

The Development Concept

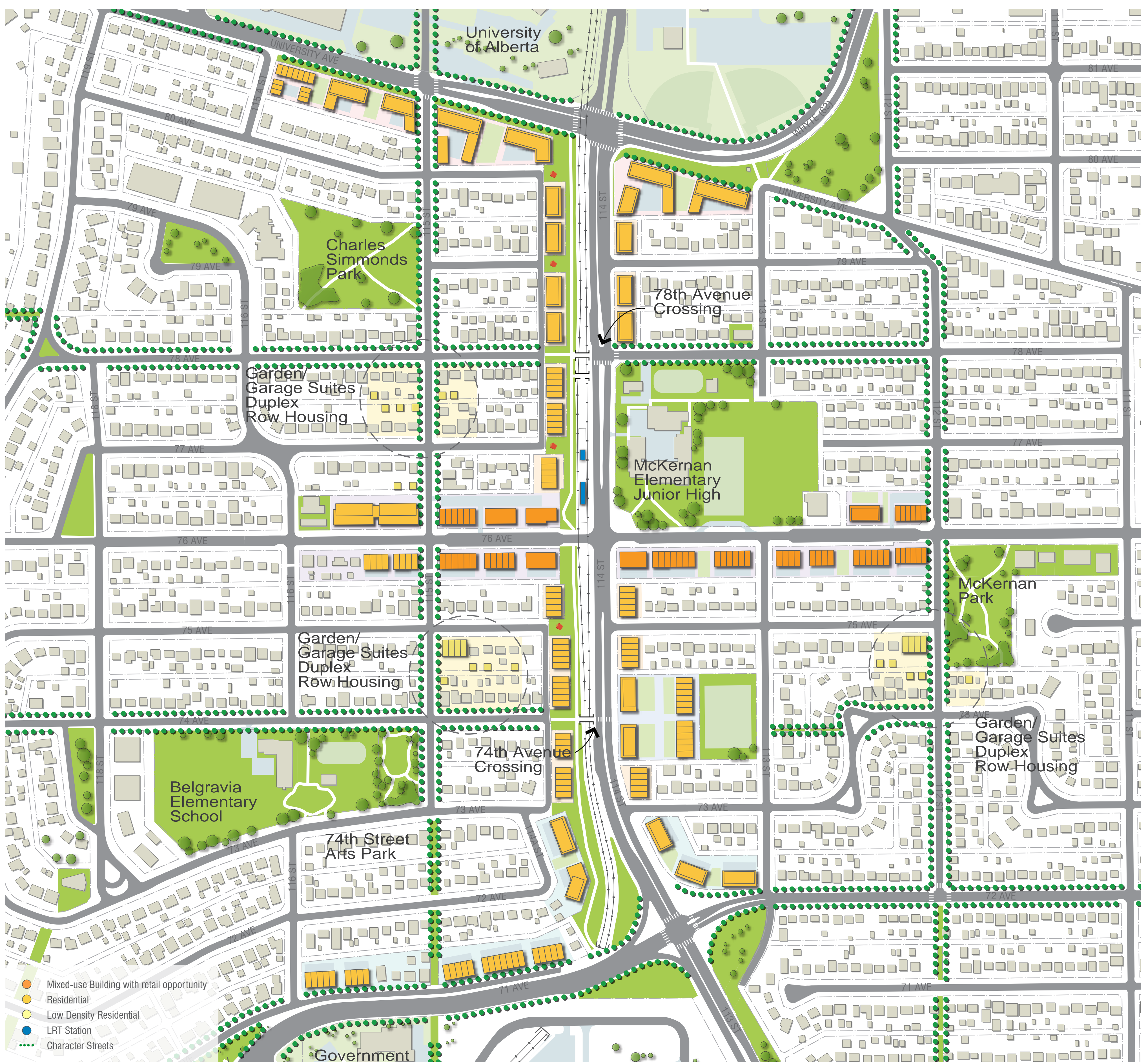
The development concept for the McKernan/Belgravia Station Area builds on the vision and guiding principles. By concentrating development in specific areas and building on the existing mobility infrastructure, the plan seeks to implement transit oriented development principles in a sensitive manner by directing change and redevelopment to the ‘edges’ of these two neighbourhoods while protecting the interior of the neighbourhoods.

This strategy will also result in the reimagining of the community along primary arterial roadways, permitting 114 Street to be reoriented to face the street, creating eyes on the street and a safer environment for people, cyclists and transit users. Modest mixed use development with commercial uses at grade along 76 Avenue will provide new opportunities to obtain day to day amenities within the community. Modest intensification along University Avenue and 71 Avenue will create new housing opportunities for families, seniors and students adjacent to the University of Alberta’s main and southern campuses. In addition, redevelopment of the Catholic school site will provide additional housing opportunities near the transit station.

Wherever feasible, improvements to the public realm are encouraged to promote active transportation including walking and cycling within these neighbourhoods and to support improved access to and use of transit. Existing parks and open spaces are preserved and improvements are

proposed to the 114 Street shared use path that will create an enhanced ‘green spine’ for the community. The transformation of the existing service road along University Avenue into a greenway adjacent to modest infill opportunities is also proposed. The plan increases housing options for families, seniors and students while retaining the predominantly low-density residential character of the McKernan and Belgravia neighbourhoods.

The improvements and intensification opportunities within this development concept have been organized into four categories: mobility, the public realm, land use and built form. Mobility addresses the access and connectivity improvements in the plan area, public realm describes the development of the streets and open spaces network, land use identifies the development and intensification opportunity in the form of precinct areas within McKernan and Belgravia, and lastly, the built form describes the design and character of new development.



