

WELCOME

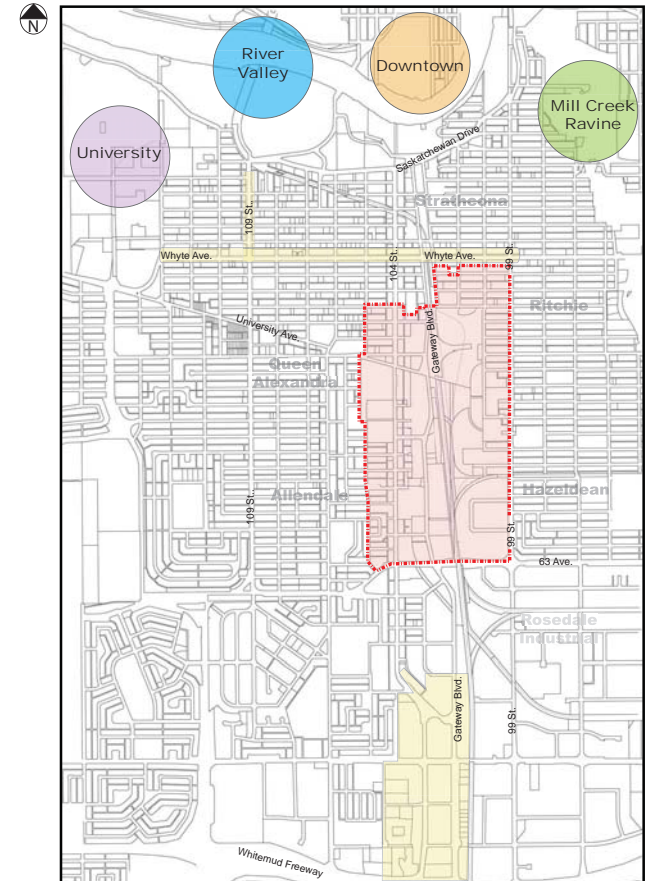
Welcome to the Open House for the Strathcona Junction Planning Study!

Why are we here?

This Open House is an opportunity for you to learn about the draft development concept for Strathcona Junction and contribute your ideas.

What is the purpose of this study?

The purpose of this study is to establish a vision and development guidelines for the area. The Strathcona Junction study area is a mix of industrial, commercial, institutional, and residential land uses, with a recent transition from industrial to commercial uses along the arterial corridors. Also, a central feature in the study area is the Canadian Pacific Rail yard. Strathcona Junction will continue to change over time and will benefit from up-to-date land use and urban design guidelines.



Map 2 - Urban Context

Legend
 ■■■ Study Area Boundary
 ■ Major Commercial Corridor



BACKGROUND & TIMELINE



Background

In 2006, the boundaries of the Old Strathcona Business Revitalization Zone (BRZ) were expanded to include a greater portion of the area south of Whyte Avenue and west of 99 Street, including a portion of the Canadian Pacific Railway (CPR) yard.

A Council inquiry resulted in the Strathcona Junction Planning Study to explore the best land uses, design and policy for the area, as well as for adjacent lands south to 63 Avenue.

Timeline



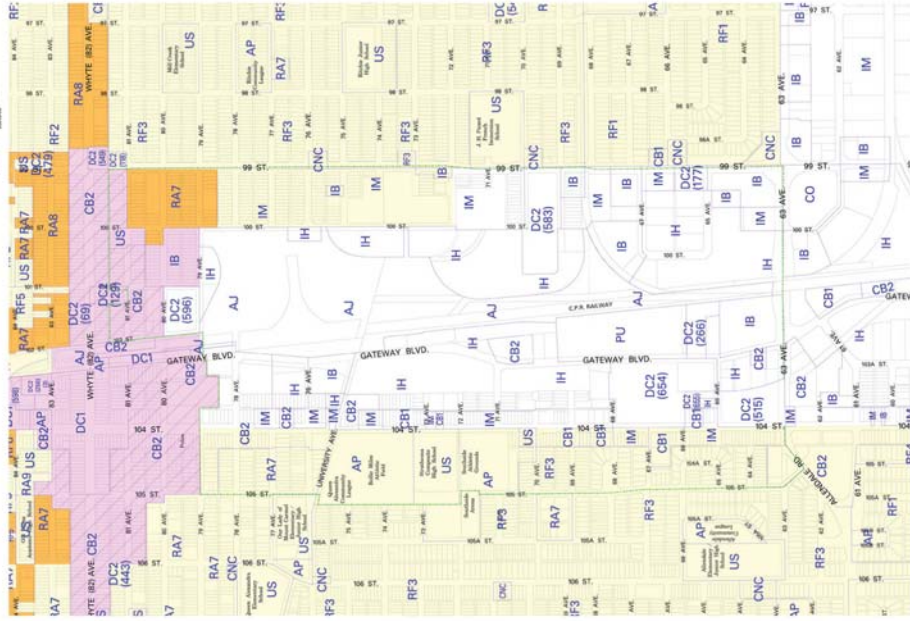
We are here!

