

- Emerald Hills Urban Village -

Developer Design Workshop Summary

July 13, 2006

Key Opportunities for the site:

- Exploring higher densities
- Making the berm more “attractive”
- Integrating EW and S pedestrian connectivity
- Moving green spaces around to achieve better integration
- Designing private amenities to simultaneously enhance public amenities
- Creating a intergenerational place
- Addressing the relationships for commercial to residential uses
- Enhancing personal lifestyles and fostering sustainable behaviour
- Managing and reusing stormwater
- Access and connectivity to amenities for elderly
- Designing street edges that contribute to the vibrant character
- Incorporating trails that invite pedestrian use

Key discussions:

Clover Bar Rd.	<ul style="list-style-type: none"> ▪ 4 lane major arterial. Engineered and approved. 60km/h speed. ▪ Walking asphalt trails on both sides of the road that stops at highway intersection and continue beyond again. ▪ Opportunity exists to move the all-direction access off of Clover Bar into the Village commercial area slightly north. A Bylaw amendment is required for this.
Berm & fence on SE corner	<ul style="list-style-type: none"> ▪ Genstar constructing berm and a solid wooden fence as a condition of the land sale along the SE corner of the site. ▪ Berm already approved, but still a willingness to change. ▪ Don't want a fortress façade on Clover Bar. Still, the realities of road noise need to be dealt with. ▪ Landmark expressed concern regarding removing berm (paid for by Genstar) and then having to invest themselves for building soundproofing. Also not desirable for properties adjacent as back-yard noise can be a problem. ▪ To reduce fortress effect, Genstar will not construct the wooden fence all along the southern edge of the Landmark site. The wooden fence will terminate along with the berm and iron fencing will be continued for the remainder.
Lakeland Dr.	<ul style="list-style-type: none"> ▪ 4-lane arterial. Engineered and approved.
Glenn Allen Right of Way	<ul style="list-style-type: none"> ▪ Runs north-south through Emerald Hills. ▪ Genstar wants to incorporate walking trails, but some challenges with County regulations.
Highway commercial / Emerald Dr.	<ul style="list-style-type: none"> ▪ Emerald Dr. is a minor collector with quite a lot of traffic. Not yet engineered – opportunity to still influence. ▪ Need to balance the need to create a dual-street presence i.e. a gateway to Strathcona on the Highway side and a neighbourhood presence on the Emerald Drive side. ▪ No access of highway – all off of Emerald Dr. How to balance the regional traffic vs. local pedestrian character? ▪ Possibility for Emerald Drive to be the vibrant “main street”

Green Spaces	<ul style="list-style-type: none"> ▪ Connection of green spaces within Emerald Village and with green spaces in Emerald Hills and beyond is an important opportunity. ▪ Need to explore how the green spine in the Village connects with the regional park in the west and the school to the south. (EW and S connectivity) ▪ Green connections should be “legible” to pedestrians and not hard-to-find “alleys” that no one wants to use. ▪ Use private green spaces to complement and contribute (directly or psychologically) to the common green
Transportation	<ul style="list-style-type: none"> ▪ Dial on demand will be available in Emerald Village to connect with major bus terminals such as @ Baseline and SWest. ▪ Transit service will run along the outside perimeter along the Highway, Clover Bar, and Sherwood. Any transit route to the south? ▪ If hospital is located in site, internal transit service will likely be increased.
Eaton Blvd	<ul style="list-style-type: none"> ▪ ROW is fixed but might be opportunities to influence the details of the road engineering. ▪ A pedestrian crossing point should be explored to connect the small park just west of the village with the green spine. Christenson will explore how this connection might occur on their land.
Communal park area in the Village	<ul style="list-style-type: none"> ▪ Genstar were planning to install a 1.5m high fence around the central park and it’s extending spines. ▪ It was agreed that fencing around the central park area will be removed, and Christenson will use level differences and landscaping to create a more user-friendly, integrated edge to the park. ▪ A 3.5m asphalt trail is planned for the park, running along the centre of the park. Opportunities should be explored to make the trail from pavers instead of asphalt and to route the trail so that it defines spaces in the park rather than cut the park in undefined pieces. The walkway might be located closer to the permitted developments so that residents can gain direct access to it.
Spines extending from the central park area in the Village	<ul style="list-style-type: none"> ▪ Genstar is in the process of moving forward with installing 1.5m high fencing all around the central park and the southern extending spine. The County agreed that the fencing is too high for the character the team is trying to create and it will be now 1.2m high to create less of an alley effect and more of a “front-yard” effect. ▪ Fencing and location of other spines should be further explored before installation. Installation of drainage pipes might constrain moving the green spines. Genstar will check to see if pipes have been installed and it this can be delayed until the location of the green spines has been agreed upon. ▪ Explore opportunities to move the Northern green spine into the commercial area (rather than along it’s edge). ▪ Housing (and the commercial areas) backing onto the green spines should address the spine in a front-yard style rather than “turning their backs” . ▪ Landmark and Christenson to explore the architectural styles along green networks to ensure that buildings are not turning their backs and that the spaces are attractive.
Village commercial / mixed use zone	<ul style="list-style-type: none"> ▪ Cameron Developments are proposing a “suburban model”, single story retail. ▪ Retail will be located in northern part of the mixed use zone with residential in the southern part. ▪ Cameron is intending to develop single story retail that may have some potential for second story office on some buildings backing onto the