Development Concept Illustrated

MCKERNAN/BELGRAVIA

STATION AREA PLAN

Access and Connectivity

The presence of the LRT provides an excellent transportation choice for community residents but the design of this particular LRT train system creates a significant barrier along 114 Street, dividing the two neighbourhoods and limiting east-west movements across 114 Street. It is essential that the hierarchy of streets in these neighbourhoods continues to balance the needs of cars, buses, pedestrians and cyclists.

Proposed Street Network

The introduction of laneways parallel to 114 Street is intended to service new development proposed to front and face 114 Street and will permit a greater ease of movement and circulation within the individual neighbourhoods.

114 Street

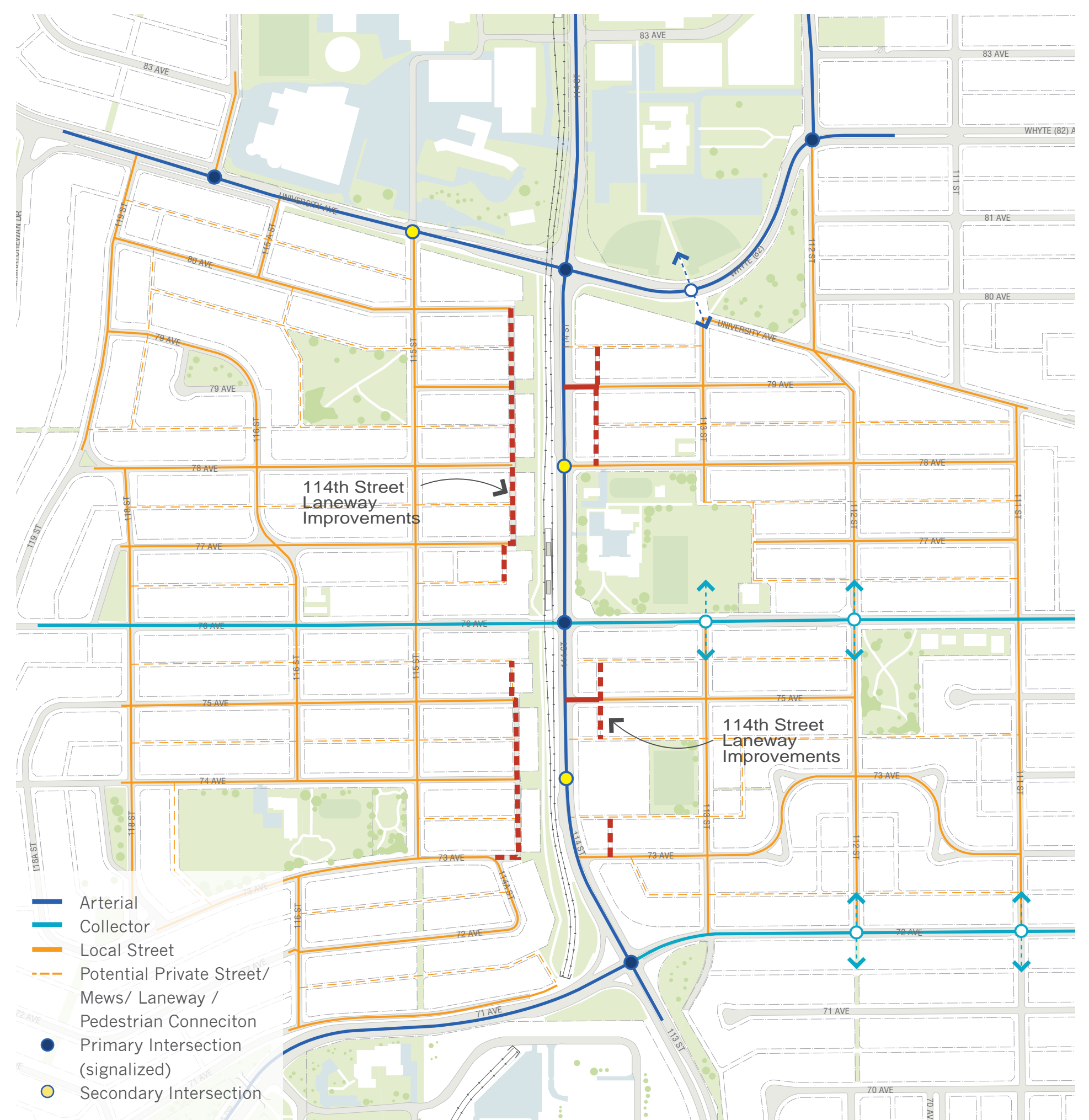
- Enhance 114 Street by redesigning the west side of 114 Street into a consistent linear park (Green Spine) incorporating the existing shared use path, and by developing a well designed pedestrian boulevard along the east side of the street.
- Improve at grade connections across LRT tracks at 74 Avenue and 78 Avenue.