After conducting research and public consultation, including an Open House, interviews and workshops, the City's Planning and Development Department has put together a draft development concept for the area's future. Today's Open House is an opportunity to share with you the draft development concept and get your feedback.



EXISTING ZONING & LAND USES

Zoning



Zoning Line
Zoning Label

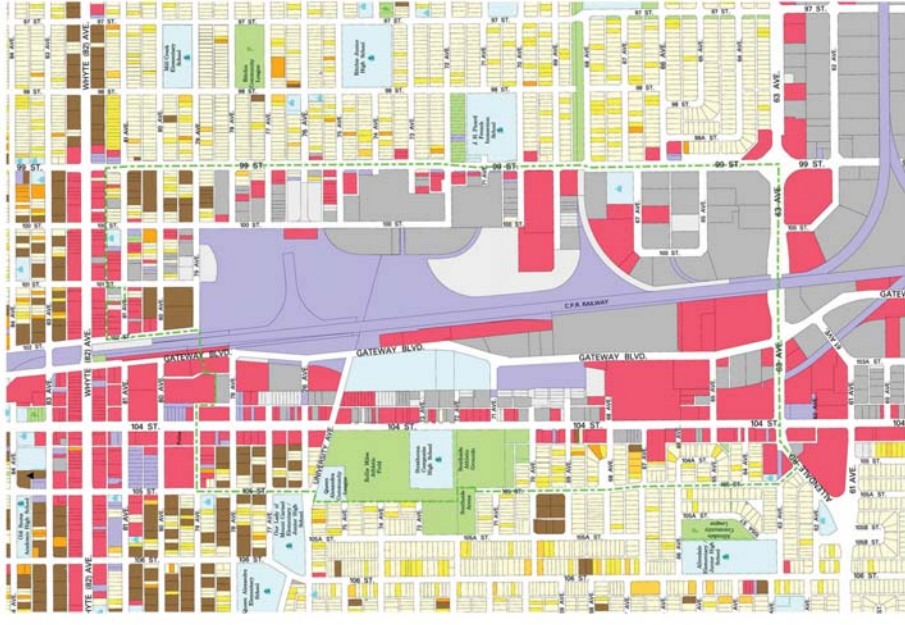
DC1
 DR1

Major Neighbourhood Overlay (MNO)
 Whittle Avenue Commercial Overlay

Medium Density Residential Overlay (MDRO)
 Street Car (SC) Shopping

Edmonton
 City of Edmonton

Land Uses



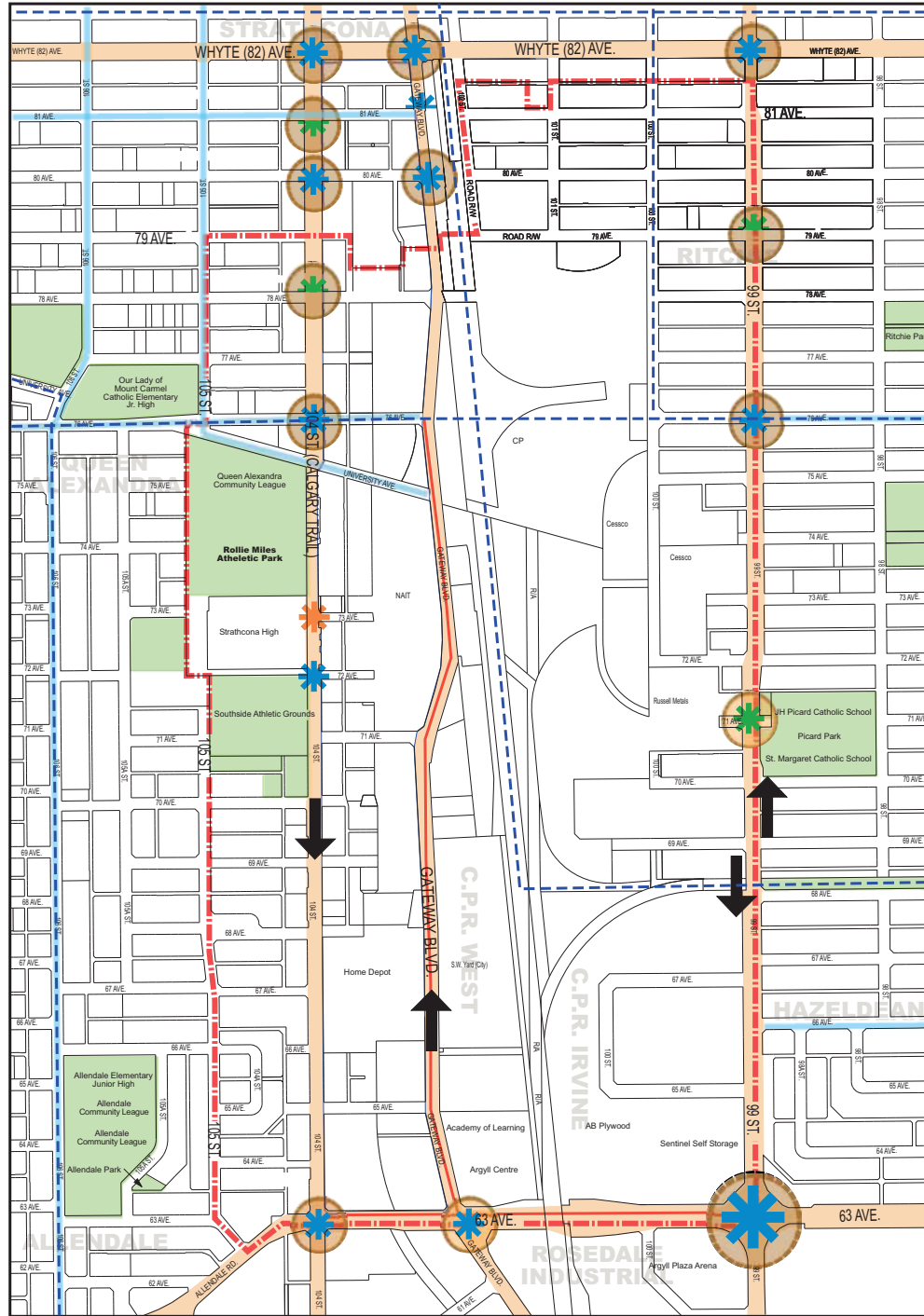
Existing Land Use

Other Residential
 Residential
 Commercial
 Industrial/Utilities
 Public
 Open Space
 Park

Edmonton
