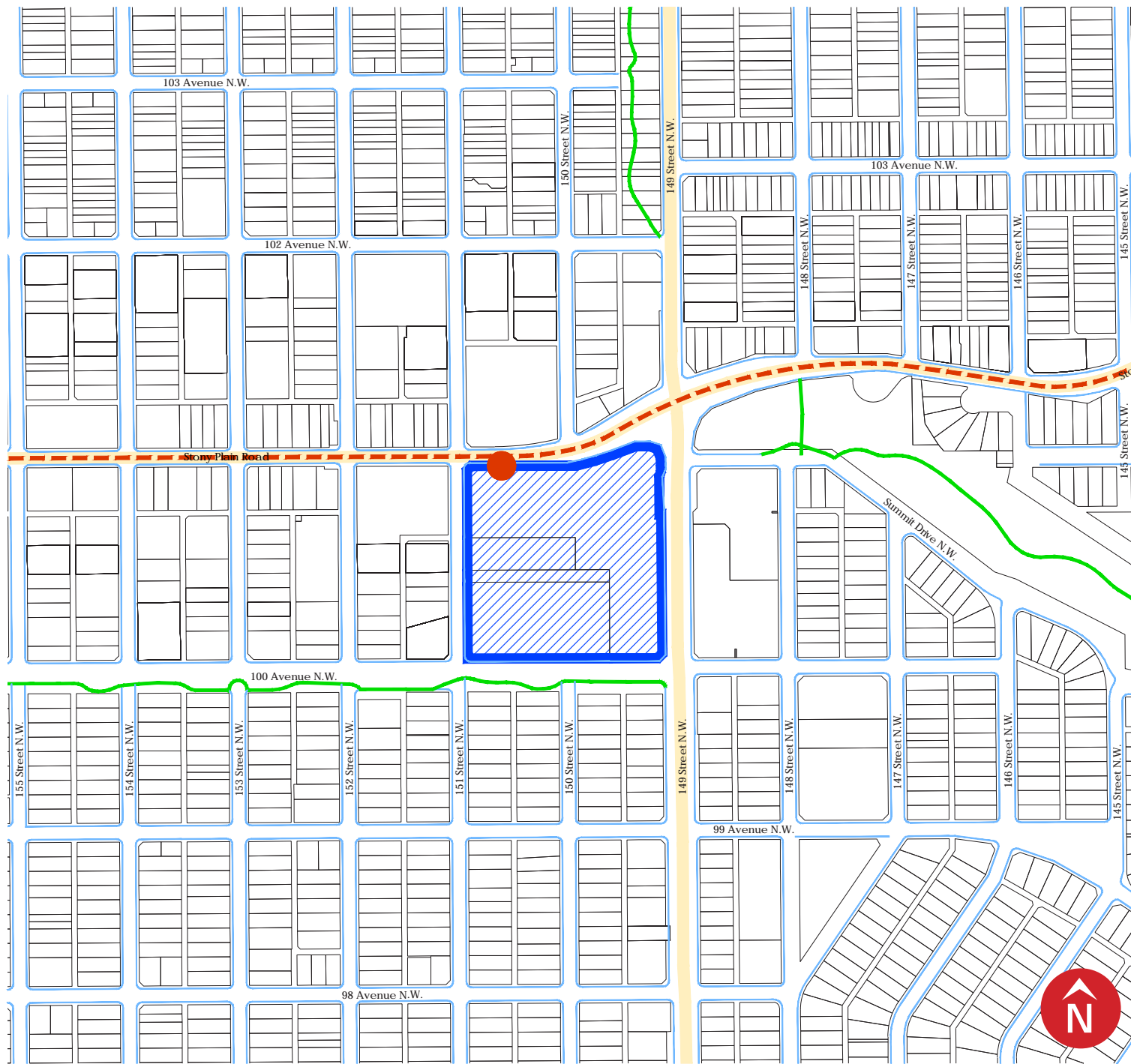


Figure 6: Mobility Network

Legend

- Pedestrian Pathways
- Bicycle Routes
- Bus Routes
- - - Future LRT Line
- Future LRT Station
- ▨ Jasper Gates Site

2.3 Accessibility + Connectivity

The transportation context of the study area is a standard grid of streets with pedestrian facilities typically provided on both sides of the street complimented by public transit access (bus) and a limited cycling network, as illustrated in Figure 6. The subject site is well accessed by vehicles and pedestrians, and through the expansion of the West Valley LRT it will have easy access to the LRT network. Currently, pedestrian movement through the site is limited due to surface parking and vehicle-oriented design. The nearby shared use path is disconnected from 100 Avenue to the MacKinnon Ravine, creating a gap in the activity mobility network.

In this context, the redevelopment’s primary mobility goals include:

- Encouraging walking and cycling as comfortable and attractive ways to move from the development site to the City’s pedestrian and bicycle network for people of all ages and abilities
- Providing attractive and convenient access to transit for trips within the city and region
- Managing vehicular travel to, from, and through the site through a careful examination and implementation of an owner operated on-site traffic circulation and parking management program
- Preserving neighbourhood livability by mitigating neighbourhood short-cutting activity through sensitive access management controls and site access locations
- In order to create safe, comfortable and attractive environments for pedestrians in the places that will receive the most use and will have the greatest demands put upon them, service vehicle loading facilities will be limited to the rear of buildings and/or located underground

- Consider implementing Transportation Demand Management (TDM) techniques, strategies and tactics such as parking management incentives, shared car and shared bicycle spaces, unbundled parking to improve traffic and pedestrian movements with a view to enhancing transit, pedestrian and cyclist movements

2.4 Urban Pattern

As illustrated by Figure 7, the current built form in the study area is a fine grain development of single detached dwellings with larger building forms clustered along Stony Plain Road as well as 149 Street. To the west of the subject site, the buildings frame Stony Plain Road on the north and south edges. Surface parking areas related to the commercial uses are visible at the rear of the buildings as well as facing the street in certain areas. Continuing from the site south on 149th Street, the buildings on site align with the form of linear buildings defining the street edge but front away from the street to the interior of the site. The subject site clearly displays a large area of surface parking and large format buildings that do not frame the public streets or align with the adjacent built forms on Stony Plain Road.

Due to the age of the adjacent communities, single detached housing is provided on relatively large lots. This in combination with the limited multi-family development has resulted in an area of low density that significantly differs from the City of Edmonton's Municipal Development Plan targets for mature areas.