Reconnect the Urban Grid

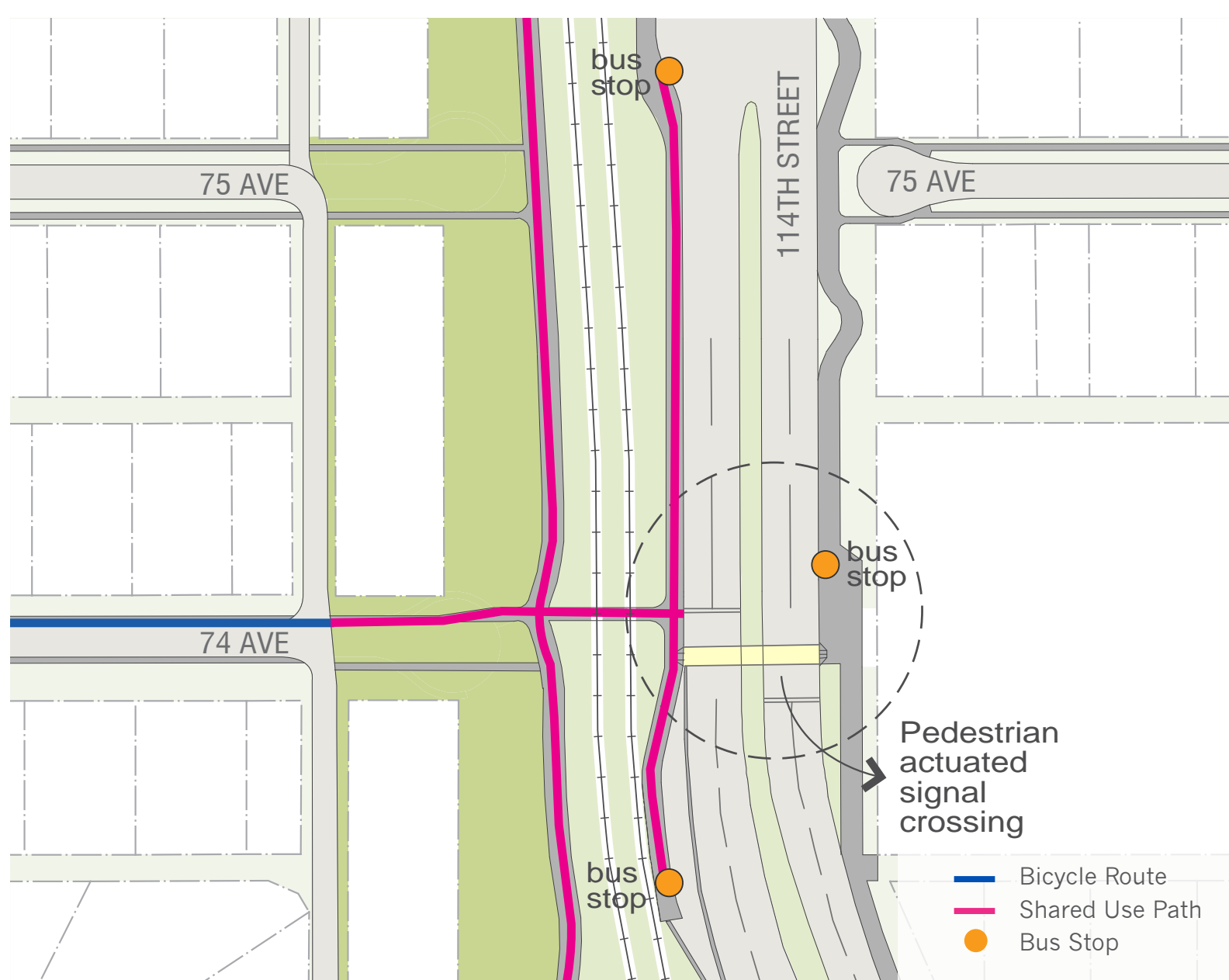
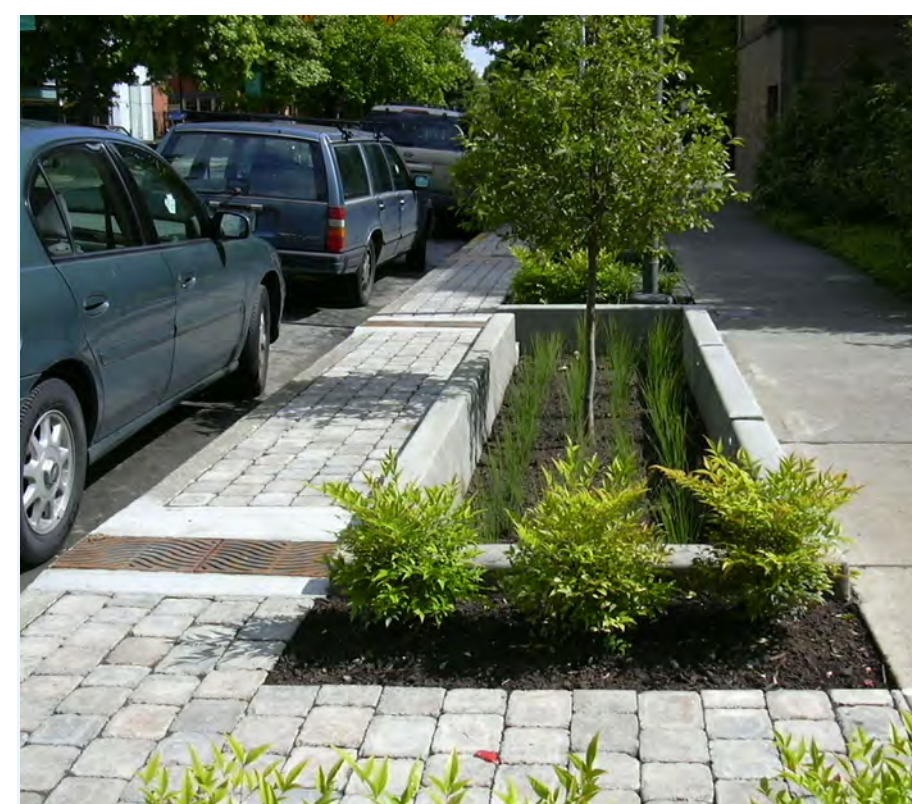
- Reconnect the urban grid pattern by introducing lanes parallel to 114 Street replacing the cul-de-sacs and enabling the reorientation of infill development to face on to 114 Street.