	<p>pedestrian link to the west. It is unlikely that we will have any residential integrated within the retail.</p> <ul style="list-style-type: none"> ▪ Cameron does not intend to have any underground parking as the economic feasibility to do this in rental properties of this type, simply does not work. ▪ Christenson envisions 6-8 story residential. ▪ Above commercial retail units there is the opportunity to add residential or office space. ▪ Especially with higher residential densities (higher than currently zoned) it might be possible to explore “urban model” commercial with better integration of mixed uses with multi—story development (retail below and residential/office on top) and possibly below grade parking. ▪ County is willing to explore densities higher than the current zoning. ▪ Limitations of what the market wants and what Cameron Dev. specializes in. Higher-end retail, climate, demographics should be considered.
Christenson residential to west	<ul style="list-style-type: none"> ▪ Would like to integrate underground pedestrian linkages (for weather purposes). ▪ Looking at U-shaped buildings with private courtyards. Parking space below surface.
Landmark	<ul style="list-style-type: none"> ▪ Would like to submit for development permit in about 2 months. ▪ Development is fitting tight within the allocated land. ▪ Incorporated a 3.5 m “green alley” in the development that can possibly be wider if the berm is reduced or removed. Up to about 5m could be gained by Landmark if the berm is removed. ▪ Narrower roadways could also be explored with the County where it results in better solutions. ▪ Allowed a green open space on the north-west corner of the development to connect with the communal park.
Water	<ul style="list-style-type: none"> ▪ 2 Basins in Emerald Hills. Village drains to NE while the rest of EHills drains to the NW corner. ▪ Stormwater retention planned for both corners. ▪ Stormwater a significant issue for the NW part of EHills due to the cost associated with upgrading the pipe in the NW corner. Water from EVillage does not affect this. ▪ Park spaces also used for stormwater management. Ensure that there is not conflict between water management and social demands.

Key Actions from Discussions:

Lead: Landmark Others: Genstar, County	<ul style="list-style-type: none"> ▪ Explore increasing the 3.5m allowed for the green “alley” in the context of the berm.
Lead: Genstar	<ul style="list-style-type: none"> ▪ Verify if pipes have been constructed under green spines, and if not delay installation so that optimal spine and path routing can be explored.
Lead: Christenson Others: Genstar	<ul style="list-style-type: none"> ▪ Explore an integrated edge between the common park area and adjacent residential development.
Lead: Genstar	<ul style="list-style-type: none"> ▪ Reduce height of fence to 1.2m. No fence around common park. Hold off on constructing fences for all other spines (except the southern).
Lead: Christenson Others: County, Genstar	<ul style="list-style-type: none"> ▪ Explore a SW connection across Eaton Blvd to the small park west of the village.

Lead: Landmark and Christenson	<ul style="list-style-type: none"> ▪ Develop architectural styles that address the green networks.
Lead: County Other: DCS	<ul style="list-style-type: none"> ▪ Document the required Bylaw revisions throughout the process and explore timing challenges and opportunities of moving forward with the required amendments to the Area Concept Plan (ASP), the Area Structure Plan (ASP) and Land Use Bylaw. It is anticipated that the revisions would only take place after the December design charrette.