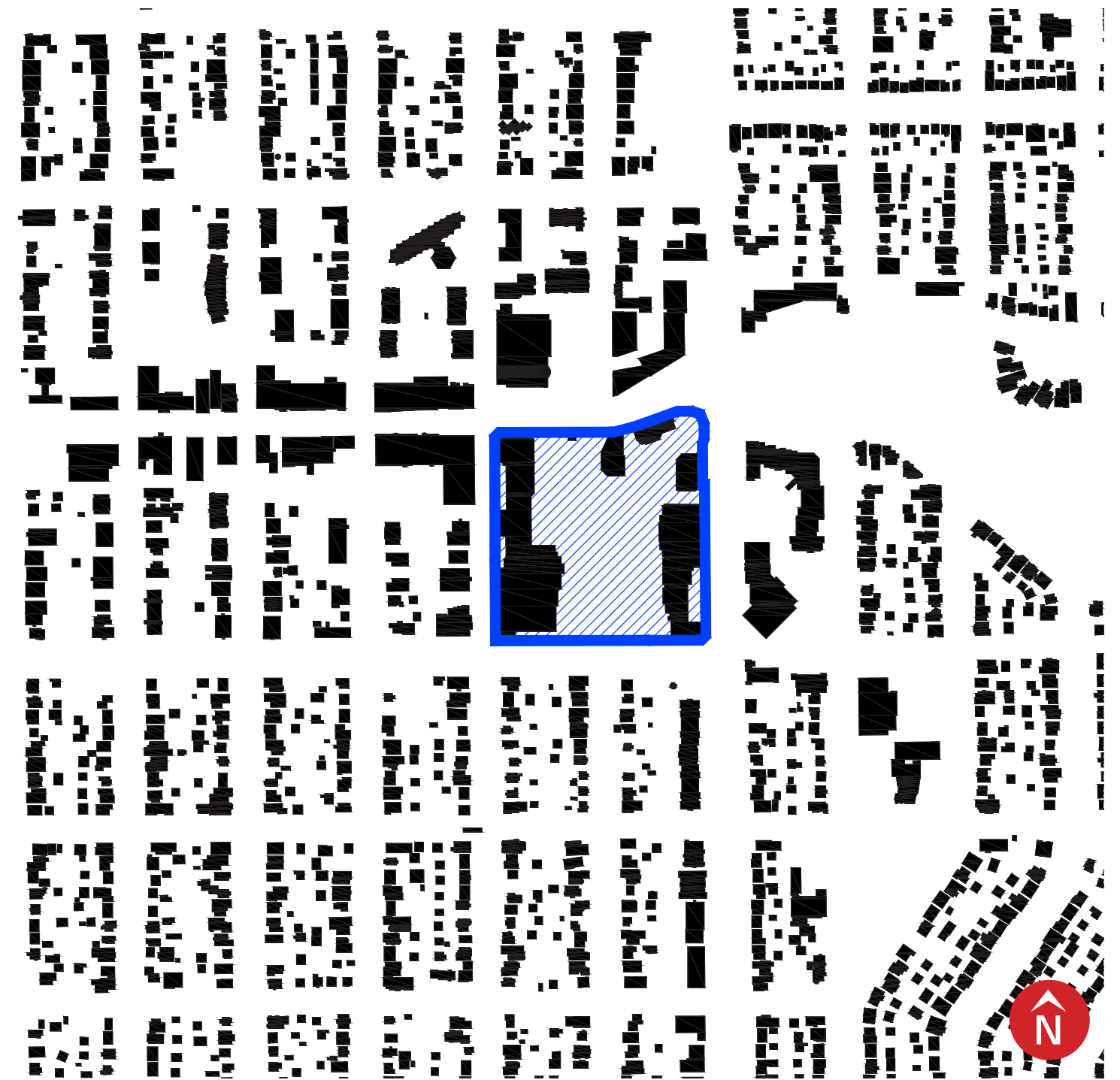
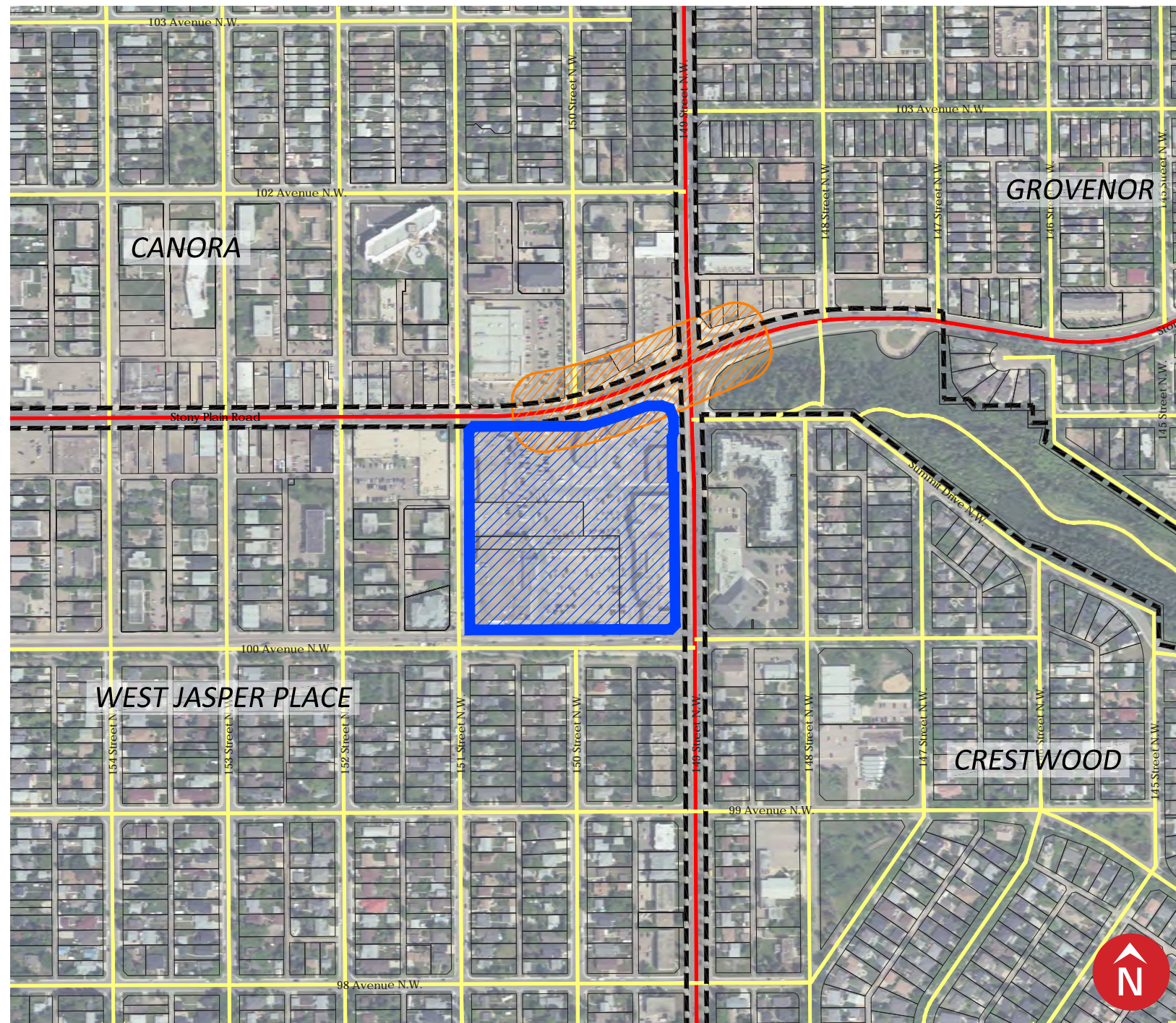


Figure 7: Figure-ground Study

Figure 8A: Lynchian Analysis



2.5 Visual Quality and Legibility

Figure 8A illustrates the clear legibility of the study area, including:

Paths: the primary streets in the study area are Stony Plain Road and 149 Street, which provide access to the rest of the City via vehicles as well as public transit. Secondary paths include sidewalks and shared use paths that create a grid throughout these neighbourhoods and provide access to the River Valley.