76 Avenue – A Key East-West Corridor

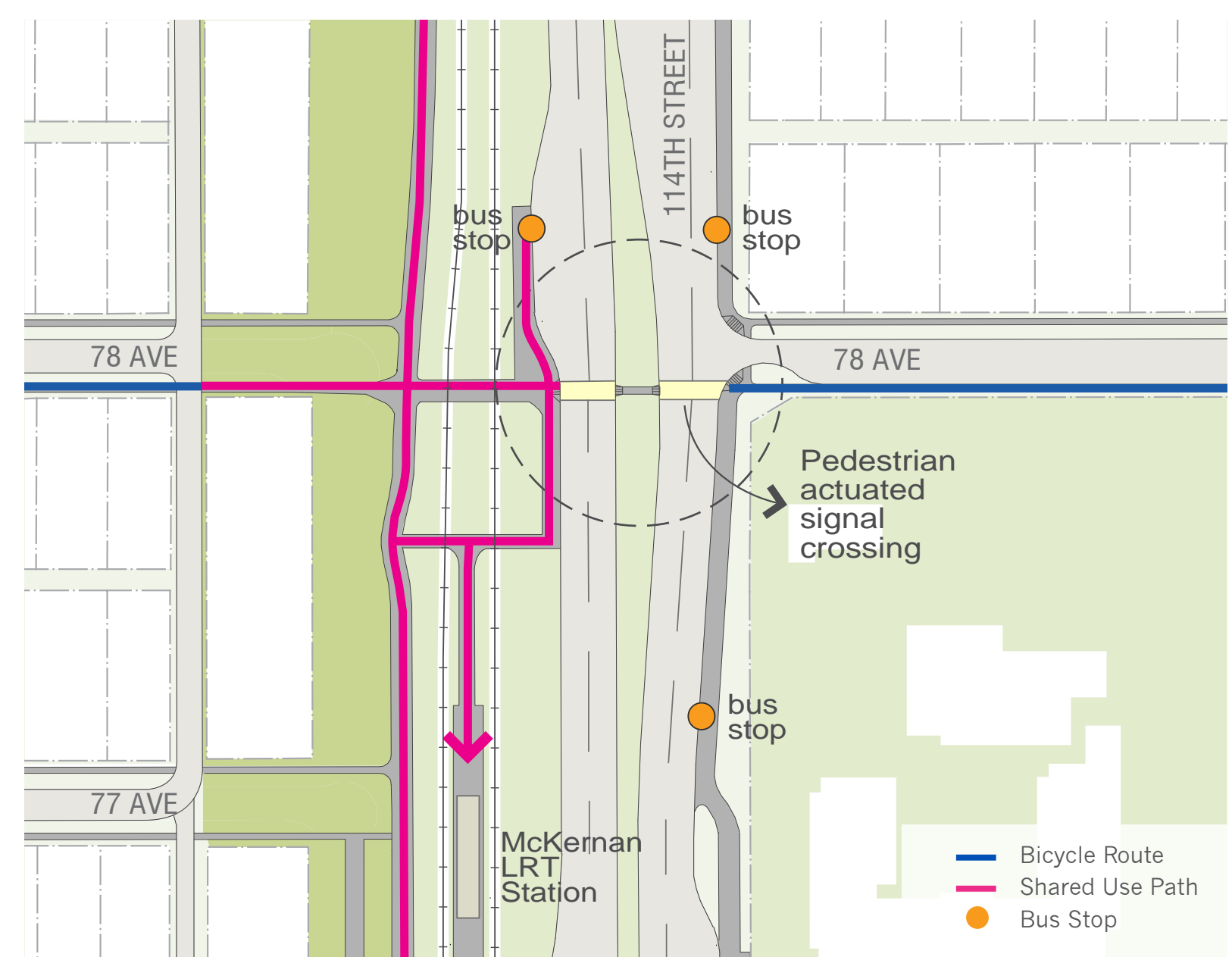
- Maintain the existing shared use lane (on road bicycle lane) along 76 Avenue connecting 109 Street on the east to the North Saskatchewan River Valley to the west.
- Transform 76 Avenue between 112 Street and 116 Street into a 'main street' by encouraging commercial uses to locate within the ground floor of new mixed use developments.
- Reconfigure the roadway cross section along 76 Avenue between 112 Street and 115 Street to accommodate on-street parking, where feasible, to support commercial development.



Street Network



74 Avenue Crossing



78 Avenue Crossing

Local Streets

- Identification, design and construction of missing sidewalk connections within McKernan and Belgravia should be conducted in consultation with adjacent land owners.
- Construction of missing sidewalk connections should be explored and pursued within both McKernan and Belgravia, where feasible, at time of neighbourhood renewal.
- Develop curb ramps at all intersections to ensure universal access within the pedestrian priority area.
- Ensure a generous street tree canopy and other landscaping is a primary feature of the streetscape.