 City of Edmonton



Transportation and Circulation



Legend

- | | | | | | | | |
|--|---|--|------------------------------|--|---------------------|--|-------------------|
| | Traffic Lights/Signalized Intersections | | Crosswalk north side | | Existing Bike Path | | Traffic Flow |
| | Signalized Crosswalk | | Crosswalk south side | | Study Area Boundary | | Main Arterial |
| | Pedestrian Signal | | Proposed/Potential Bike Path | | Collector Road | | Park / Open Space |
| | Pedestrian flasher | | | | | | |

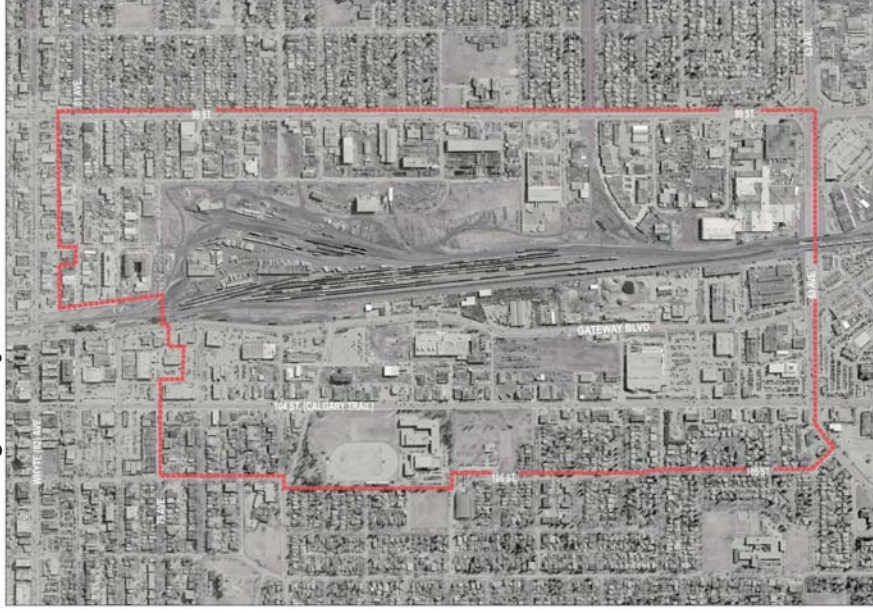


ISSUES & OPPORTUNITIES

Based on background research, stakeholder interviews and two ideas workshops, the following issues and opportunities were identified as being relevant to the Strathcona Junction Planning Study:

Issues

- lack of connections across the CPR yard
- uncertainty of the future use of the CPR yard
- compatibility between industrial, commercial, and residential uses
- auto-oriented, suburban-style development and design
- poor quality architecture and urban design; no sense of place
- poor transit service and cycling infrastructure
- lack of walkable streets and pedestrian crossings
- lack of green and quality public spaces
- social problems
- loss of small-scale urban fabric
- traffic speed along arterial roads



Aerial Photograph

Legend

Study Area Boundary



Edmonton
Development
Department

Opportunities

- strong local history offers opportunities for theming, place-making, streetscaping, and character areas
- 81 Avenue “boom town” character street
- proximity to Whyte Avenue, downtown, hospital, and the University of Alberta (U of A)
- good schools and local amenities to benefit residents
- existing walkway/bikepath along Gateway Boulevard
- a unique industrial area along 99 Street with public transit service
- possible high-speed rail corridor that may be compatible with a light rail transit system
- arterials are significant entrances to the city
- proximity to the Farmer’s Market and the Fringe Festival venues
- 76 Avenue could be connected across the CPR lands
- transitioning land and parking lots offer potential for quality, well-designed re-development

VISION & GUIDING PRINCIPLES (DRAFT)

EXISTING



Vision

Strathcona Junction is an impressive entrance to the central city and a place where commerce, industry, and culture blend to create a vibrant, green, and human-scale environment. High-quality, compatible, mixed-use development reflects a commitment to excellence in urban design and architecture. The area features amenities, gathering places, heritage resources, and housing for a range of residents.

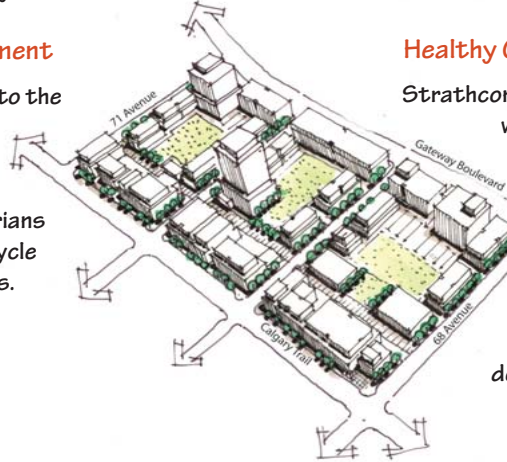
Guiding Principles

Urban Character

Urban design and architecture are regulated to create character areas with street-oriented buildings and customized height limits. Development is sensitively scaled to be compatible with the character of surrounding areas with a mix of land uses where practical. On-site parking is limited as well as attractive and integrated. Densities are increased and supported by enhanced transit.

Connectivity and Movement

Connections are improved to the river valley, downtown, adjacent neighbourhoods, and within the area. There is a focus on pedestrians in addition to improved bicycle routes and transit services.



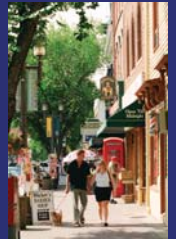
Sense of Place

The entrance to Strathcona makes a positive impression as an urban destination. The industrial nature of the area is respected for its economic and historic contribution. Strathcona Junction has protected focal points, landmarks, historic resources, and features that represent community values. West Ritchie is recognized as an area with a distinct character.

Healthy Communities

Strathcona Junction is an environmentally sustainable area with energy-efficient buildings, optimized infrastructure, green links to the river valley, local food production, and safe industrial operations. Gathering places, activities and amenities are available and convenient with access to important services. The impacts of continued rail operation are mitigated and residential development is located on appropriate sites.