Districts: the study area includes four clear districts, defined as the neighbourhoods of West Jasper Place, Canora, Grovenor, and Crestwood. These boundaries of these districts are defined by primary paths.

Nodes: The current intersection of primary paths with the MacKinnon Ravine and the proposed future location of the 149 Street LRT Stop creates a central node of activity within the study area.

Legend

- Primary Paths
- Secondary Paths
- Nodes
- Districts
- Jasper Gates Site

As shown in Figure 8B, the subject site is located adjacent to the central node, at the intersection of the two primary pathways and the centre of all four districts. Currently, the design of this site is a break in the connectivity of secondary paths through the study area, including the street network as well as the shared use path network. The location of this site provides an opportunity to improve the legibility of this area by:

- Focusing height along Stony Plain Road within the central node, creating landmarks for the area
- Reconnecting secondary paths
- Anchoring the four districts at this intersection of primary paths

Legend







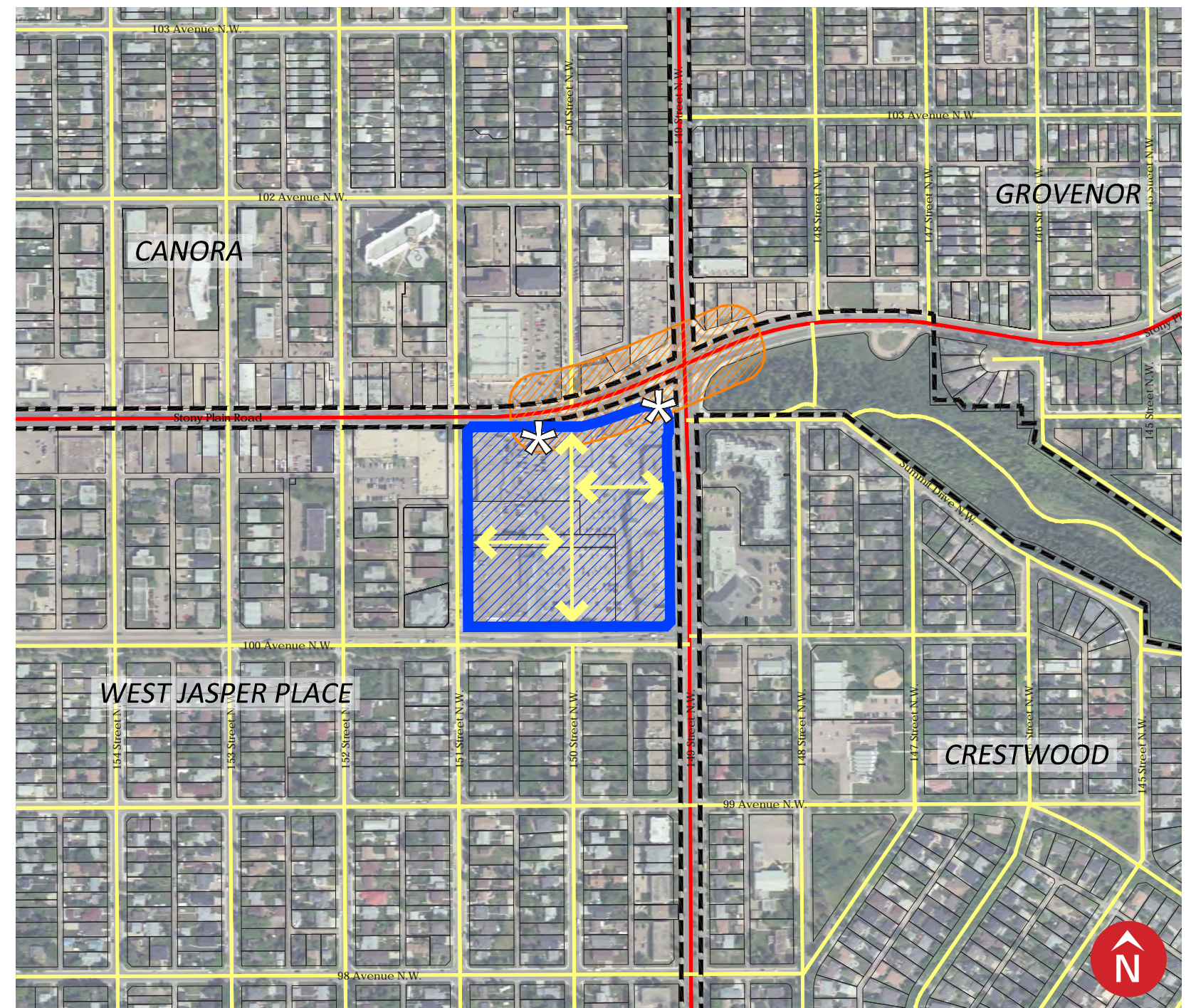
-  Primary Paths
-  Secondary Paths
-  Nodes
-  Districts
-  Landmark
-  Jasper Gates Site

Figure 8B: Internal Site Opportunities



03 DESIGN VISION + GUIDING PRINCIPLES

3.1 Objectives

Strong **connections** to the surrounding neighbourhood and MacKinnon Ravine will ensure Jasper Gates is an integral part of the community