Parking and Loading

- Lower density developments (up to 2.5 storeys) may incorporate parking with garages off of the lane thereby allowing for a more continuous sidewalk with minimal conflict with pedestrians.
- Where surface parking is being provided, the parking shall:
 - a) be located at the rear of the building;
 - b) be visually screened from adjacent properties and on-site residential units by landscaped buffers;
 - c) not impact the street or outdoor amenity areas; and
 - d) be broken into segments using landscaping and trees for shade.

MCKERNAN/BELGRAVIA STATION AREA PLAN

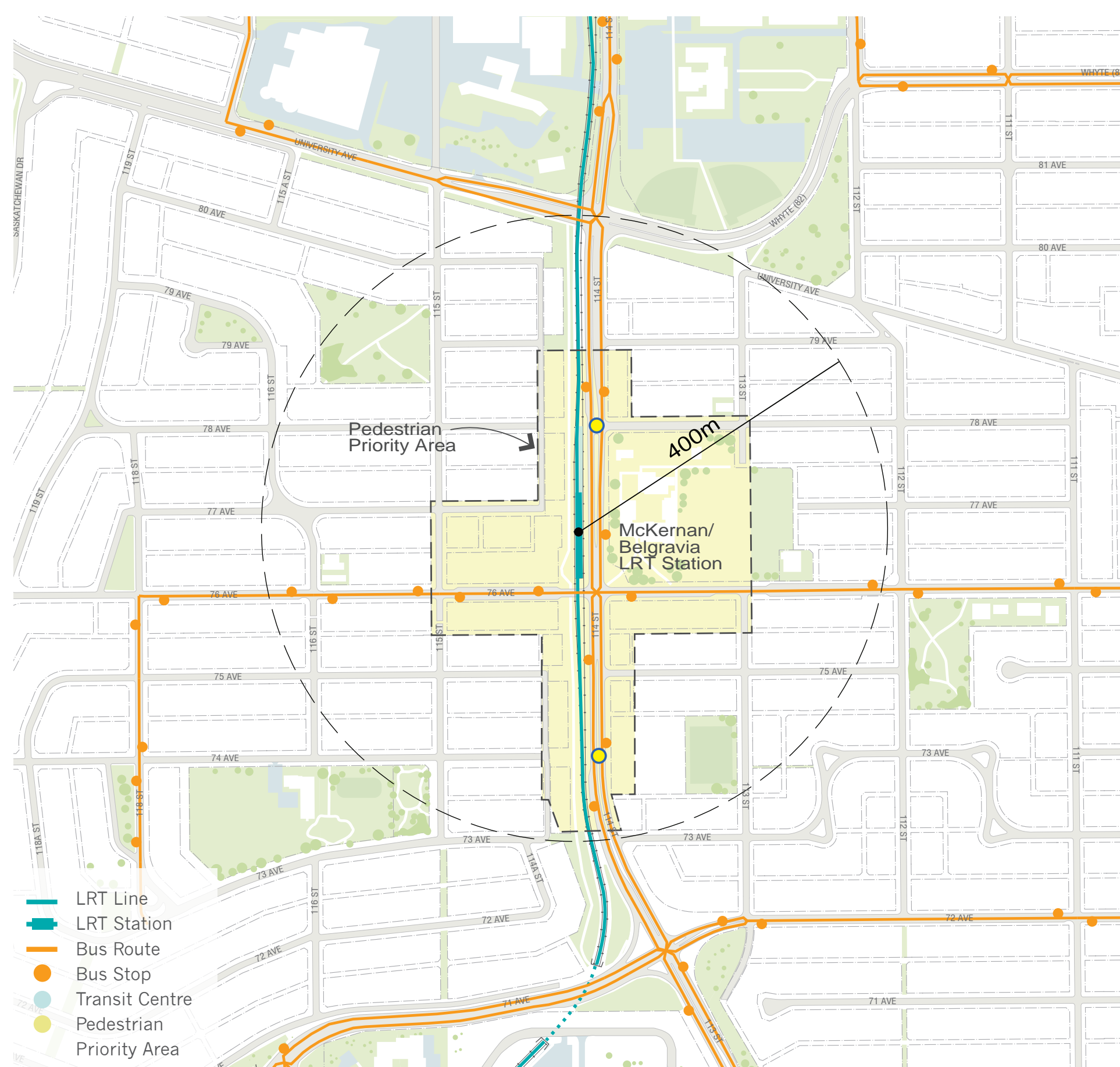
Access and Connectivity

Creating a Pedestrian Priority Area

A pedestrian priority area should be established within the area immediately surrounding the McKernan/Belgravia Station. The intent of the pedestrian priority area is to develop a safe, comfortable and attractive place for pedestrians and cyclists and to encourage walking, cycling and transit ridership in the area.

Policies:

- The design of streets, sidewalks and crossings within the pedestrian priority area should include clearly marked pedestrian crossings, pedestrian scale lighting, street furniture, signage and wayfinding.
- Better integrate bus route timings with the LRT timings at the McKernan/Belgravia LRT Station.
- Pedestrian routes connecting bus stops and the McKernan/Belgravia LRT platform should be direct, clearly marked and accessible.
- Develop curb ramps at all intersections to ensure universal access within the pedestrian priority area.
- Priority shall be given to keeping pedestrian connections to the station clear of snow and ice.