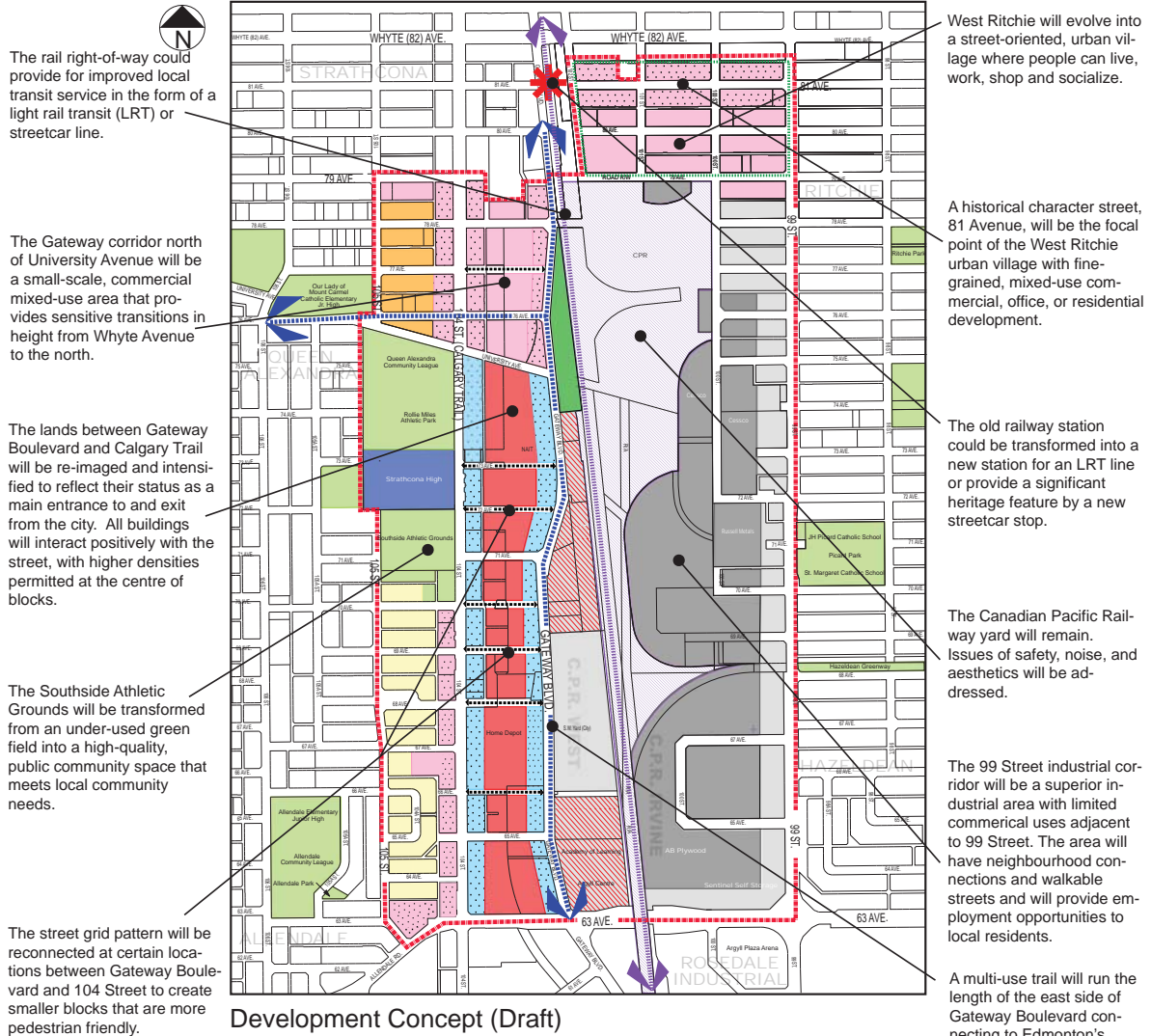
VISION



Development Concept (Draft)



After public consultation and research about the Strathcona Junction area, the City's Planning and Development Department has put together a draft concept for the area's future redevelopment. Today, we want to share with you the draft development concept and get your feedback.



Development Concept (Draft)

Legend

Low-Density Residential	Ground level Commercial/Retail	Industrial	Potential Rail Transit
Medium Density Residential	Green Space/Landscaping	Industrial Transition Area (limited Commercial)	West Ritchie Urban Village
Mixed-Use (Comm./Res.) 4 Storey max.	Park/Open Space	CPR Lands	Study Area Boundary
Mixed-Use (Comm./Res.) 6 Storey max.	Institutional	Proposed Road	Potential Rail Transit Station
Mixed-Use (Comm./Res.) 10 Storey max.	Mixed-Use Industrial/Comm.	Proposed Multi-Use Trail	





A Draft Concept for the GATEWAY CORRIDOR

The Gateway Boulevard/104 Street commercial/industrial area is an impressive corridor with high-quality architecture and small blocks that are pedestrian friendly and well served by transit. Transitions from Whyte Avenue are sensitive and provide a mix of amenities and green spaces.