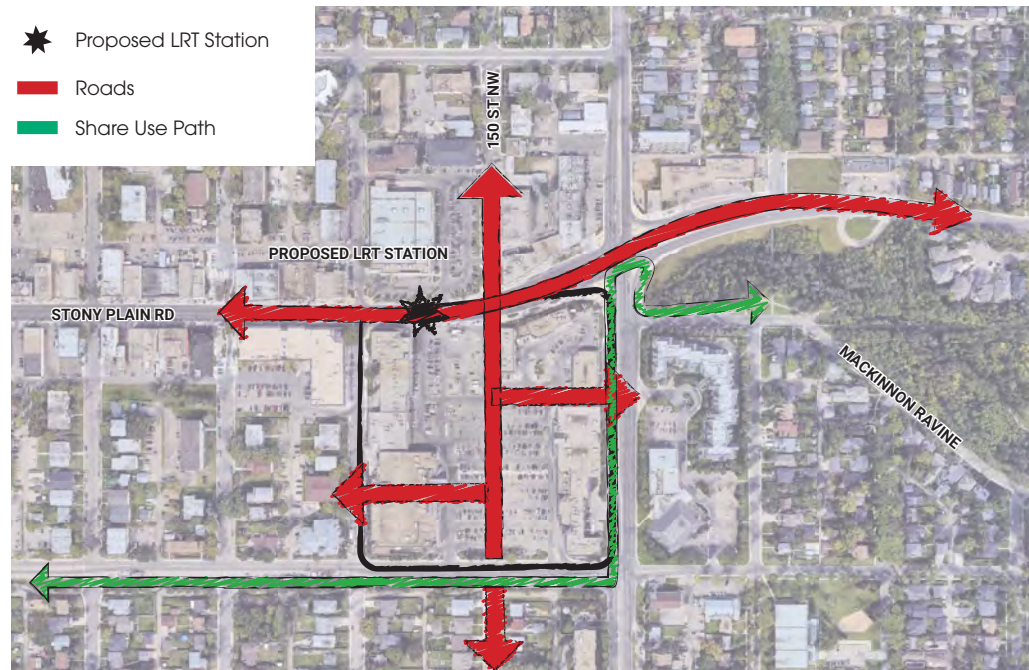


Figure 9A: Connectivity

The addition of **residential** will transform Jasper Gates into a vibrant and thriving community hub that supports local retail and safer streets.

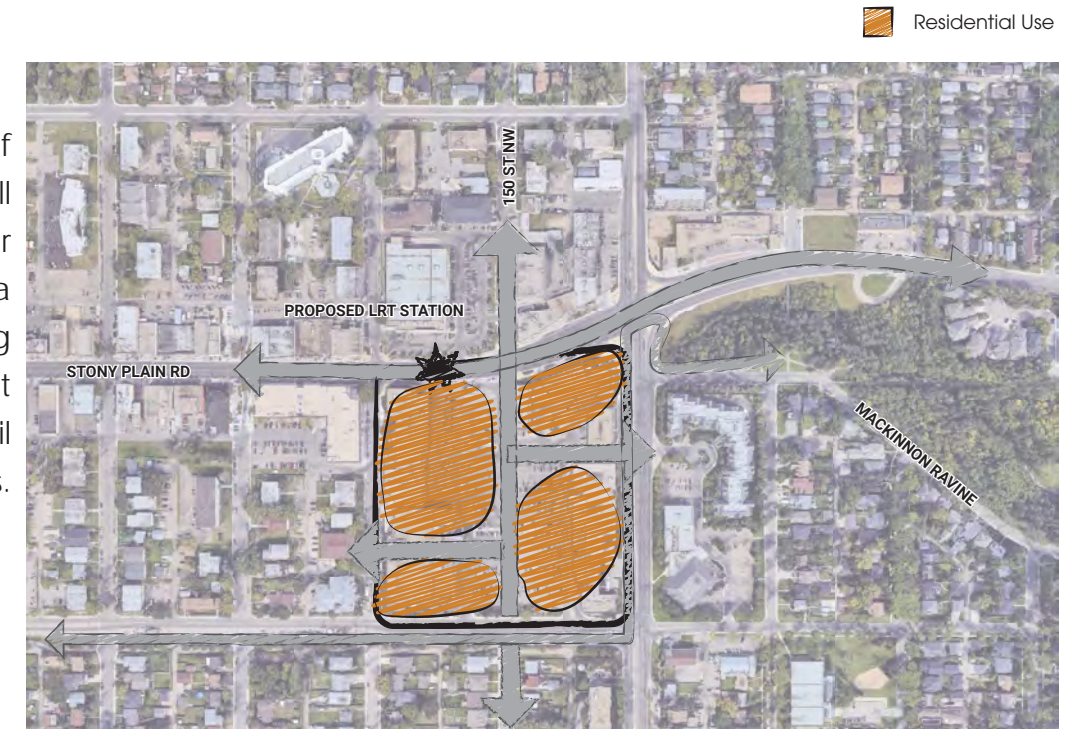


Figure 9C: Residential

A **retail focus** will strengthen and enhance Stony Plain Road

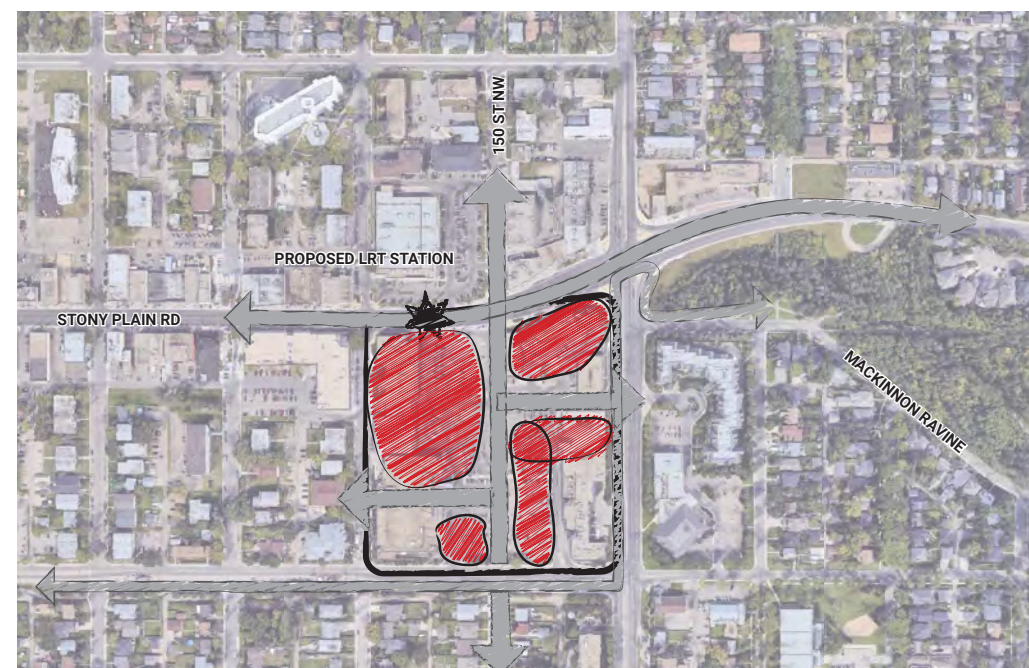


Figure 9B: Retail

Public spaces will provide amenities in the “spaces in between” and create a community identity and a place for residents to connect.