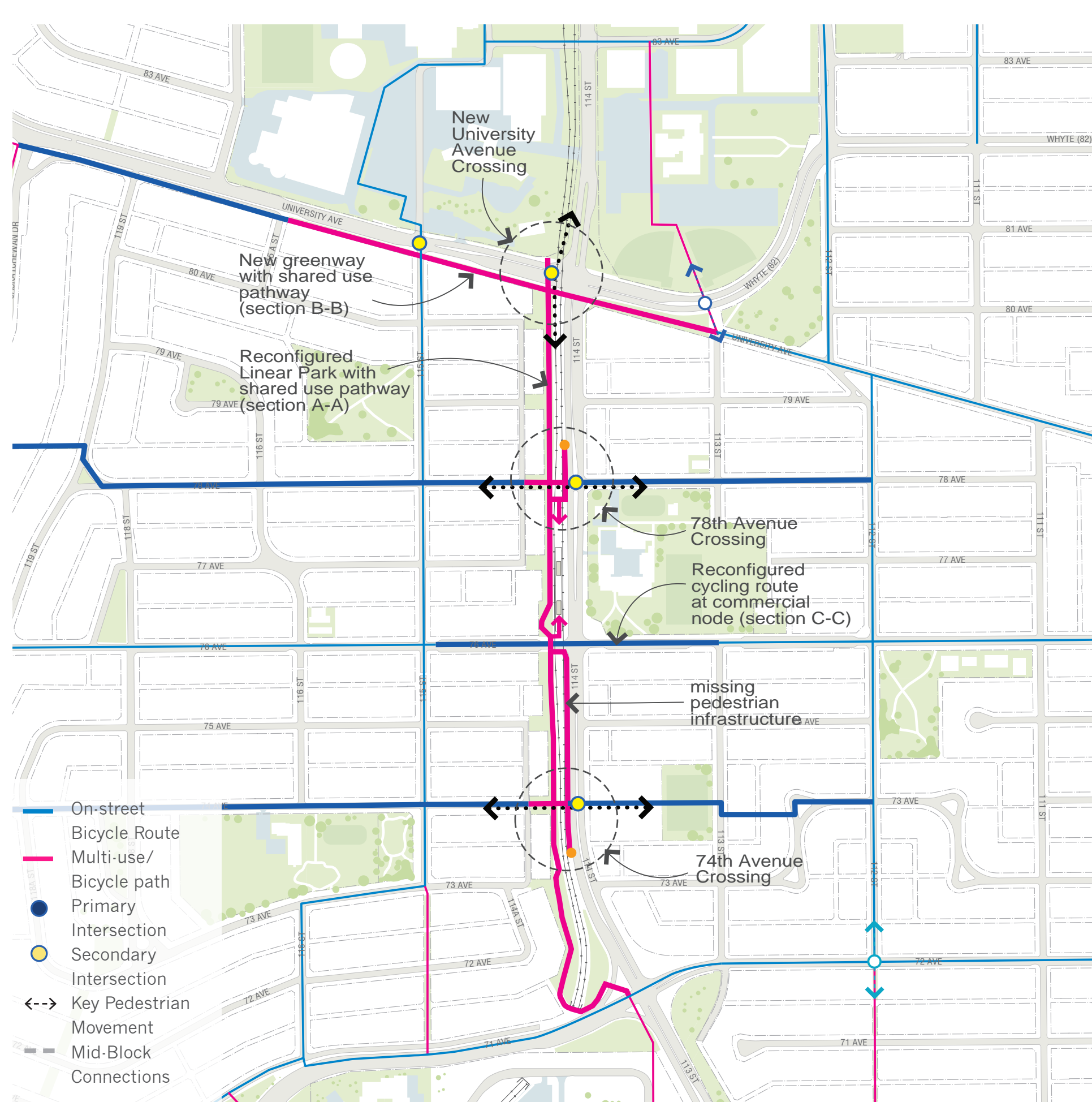


Pedestrian Priority Area



Active Transportation Network

Active transportation within the McKernan and Belgravia communities is well supported by the existing neighbourhood infrastructure. The grid street pattern and sidewalks provides an excellent network for pedestrians to navigate through the neighbourhoods. Cycling routes are established on University Avenue, Saskatchewan Drive, 112 Street and 115 Street. Recently, the City installed 'sharrows', a shared-use lane, along 76 Avenue to help augment the existing bicycle routes in these neighbourhoods.



Active Transportation Network

At the time of the LRT construction a shared use path was developed on the west side of 114 Street. The trail provides an excellent north-south link for pedestrians and cyclists. In addition, a grade-separated pedestrian crossing was developed at 76 Avenue and 114 Street to provide a safe location for pedestrians and cyclists to cross the LRT rail line and the busy 114 Street.

Despite the extensive pedestrian and cycling network that exists in McKernan and Belgravia, the network lacks east-west connections as well as strong connections to trails and paths outside of the neighbourhoods. The plan proposes on-street bicycle routes along 74 Avenue and 78 Avenue as well as the development of improved crossings at 114 Street. This includes an improvement to the at-grade connection across LRT tracks at 78 Avenue. The improvements of these crossings would strengthen the east-west connections between the two neighbourhoods and would benefit both cyclists and pedestrians.

Policies:

- Maintain and enhance the 76 Avenue on-street bicycle facility to connect with the trail network in the North Saskatchewan River Valley.
- Maintain existing on road bike routes on University Avenue east of 113 Street, Saskatchewan Drive, 112 Street and 115 Street.
- Expand cycling routes within the Belgravia and McKernan neighbourhoods by developing on-road east-west bicycle routes on University Avenue west of 115A Street, 74 Avenue and 78 Avenue.
- Develop a shared use path within the proposed University Avenue greenway along the south side of University Avenue. This shared use path will connect the on-road bicycle routes on University Avenue.
- Develop an at-grade crosswalk across University Avenue on the west side of 114 Street.
- Develop a publically accessible bicycle station at or near the McKernan/Belgravia LRT Station. If feasible, this bicycle station should include covered bicycle parking and an air compressor to service bicycles.