Urban Design Related Consensus and Actions
DRAFT 27 July 2006

Walkable pedestrian network	
OBJECTIVE:	Connect households to local services, schools and open spaces via routes that demonstrate principles of 'walkability'. These routes by necessity include street segments, open space segments and shared (with private development) segments. Some segments are already built or about to be built. Others are designated but not yet designed.
CONSENSUS / ACTIONS:	<p>Agree on highest priority destinations and routes</p> <p>Develop 'walkability' standards for high priority routes and segments</p> <p>Protect, and where appropriate, enhance (where built or about to be built) 'walkability' on high value pedestrian routes</p>

Well-connected open space / water network

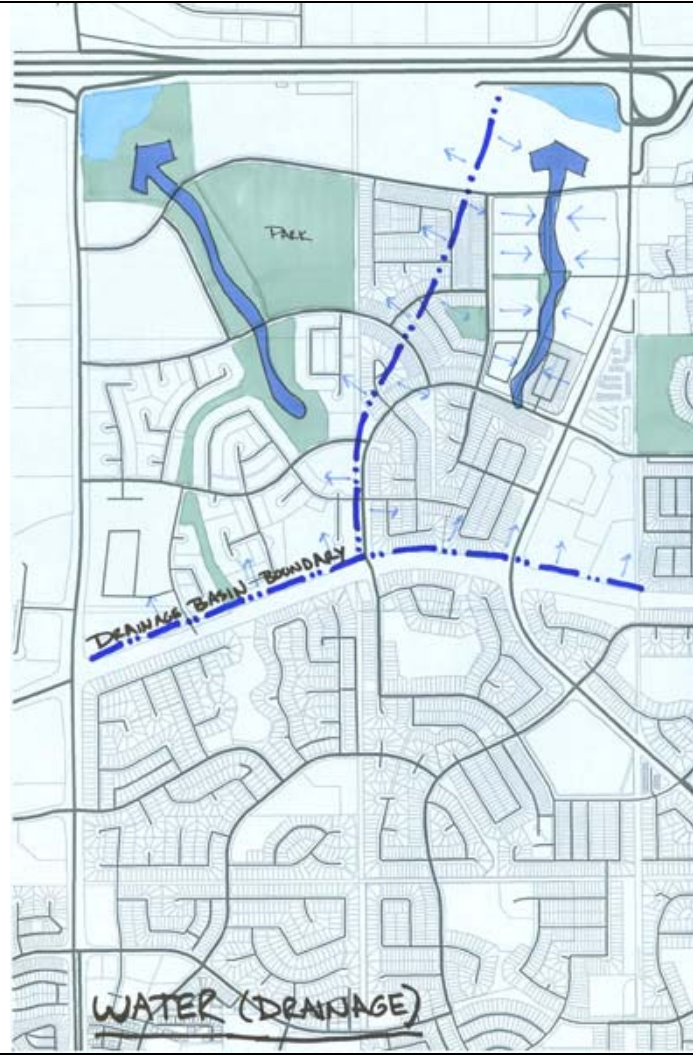
OBJECTIVE: An open space network able to integrate appropriate stormwater management strategies and practices its design. Some open spaces are already built or about to be built. Others are designated but not yet designed.

CONSENSUS / ACTIONS: Identify open spaces with high stormwater management value. Triangular park space in Emerald Hills Village site first

Evaluate proposed designs for opportunity to integrate stormwater BMPs.

Protect, and where appropriate, enhance (where built or about to be built) walkability on high value pedestrian routes

ILLUSTRATION:
Study area — proposed open space / water structure



Streets and streetscapes

OBJECTIVE: Street and streetscape design attributes (how uses within rights of way are designed and how uses adjacent to rights of way face onto them) compatible with project goals