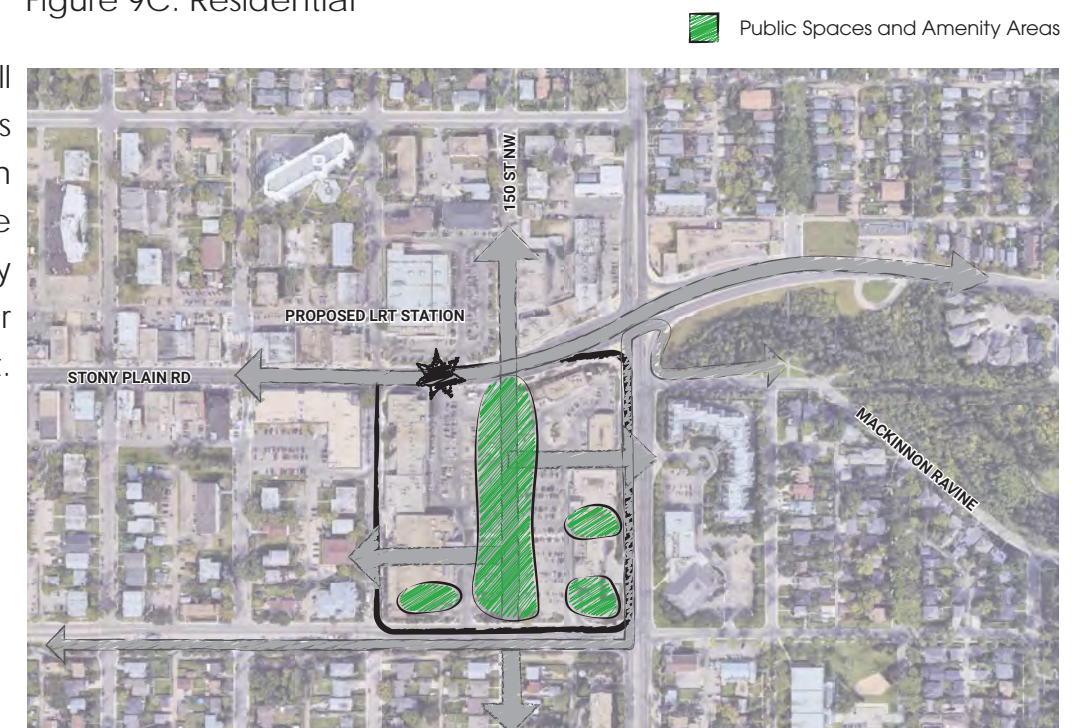


Figure 9D: Public Spaces

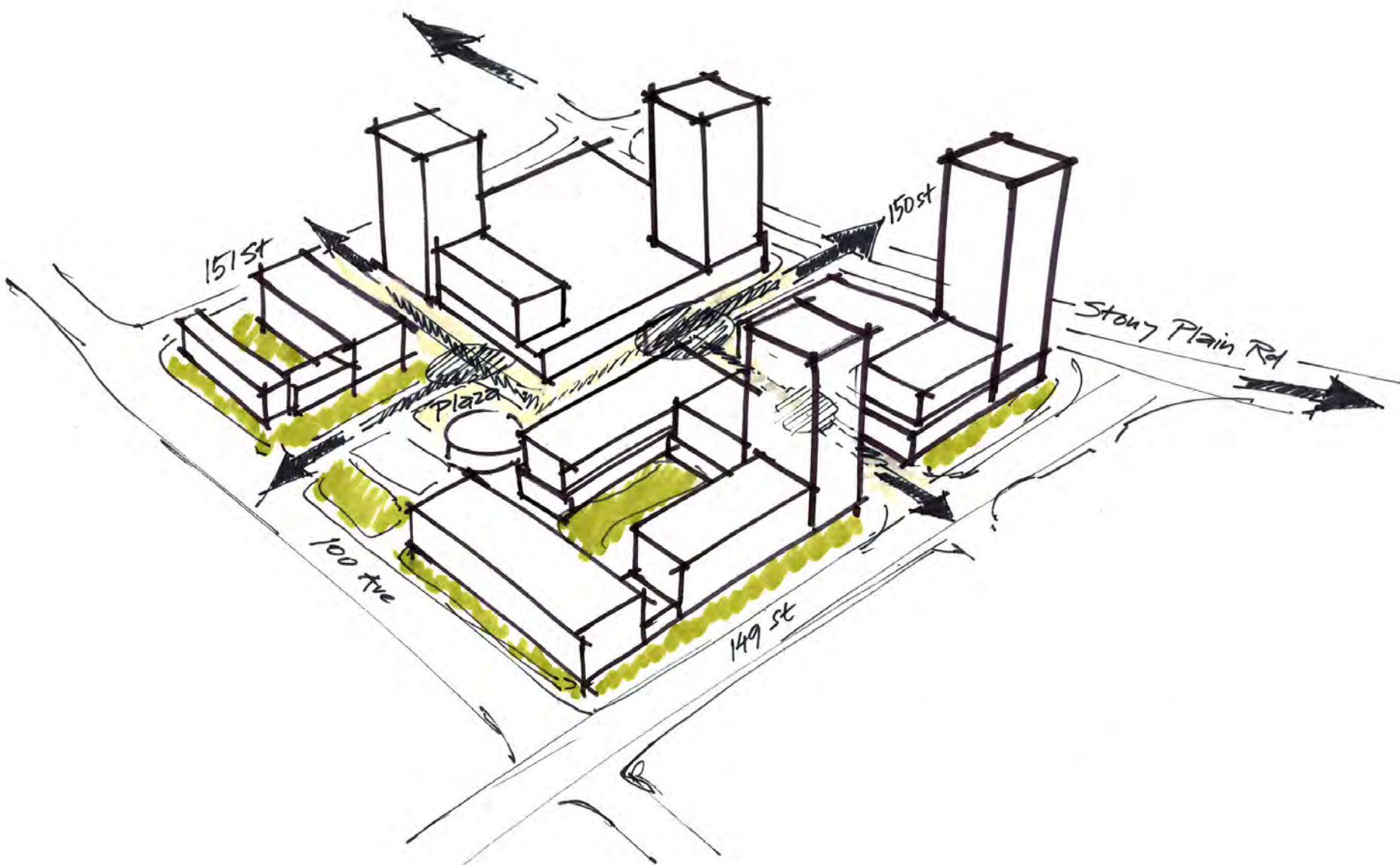


Figure 10: Massing Ideas Concept Sketch

3.2 Proposed Vision

RioCan intends to redevelop the Jasper Gates Shopping Centre into an all new, mixed-use development consisting of mid to high-rise multi-unit residential buildings with retail commercial podiums, strong anchor tenants to serve the surrounding residents and districts including grocery, drug store, banks, and other various amenities to support the day-to-day needs of this area.

Since 1993, RioCan has helped shape the places Canadians want to work and shop. They know that building a community takes more than bricks and mortar; it takes people. RioCan's goal on every project is to enhance the culture of the neighbourhoods they work in through listening, discovery, and innovation. With a focus on providing convenient access to major commuter routes, world-class architecture, best-in-class amenities, and expertly curated retail experiences, RioCan has selected the Jasper Gates site for redevelopment.