Street Framework

- the grid street pattern will be reconnected at certain locations along Gateway Boulevard.
- the existing alley east of 104 Street between 79 and 68 Avenues will remain to provide vehicular access away from arterial routes, as well as pedestrian linkages.

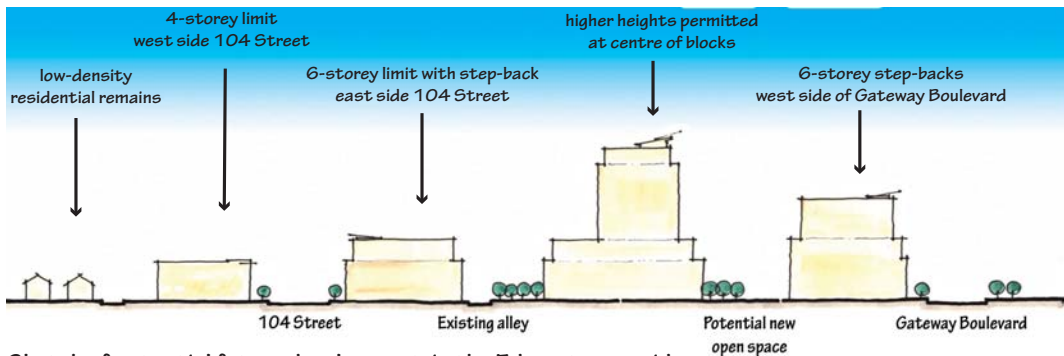
Open Spaces & Connections

- a multi-use trail will run the length of the east side of Gateway Boulevard between 63 and Whyte Avenues and will connect to Edmonton's city-wide bicycle trail system at 76 Avenue.
- Streetscape improvements will be made along Gateway Boulevard and 104 Street, including a consistent street canopy, landscaping, widened sidewalks and higher-quality public spaces.



Built Form

- Gateway Boulevard and Calgary Trail will be re-imaged and intensified to reflect their status as important entrances and exits to the City.
- large big-box developments and surface parking lots will be avoided in favour of a finer grain of urban development that meets the street and offers parking alternatives (underground, structured, hidden at back).
- north of University Avenue will be restricted to a four-storey height limit to provide sensitive transitions from Whyte Avenue, while higher limits will be allowed further south.



Sketch of potential future development in the Edmonton corridor.

A Draft Concept for the GATEWAY CORRIDOR

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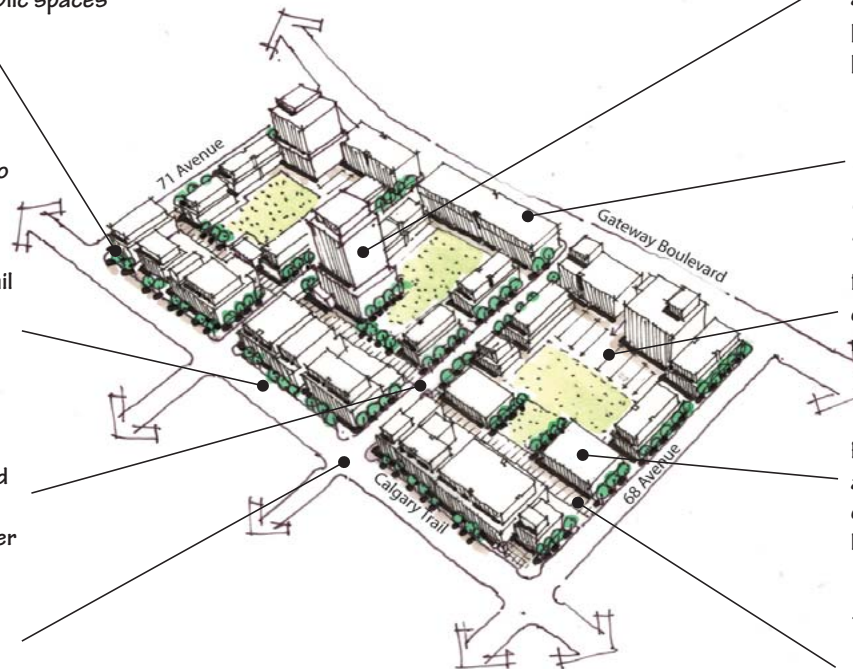
Streetscape improvements will be made throughout the area to improve the pedestrian realm. Improvements will include landscaping, widened sidewalks, public spaces and a consistent tree canopy.