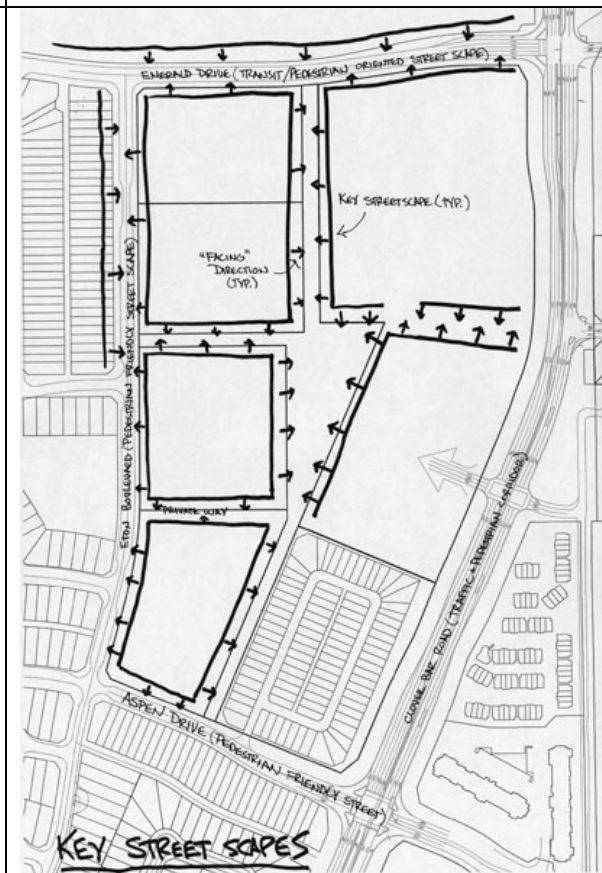
CONSENSUS / ACTIONS: Summarize proposed street and streetscape attributes adjacent to project area

Articulate desired street and streetscape attributes compatible with project goals.

Where appropriate, propose alternative street and streetscape sections. Scope, for example:

- Emerald Drive (north): possible transit / 'main street' / streetscape enhancement
- Clover Bar Road (east): possible taming / elimination of berm and fence
- Aspen Drive Trail (south): possible elimination of berm and fence / streetscape enhancement
- Eaton Boulevard (west): possible streetscape enhancement

ILLUSTRATION:
Project area — diagram of key streetscape frontage

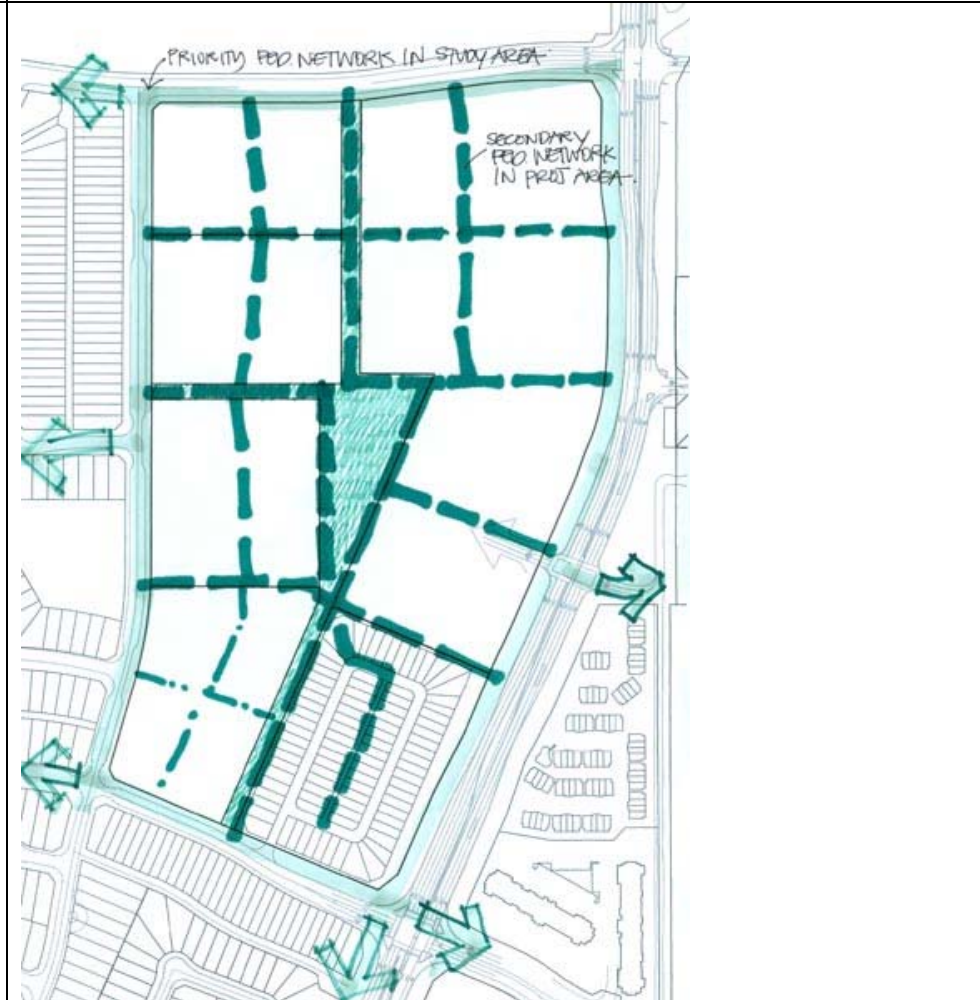


Integrating public space and private development (and back)