Mixed use developments interconnect the elements of our lives and build on our desire for community. They create efficiencies by minimizing land use and infrastructure, combining elements of live, work, play, eat and sleep in a way that truly improves the human experience. This is the vision for the redevelopment of Jasper Gates. Spurred on by the anticipation of the future West LRT line along Stony Plain Road, the site will be transformed into a vibrant, thriving mixed use destination for not only the residents who will live at Jasper Gates but also for the neighbouring communities.

Mixed use is a sustainable approach to growth and innovation and is ultimately a platform for living. For the first time in history, we spend a significant amount more time at our local restaurants and bars. We choose with our senses. Well-planned mixed use developments attract and captivate consumers through experience, delight, connectedness,



Precedent Images

relaxation and refreshment. The availability of amenities that make life easier and save us time and energy will be motivating factors for where people choose to inhabit. Quality of life is more of a driver than it was just a few years ago. We want to inhabit spaces that are part of a vibrant urban community, that blends fluently with our lifestyles. The vision and objective for Jasper Gates is that it will become a renewed community in the heart of northwest Edmonton that provides the amenities and lifestyle opportunities that our citizens are looking for.

3.3 Project Statistics

The following provides an overview of the conceptual intensity of the proposed development.

FAR	2.5
Maximum Height	25 storeys
Residential Units	1,000
Commercial Floor Area	approximately 15,000 m ²
Parking	As per TOD requirements, with consideration for visitor parking to be shared with commercial/retail parking
Bicycle Parking	As per TOD requirements, 40% of the number of parking stalls

3.4 Key Features + Inspiration

With the injection of residential density in the form of a series of low to mid-rise buildings, the future site will include a similar amount of commercial and retail offerings it currently boasts, including a new grocery store.

Other significant design features considered include:

- Clear bike and pedestrian connections from the site and adjacent neighbourhoods to the MacKinnon Ravine pathway
- Providing street-oriented retail opportunities along Stony Plain Road establishing a continuous retail frontage
- An abundance and variety of new residential product and the flexibility for other uses including commercial and office space
- A high level of urban design with sensitivity to the interface between the site and the surrounding neighbourhoods, building stronger connections with the neighbourhoods to invite and entice travel through the site
- Creating engaging public spaces that serve as amenities for residents, visitors, and the broader community

The future viability and strength of the project will focus on these key design requirements. The end goal will be to create a strong master development plan that responds to City policy and has enough flexibility built in to achieve RioCan's requirements for both now and future phases initiated over a possible 10-20 year build out period.

One very important aspect of ensuring the strength of the site will be to provide good access from Stony Plain Road into the site for both pedestrians and vehicles alike. Currently identified as a Neighbourhood Transit Oriented Development (TOD) with potential to become an Enhanced Neighbourhood TOD with significantly increased development potential, this access requirement is key. With the future LRT line and station



Figure 11: Conceptual Site Plan

proposed directly adjacent to the north edge of the site, the safety, comfort and enjoyment of the pedestrian resident and visitor will be of utmost importance.

3.5 Master Plan Concept

Residents and visitors will encounter additional retail offerings and restaurants woven through the middle of the site with traffic and pedestrian flow and strong secondary site access points from the adjacent streets. Within, a main street design with elements such as wide sidewalks, paving patterns, outdoor cafes, street trees and furnishings, plazas and public gathering spaces, pocket parks and green spaces will hold all the built elements together and be enjoyed by the residents of Jasper Gates and the surrounding neighbourhoods.

The most significant change to both Jasper Gates and the adjacent community is the addition of potentially 1000 dwelling units in a series of low to high rise buildings. Height and density will be focused along Stony Plain Road adjacent to the future LRT with development scale transitioning towards 100 Avenue, as shown in Figure 12. Low-rise residential is envisioned for the south portion, with the potential for townhomes at-grade to reflect the low density residential character south of 100 Avenue.

With the anticipation of a future LRT line and stop adjacent to the north boundary of the site, in combination with easy access from the surrounding roadways, we are confident that Jasper Gates will thrive as a vibrant mixed-use development for years to come.



Figure 12: Height Transition

04 DESIGN INTENT

4.1 Urbanism

A thriving mixed-use community offers many advantages to its residents. Those advantages are not only found in the buildings, residences and shops that they provide, but also in the outdoor spaces and amenities woven throughout the development. These are the elements that hold everything together and bring everyone together. The redevelopment of Jasper Gates as a vibrant new mixed-use development aims to not only benefit the future residents but also the residents of the surrounding communities that already utilize the services on this site.

Due to the age of development on the site, the current approach to amenities and landscaping has been focused to support surface parking and internal access to buildings. Visitors to the site, arriving either by car or on foot are faced with navigating the surface parking lot or circumventing the large site. There are sidewalks adjacent to the existing buildings, but they do not yet provide a clear connection through the site.

The redevelopment of Jasper Gates anticipates creating a strong network of internal streets and walkways specially designed for both easy vehicular access and maneuvering as well as a safe and comfortable pedestrian environment. The vision is to create a main street environment through the middle of the site, from the arrival point at the LRT station on Stony Plain Road southward along an internal street through the site. This amenity along with the accompanying network of roads, sidewalks and bikeways will provide the framework for landscape and urban features such as wide sidewalks with outdoor cafes, street trees and furnishings, plazas and public gathering spaces, pocket parks, and green spaces. We have observed and heard from local residents that many of these elements are severely lacking in the adjacent neighbourhoods. All these features will be utilized and enjoyed not only by the future residents of Jasper Gates but by all members of the surrounding communities.

4.2 Design Excellence

RioCan's reputation of constructing and maintaining thoughtful, high quality and well-designed retail and mixed-use projects across Canada will be evident in the redevelopment of the Jasper Gates Shopping Centre. They firmly believe that there is a home for every tenant, whether retail or residential, and that they succeed when their tenants do. They build properties and partnerships for the long-term, with an eye to the future and a dedication to safety, ethics and community stewardship. Envisioned as a comprehensive, mixed-use community, the Jasper Gates redevelopment will be of great benefit to the adjacent communities, the precinct of northwest Edmonton and the city as a whole. It will set the bar for other future mixed-use and TOD developments across the city for years to come.

With the incorporation of RioCan's own thoughtful and practical sustainability programme, several aspects of environmentally conscious and best building practices will be woven into the design of this project.

