

## Infill Potential

### EXISTING BUILDING STOCK ASSESSMENT

A number of newer buildings on the mall site will likely remain for the foreseeable future but some could be expected to redevelop over the short to medium term.



- Newer building; likely retained
- Older building; opportunity to redevelop
- Relocate
- Subject to assessment; reconstruction
- Flood line

### INCREMENTAL REDEVELOPMENT

There are opportunities to intensify uses along Confederation Drive and therefore create a more compact, attractive 'retail high street'



- Existing building
- New building

Mall sites across North America are redeveloping as the existing buildings age and property values increase. Over the longer term it is possible that development pressure will make infill on the Confederation Suburban Centre site more feasible. This could result in an estimated 3,280 - 5,580 dwelling units and up to 120,400 m<sup>2</sup> of commercial space.



- Existing building
- New building

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Existing (Built)	0.32	92,000	-
Max (Existing Zoning)	0.5	141,800	-
Medium (New Zoning)	1.25	92,000	3,280
High (New Zoning)	2.0	120,400	5,580

Table 2.08 - Confederation Suburban Centre Infill Potential

### Principles for Redevelopment of Existing Mall Sites

The following principles should guide the retrofit of existing mall sites to ensure they support transit use, walkability and vibrant communities.

#### 1. STRENGTHEN / ENHANCE RETAIL

Look for opportunities to create a high quality shopping experience by creating a unique sense of place that is attractive to pedestrians

#### 2. CREATE STRONG CONNECTIONS

Create strong multi-modal connections within the mall site as well as to surrounding residential areas and planned transit. Look for opportunities to locate retail on or close to these routes

#### 3. REDUCE SURFACE PARKING

Reduce parking demand and look for opportunities to implement parking solutions that minimize the negative impact of large surface parking areas

#### 4. FRIENDLY FACES TO THE STREET

Ensure new development presents a friendly face to the street by providing parking and servicing to the rear and by orienting main entrances towards main pedestrian circulation routes

#### 5. EFFICIENT LAND USE

Ensure that roadways are designed to maximize developable parcels (e.g. establish new grid network through Suburban Centre) and balance space dedicated to cars, bicycles, pedestrians and transit



## Lansdowne Centre Master Plan

### CLIENT

Vanprop Investments Ltd.  
Lansdowne Centre

### SERVICES PROVIDED

- Urban Planning / Design
- Master Planning
- Architecture

### COMPLETED

In progress

### LOCATION

Richmond, BC



## University District Master Plan & Land Use Approvals, University of Calgary

### CLIENT

West Campus Development Trust

### SERVICES PROVIDED

- Master Planning
- Urban Design
- Land Use Approvals
- Architecture

### COMPLETION

2014

### LOCATION

Calgary, AB



## Heron Gate Master Plan

**CLIENT**  
Timbercreek Asset Management

**SERVICES PROVIDED**

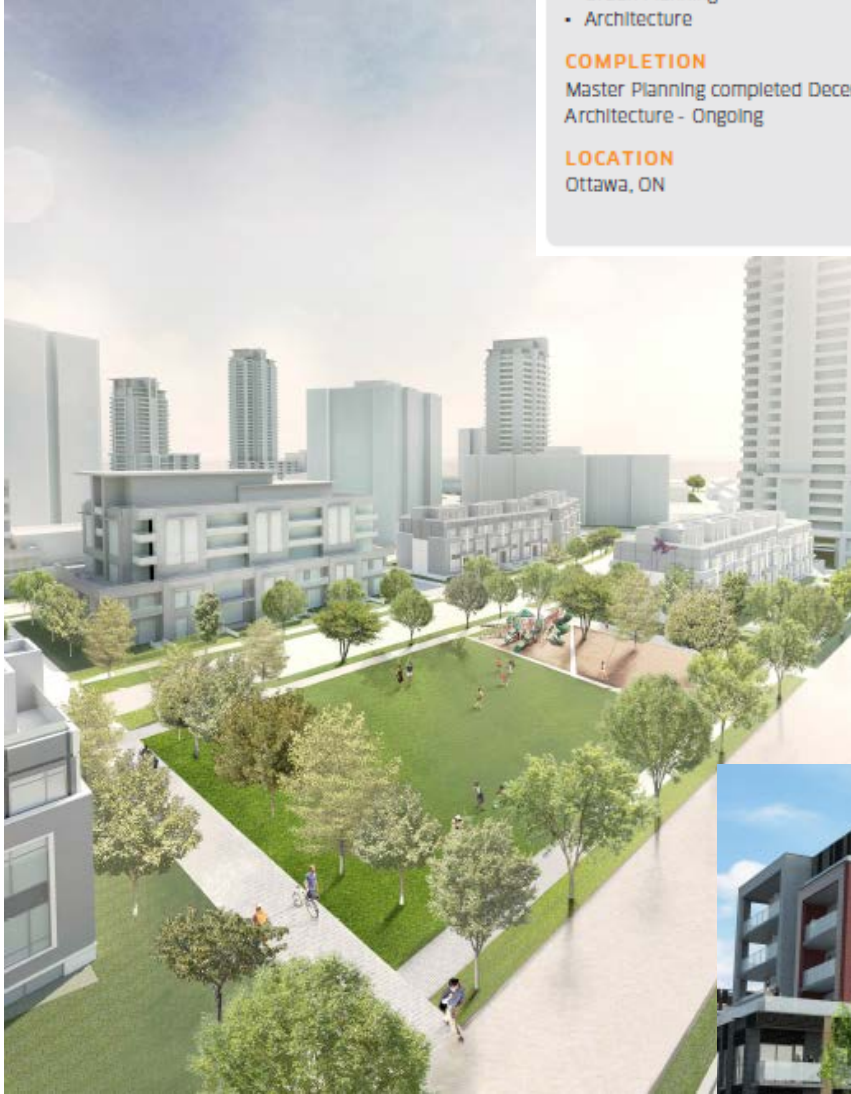
- Urban Design
- Urban Planning
- Architecture

**COMPLETION**

Master Planning completed December 2016.  
Architecture - Ongoing

**LOCATION**

Ottawa, ON



## The Banks



"A new urban renewal project of the riverfront along the shores of the South Saskatchewan River."

**CLIENT**  
Le Fevre & Company

**LOCATION**  
Saskatoon, SK

**SERVICES PROVIDED**

- Architecture
- Structural Engineering
- Interior Design

**COMPLETION**

2016