OBJECTIVE: Private parcel site planning, massing and architectural design compatible with, and oriented to, public open space, pedestrian networks / streetscapes and landscapes.

CONSENSUS / ACTIONS: Articulate conceptual site planning intentions and opportunities for each sub project area (Landmark, Christenson, Cameron). Scope to be determined and may include pedestrian routes, scale and orientation of principal facades. public to private zoning, orientation to sun and wind, etc. Possible pedestrian network integration illustrated below for example:

ILLUSTRATION:
Project area — potential internal pedestrian routes

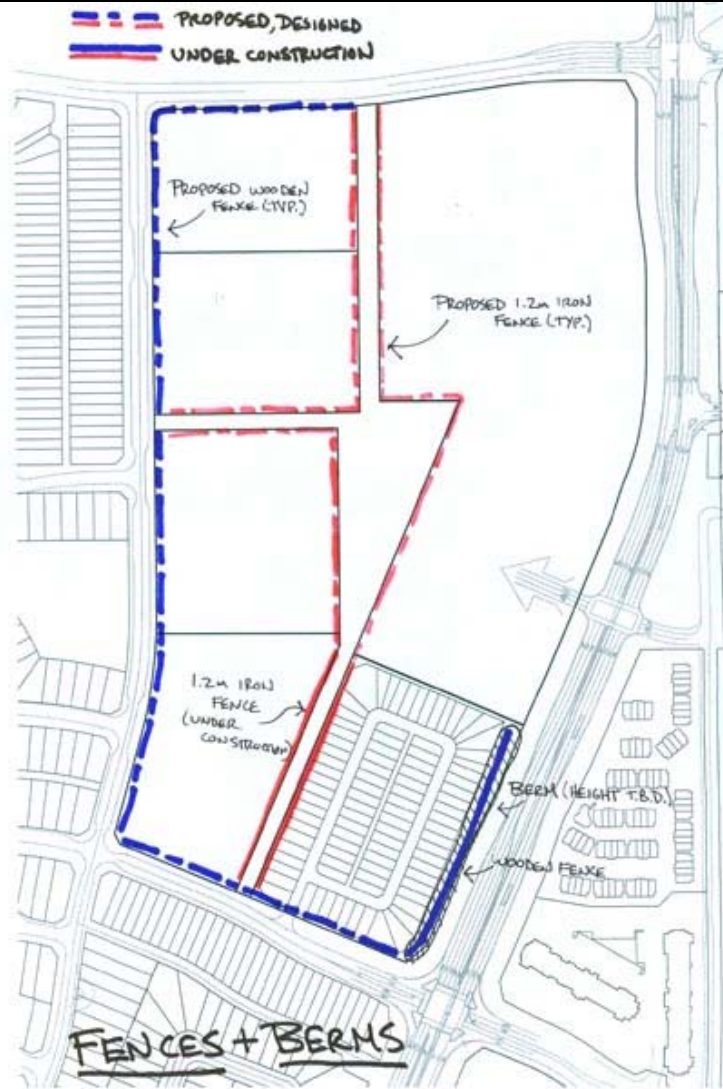


Berms and fences

OBJECTIVE: Clarity on which berms and fences will be 'in place' or 'in play' at the charrette.

CONSENSUS / ACTIONS: Confirm which berms and fences are 1) built and cannot be modified; 2) designed but not yet built and could be postponed modified; 3) not yet designed and could be fully considered / integrated with charrette concepts.

ILLUSTRATION:
Project area —
proposed berms and
fences



Phasing

OBJECTIVE: Compile complete summary of which elements and systems (both public and private) will be 'in place' or 'in play' within and adjacent to the project area for the charrette.

CONSENSUS / ACTIONS: Compile summary plan from above and related topics (example only illustrated below)

ILLUSTRATION:
Project area —
elements and systems
in place by charrette