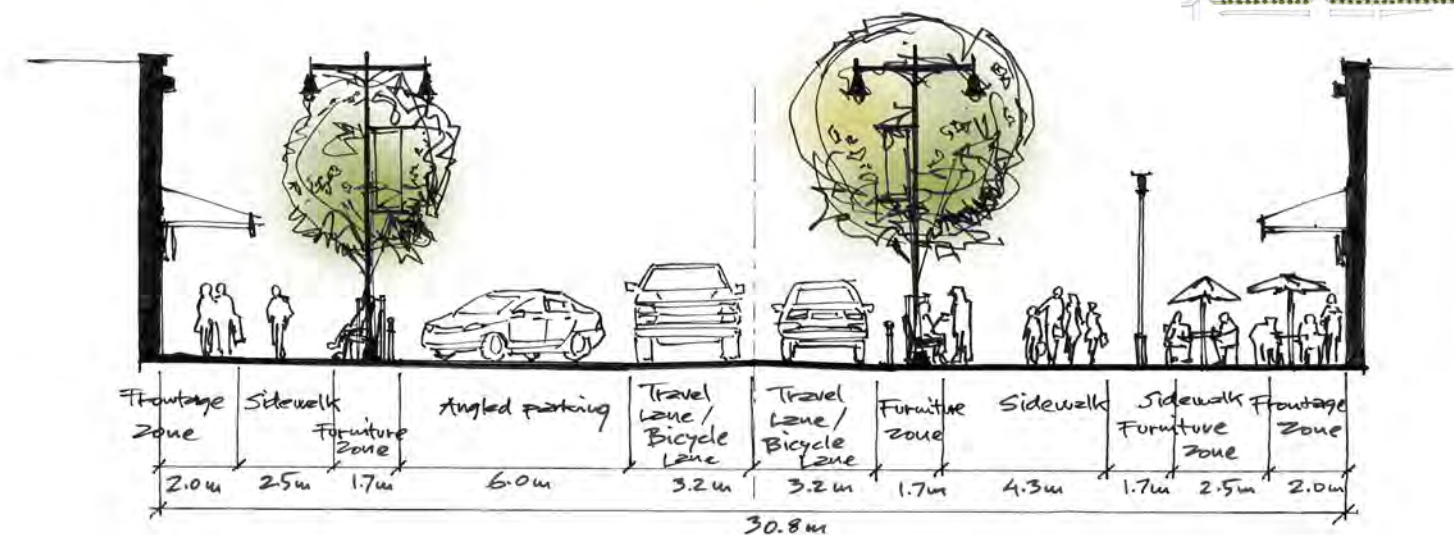


Image: Conceptual Internal Street Cross Section

Both the buildings and the public realm will each incorporate sustainable design, such as energy and water efficiency, waste management, and material selection. The best design is one that which achieves balance between social, environmental and economic goals.

Today, successful mixed-use developments are much more than just a collection of buildings. At Jasper Gates, the design of both the new buildings and the public realm will be considered as integral to each other and include opportunities to add elements of visual interest and places for the community to gather. Whether it be through the inclusion of outdoor cafes, plaza spaces or squares with public art, or amenities designed to facilitate year-round activities, the design of this project will embrace opportunities to add character and create a sense of place.

Both built form and public realm design are essential to creating spaces that are inviting and safe year-round. Building massing, placement and orientation, materials, colours and site lighting in conjunction with understanding the physical site will all inform a more liveable all-season design solution. Design strategies which block north winds and maximize exposure to the abundance of sunshine the city typically enjoys will

be incorporated. The outdoor public spaces are as important as the buildings in a truly urban mixed-use development and all of the nuances of Edmonton's climate and environment will be carefully considered in the design.

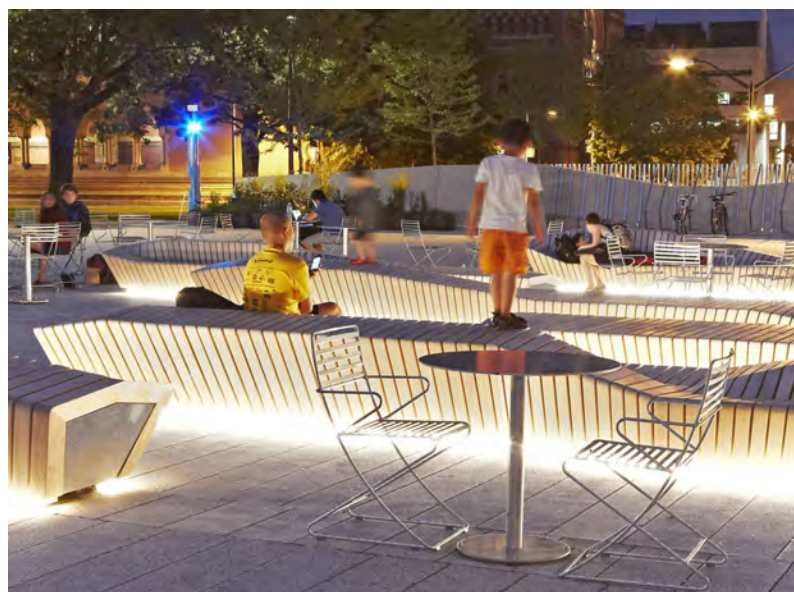
RioCan builds and holds properties for the long term. This is achieved in several ways, starting with the consideration of the long-term viability of the project. Careful consideration will be given to how the buildings and outdoor spaces will be constructed and with what types of materials. With the intention that Jasper Gates will thrive and serve the community for years to come, appropriate materials based on their durability, sustainability and timeless character will be chosen for the architecture and public realm aspects of the site. Jasper Gates will be designed with intention and with the best interests of the community and the City of Edmonton in mind. Through innovative and sustainable design strategies, this development will take full advantage of its location and surroundings.

4.3 Scale, Connections + Context

Adjacent to the future 149 Street LRT Stop on the west expansion of the Valley LRT line, this area is identified as a Neighbourhood Station Type under the TOD Guidelines. The proximity of this site to the proposed stop location in part defines the significant development potential of Jasper Gates in a way that supports the City's transit network while honoring the existing community and vision for the future of this area. Creating a mixed-use community on the LRT line will complement and enhance many of the principles of a thriving mixed-use site with an abundance of residences.

The site's close proximity to the MacKinnon Ravine and its pathway system leading into the river valley is an established amenity that the design embraces and augments. Clear articulation of paths and sidewalks in and

Precedent Images



around the Jasper Gates site supports the walkability and legibility of this area for pedestrians and cyclists from the community to access the ravine and its paths.

Surrounded by low density and single-family residences on three sides, the scale and massing of the proposed buildings will be thoughtfully design to consider transition and mitigating impacts. In addition, these edges will have openings and clearly marked paths for people in the surrounding neighbourhoods to access the site, its amenities, and the LRT service beyond. Jasper Gates will not only be created for its future residents but for the current local residents of Canora, Crestwood, West Jasper Place, and Grovenor as well.

The busy retail and commercial corridor that is Stony Plain Road will further be refined with the new at-grade retail proposed for Jasper Gates. Designed to engage the public realm along the north edge of the development, a variety of uses and forms are considered to add visual interest, define human scale, and improve year-round walkability. By focusing this activation along Stony Plain Road, the development will extend the shopping street character from the west as well as provide a sense of arrival addressing the future LRT stop.