The large blocks between Gateway Boulevard and Calgary Trail will mimic the smaller-scale street grid pattern found in surrounding areas. Avenues will be extended to connect the two arterials to enhance the area's connectivity.

Buildings along the east side of Calgary Trail will form a consistent commercial streetscape with residential or office uses above. Buildings will be up to six-storeys in height with a step-back at the four-storeys.

The new avenues will be pedestrian-oriented with sidewalks, landscaping, and buildings stepped back at two to four storeys. Higher densities will be allowed behind.

New intersections will help calm vehicular traffic and improve pedestrian movement throughout the area.



Taller buildings will be positioned towards the centre of blocks. Higher densities will allow for open spaces to be created such as plazas, squares, community gardens or parks.

Buildings along the west side of Gateway Boulevard will be a maximum of six storeys. Retail and commercial uses will be required on the ground level to help create an animated streetscape.

Parking lots will be concealed behind buildings or incorporated into parking structures to reduce the suburban feel of the area.

Existing low-density buildings can remain as higher density buildings are constructed on underutilized lands and surface parking lots.

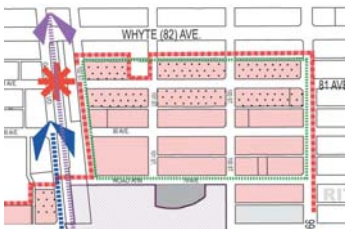
The existing alley east of Calgary Trail will remain to allow for pedestrian and vehicular movement. The alley will connect to a series of public spaces creating a "green corridor".



A Draft Concept for WEST RITCHIE

West Ritchie is a vibrant, historical urban village with quality urban design and architecture.

Urban Village



- West Ritchie will evolve into a street-oriented urban village where people can live, work, shop and socialize.
- The urban village will complement Whyte Avenue and transition well with existing industrial development to the south, including a focus on live/work spaces.

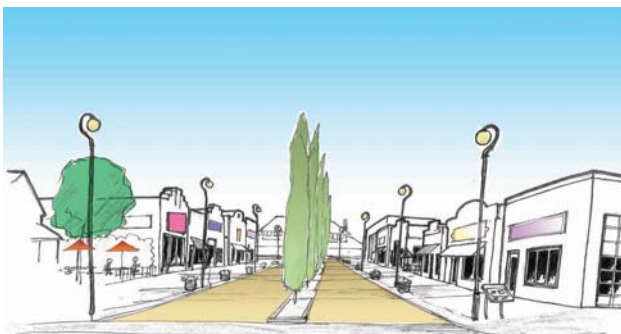
- A four-storey height limit will be in place throughout the area.
- All new developments will respect existing alleys to maximize local circulation and connectivity.

81 Avenue Character Street

- A historical character street, 81 Avenue, will be the focal point of the West Ritchie urban village.
- the street will be lined with small-scale, mixed-use commercial, office or residential development, with required first floor commercial uses.
- improvements to the street will enhance the existing “boom town” character of the area.



Existing streetscape on 81 Avenue



Potential “character area” streetscape on 81 Avenue

CHARACTER STREETS

Distillery District, Toronto

French Quarter, New Orleans

Queen Street, Niagara-on-the-Lake



A Draft Concept for

99 Street & the CPR Yard

The 99 Street sub-area is a superior industrial and commercial location with neighbourhood connections and walkable streets.

99 Street Industrial/Commercial

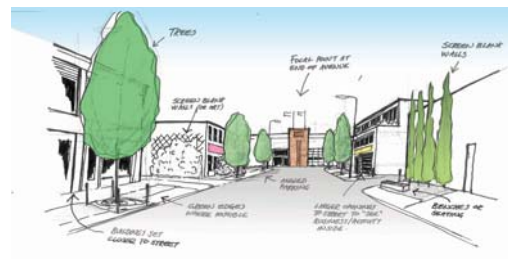


- the industrial zone between 99 Street and the CPR yard south of West Ritchie will remain a primarily industrial area with limited commercial development allowed along the arterial.



Typical avenue streetscape in the 99 Street industrial/commercial area.

- the transition area south of West Ritchie and north of 76 Avenue will allow for compatible industrial uses and live/work spaces.