MCKERNAN/BELGRAVIA

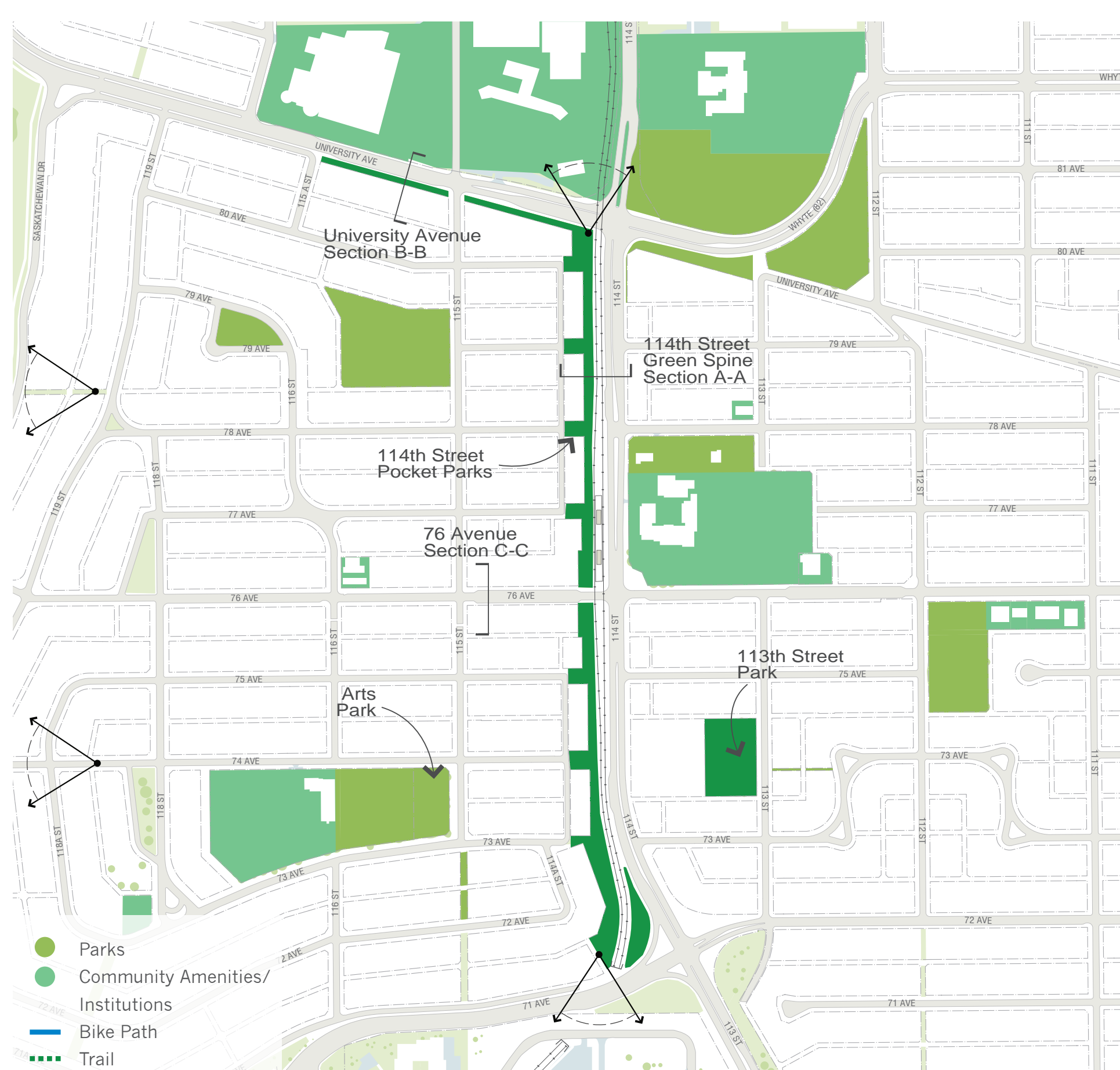
STATION AREA PLAN

Streets and Open Spaces

The plan preserves and builds on the remarkable public realm which exists in the area today by focusing on improvements to key open spaces and strengthening connections to better link parks and public amenities. Opportunities to enhance the look, feel and function of the area's main avenues and streets will improve the character and identity of the community and will create attractive addresses for strategic infill.

Maintaining and Enhancing Existing Parks and Open Spaces

All existing park spaces within the McKernan and Belgravia communities will be maintained. Enhancements are proposed to the shared use path along 114 Street which include the development of pocket parks adjacent to the shared use path which link directly to the local street system and create inviting spaces for the community to gather. A greenway on the south side of University Avenue is proposed which would be made possible through the partial redevelopment of the existing service road. These new park spaces will create attractive community amenities and create inviting street addresses for families, seniors and young professionals.