Currently, the commercial services offered on the Jasper Gates site are meeting the essential needs of many surrounding residents. The provision of this variety of services, including a grocery tenant, is a priority in the design and programming of this site's future. The intent of the concept is to accommodate or retain the existing uses wherever possible, as well as support the future of this area through the opportunity for new and exciting commercial/retail uses. The process of transitioning existing uses within the site from existing buildings to new buildings will be executed thoughtfully to avoid disruption of service and access for surrounding residents.



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Residential development on site is anticipated to provide 1,000 dwelling units, in a variety of built forms that provide balance between transition and visual impact of this site. Depending on their location within the site, residential and mixed use buildings will range from low-rise (a minimum of 2 to 4 storeys) to high-rise (up to 25 storeys).

Stony Plain Road, adjacent to the north edge of Jasper Gates, is currently a busy thoroughfare, but will become busier with the extension of the West Valley LRT line. Planning and design of this project will see the most intense development located along the northern edge of the site along Stony Plain Road. This aspect of the development will take the form of a new anchor tenant (full-sized grocery store), several other retail offerings as well as the tallest residential buildings planned for the project. This northern edge of the property is the most appropriate location for these components of the development and they will have a visual impact on the surroundings. As development progresses into the southern half of the site, density will be lighter and buildings will be less tall. This provides a logical and respectful gesture to the lower density single family detached and semi-detached homes in the adjacent neighbourhoods.

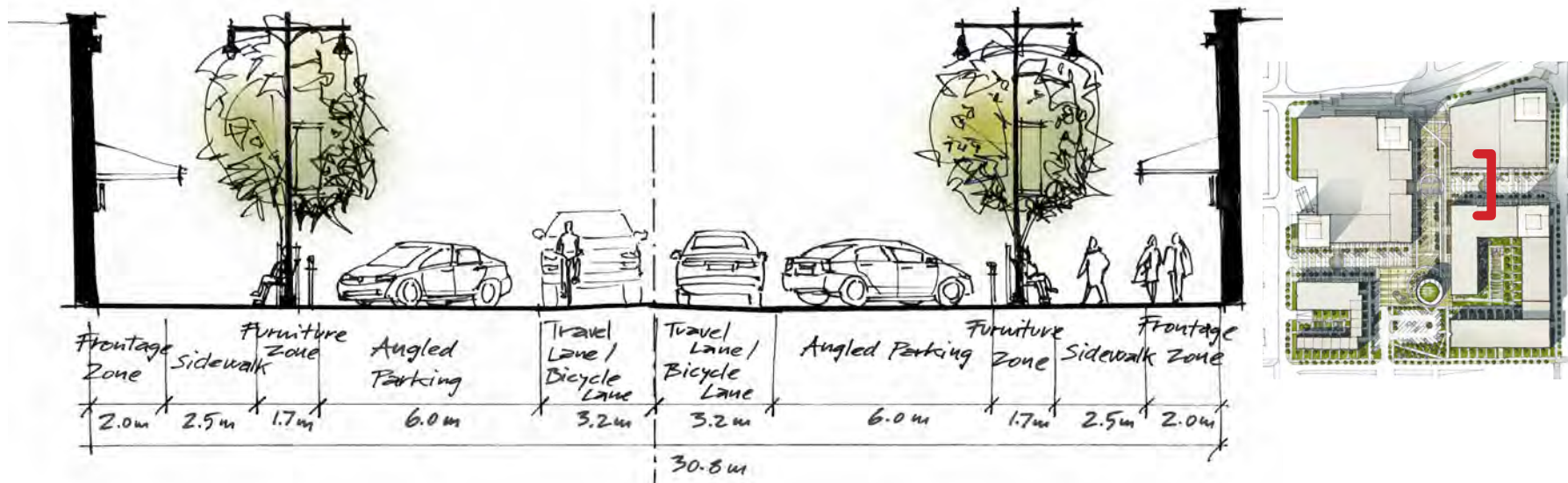


Image: Conceptual Internal Street Cross Section

The site location along Stony Plain Road, the future West Valley LRT, existing and anticipated site access points and traffic flows and the surrounding residential neighbourhoods have all influenced the organization and urban design of Jasper Gates. Considering all these factors creates a clear, unified and well organized development.

On the ground, existing site access points from Stony Plain Road, 149 Street and 100 Avenue will all be maintained. A fourth entrance will be provided along 151 Street to ensure all 4 sides of the site have clear and convenient access. From these four points, a very clear and logical network of internal roads will connect all quadrants of the site. These new internal streets will provide further clarity in terms of parking – both on street and below grade – as well as direction to the retail shops and services, outdoor cafes and public spaces, pocket parks and urban plazas.

Pedestrian access and movement throughout the site will also follow this logic and order. With the anticipation of a multitude of people consistently arriving on foot at the site from the LRT stop, pedestrian access to this site will be distinct and welcoming. To establish the character of the area, an entry plaza is envisioned at this location. From here, as well as from all points of entry for the pedestrian, people will have the ability to walk safely and easily throughout the site to any destination courtesy of wide sidewalks framed with street trees, furnishings, and other main street amenities.

4.4 Mobility

The redevelopment will provide an opportunity to implement a number of transformative transportation elements and transportation demand management measures in a balanced fashion to allow for enhanced pedestrian/bicycle experiences and to provide ease of access to a variety of multi-modal transportation networks to better accommodate all population user groups. These tenants will transform the Jasper Gates site to become a liveable, vibrant and sustainable development within the heart of the West Jasper Place neighbourhood and will contribute to the achievement of City and Neighbourhood transportation aspirations.

Like most mixed-use residential developments of similar size, land use composition and space organization, transportation accommodation (for all user group populations) generated by the redevelopment of the Jasper Gates Shopping Centre requires an integrated, balanced and coordinated transportation mobility plan. Understanding the demands placed on an area's transportation infrastructure represents an important dimension in assessing overall development impacts. The purpose of the Transportation and Mobility Assessment will be to assess how transportation demands generated by project elements can be accommodated.

The need to identify an over-arching management plan for active modes, transit, traffic circulation, site and loading access, parking access and drop-off access—a plan which recognizes all modes of transportation—will allow for a holistic transportation plan to be developed. This plan should also acknowledge and recognize other development related activity within the immediate area. The location of the project site allows all population user groups to take full advantage of existing and proposed transportation infrastructure and services including enhanced transit accessibility and alternate transportation mode opportunities.

05 CONCLUSION

The rezoning and subsequent redevelopment of the Jasper Gates site provides an opportunity to enhance a mature community with new multi-family residential and commercial, while supporting the City's expansion of public transit and infill density goals. This opportunity has been carefully considered through the visioning and process for this site, resulting in a mixed-use TOD project that connects the existing urban grid to enhance walkability and access to services for both existing surrounding residents and new residents on-site.

The intent of this Urban Design Brief is to provide an overview of the approach for the design of this site, as well as a high-level summary of the anticipated development density and scale, for the City's consideration and discussion. This document is intended to be supported through a DC2 Provision, plan amendment, and further technical studies.

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