Potential improved streetscape in 99 St. corridor

CPR Yard & Right-of-Way

- the CPR yard will remain. Safety and aesthetic measures may be implemented around the rail yard. This may include the erection of a berm or fencing, the planting of trees, or landscaping.
- the rail right-of-way will also remain and may provide service for a new high-speed rail link between Edmonton and Calgary. Depending on compatibility of technologies, the right-of-way could also provide local transit service in the form of an LRT or street car line connecting the study area north to downtown as well as to the south of the city.
- the old railway station located immediately south of Whyte Avenue could be incorporated into the location of a new streetcar stop or LRT station.
- a second stop could also be provided further south in the study area along the right-of-way to provide access to the intensified Gateway/104 Street Corridor.



Strathcona Heritage Station



Edmonton's LRT



Edmonton's Heritage Streetcar



Heritage Streetcar, New Orleans

URBAN DESIGN CRITERIA



Urban Character

- respecting and being sensitive to existing density and scale of surrounding neighbourhoods.
- locating higher density buildings towards the centre of urban blocks.
- allowing for live/work opportunities where appropriate by encouraging a continued mix of residential, commercial and industrial uses throughout the area.
- requiring shipping, docking and parking uses to be concealed from the street level where possible.
- incorporating new parking spaces into underground or aboveground parking structures to avoid the suburban form of surface parking lots.



Sensible transition in height, Manchester



Concealed vehicle access, Edmonton



Urban parking structure, Minneapolis

High Architectural & Design Quality

- requiring building materials to be of high-quality, including glazed windows and glass, brick, stucco panels, architectural concrete or pre-finished metal.
- requiring the use of building materials that integrate new buildings into existing “character areas”.
- encouraging facade improvements along street fronts to create a higher quality pedestrian realm, including incorporating signage into a building’s design.
- requiring buildings to be compatible with surrounding uses, including sound-proofing and the use of triple-glazed windows, in order to mitigate noise issues.



High-quality architecture, Montreal



Attractive facade & signage, Edmonton



Integrated building materials, Montreal

Pedestrian Realm

- requiring buildings to be situated along a site’s perimeter to create a consistent street wall.
- requiring future commercial development to be controlled for form to meet the street with animated street-level entrances and mimic the smaller-scale feel found along Whyte Ave.
- landscaping existing developed sites at their edges, including parking lots, to create interesting site perimeters that interact with the pedestrian realm.
- providing the necessary pedestrian amenities, especially benches and garbage bins, to strengthen the pedestrian realm.
- encouraging pedestrian activity through the planting of tree canopies and incorporating public art into local streetscapes, parks and squares.



Active streetscape, Vancouver



Public Art, Edmonton



Commercial Street Wall, San Francisco

URBAN DESIGN CRITERIA

Gateway/Destination

- siting buildings strategically to open up space for the creation of new public and employee amenity spaces, such as parks, green spaces, commons, squares or community gardens.
- ensuring that historic vistas and strategic sight corridors are preserved where appropriate.
- ensuring buildings of significant historical and architectural value are enhanced through the use of lighting.
- expanding the use of pedestrian-scale lighting infrastructure along streetscapes, as found along Gateway Boulevard immediately south of Whyte Ave.

Improved Circulation & Connectivity

- ensuring sidewalks are constructed on both sides of streets to maximize pedestrian circulation.
- improving the quality of existing sidewalks through repairs or by widening them.
- introducing well-marked crosswalks along the three arterials and interior streets.
- introducing a variety of traffic-calming measures to create a safer environment for pedestrians and cyclists.
- requiring improved pedestrian access and wayfinding across large commercial sites to improve east-west pedestrian circulation.
- requiring adequate bicycle parking facilities along the streetscape and in front of commercial and residential buildings.

Sustainability

- developing adaptive buildings that take into consideration possible future uses.
- encouraging buildings to meet the highest standards of sustainable design, including LEED accreditation.
- encouraging all surface parking lots to be landscaped with permeable surfaces to reduce run-off.
- requiring that landscaping incorporate a significant amount of native plant species to reduce water consumption.
- encouraging the incorporation of green roofs into new building designs.
- requiring buildings to be sited to maximize natural light and improve energy-efficiency, and to capitalize on passive solar heating where possible.



Heritage lighting, Hattiesburg, MS



Pedestrian scale lighting, Edmonton



Public space, Vancouver



Patterned crosswalk, Seattle



Bicycle lockers, Toronto



Quality sidewalks, Montreal



Urban green roof, Chicago



Sustainable architecture, Toronto



Landscaped parking lot, Los Angeles