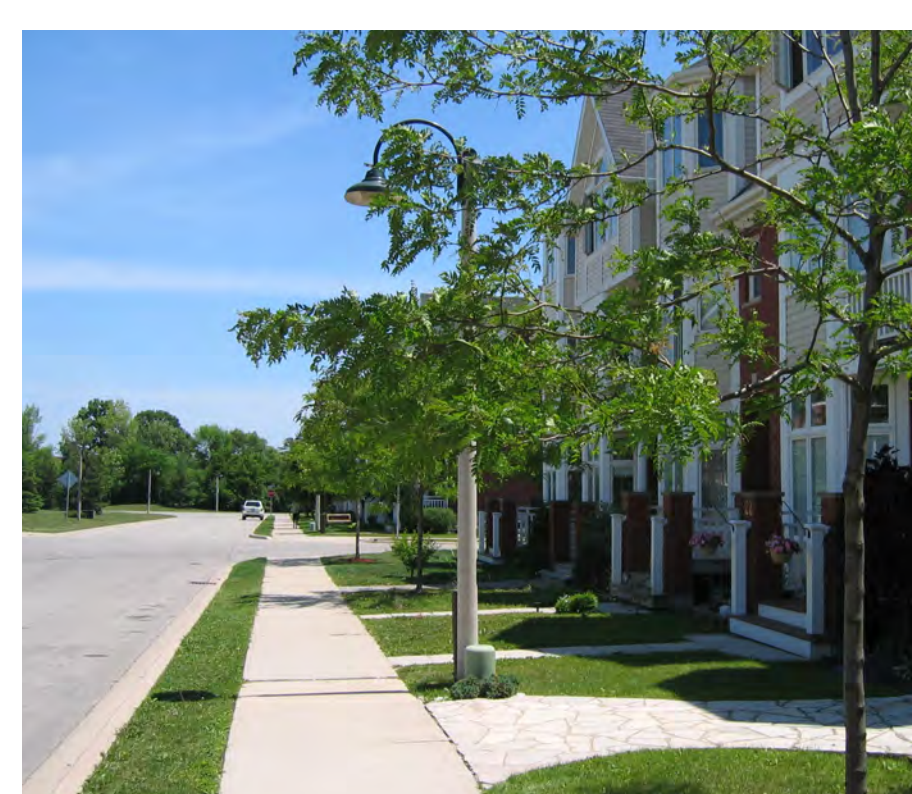
Parks and Open Space

Streets

Streets provide many functions. They accommodate multiple forms of movement, they are key components of the public realm and their design and character can create renewed settings for people, activity and reinvestment. The improvement of three of the area's main streets will create attractive and distinct streetscapes which will enhance the area's image and complement the future development potential of these corridors.

114 Street Boulevard

- Redesign intersections at 74 and 78 Avenues to enhance pedestrian and cyclist crossing.
- Enhance 114 Street by expanding the west side of 114 Street into a linear park (Green Spine) incorporating the existing shared use path, and by developing a boulevard along the east side of the street.
- Design new development along the west side of 114 Street to face onto the shared use path and linear park space.
- Design new development along the east side of 114 Street to face onto 114 Street.



Policies:

- Maintain existing park spaces in the neighbourhoods.
- Look at new opportunities through public and private development to increase landscaping and green spaces in the two neighbourhoods.
- Select streetscape plantings, other than trees, to provide colour throughout the year.
- Plant deciduous trees, where possible, to provide shade in the summer and allow sunlight in the winter.
- Incorporate low impact development (LID) solutions in the design of open spaces.

114 Street Green Spine

- Enhance 114 Street by expanding the west side of 114 Street into a linear park (Green Spine) incorporating the existing shared use path and by developing a boulevard along the east side of the street.
- Redevelop existing cul-de-sacs into pocket parks adjacent to the shared use path as the laneways servicing the new development along 114 Street are completed.
- Design new development along the west side of 114 Street to face onto the shared use path and linear park space.

University Avenue Greenway

- Transform the existing service road along University Avenue between 113 Street and 115A Street into a multi-purpose greenway to include a shared use path, rain gardens or bio-swale and natural landscaping. The City will be primarily responsible for coordinating and potentially cost sharing with redevelopment of adjacent lands.
- Extend the trail connections along University Avenue to connect with the trail network in the North Saskatchewan River Valley.

113 Street Park

- Relocate the St. Peter's soccer field to the east side of the site at the time of redevelopment.



76 Avenue Main Street

- Reconfigure the roadway cross section along 76 Avenue between 113 Street and 115 Street to accommodate on-street parking and support commercial development and buffer pedestrians from vehicular traffic.
- Maintain the existing shared use bicycle lane along 76 Avenue and, where possible, enhance 76 Avenue as a multi-modal transportation corridor and complete street connecting 109 Street on the east to the North Saskatchewan River Valley on the west.
- Transform 76 Avenue between 112 Street and 116 Street into a 'main street' by encouraging commercial uses to locate within the ground floor of new mixed use developments.
- Service and loading should not be on the main street frontage but accommodated from a rear or side lane.
- Permit awnings over public sidewalks along retail street frontages offering shelter from rain, snow and wind.

University Avenue Greenway

- Transform portions of the existing service street located on the south side of University Avenue through the development process into a green boulevard which features a shared use path and sustainable landscaping that could also accommodate stormwater management functions.
- Transform the service road along University Avenue between 113 Street and 115A Street to be a multi-purpose greenway to include a shared use path, rain gardens or bio-swale and natural landscaping. The City will be primarily responsible for coordinating and potentially cost sharing with redevelopment of adjacent lands.
- Develop on-street parking along the south side of University Avenue to provide a buffer between pedestrians and cyclists using the shared use pathway and vehicular traffic on University Avenue.
- Develop an at-grade crossing across University Avenue on the west side of 114 Street.