

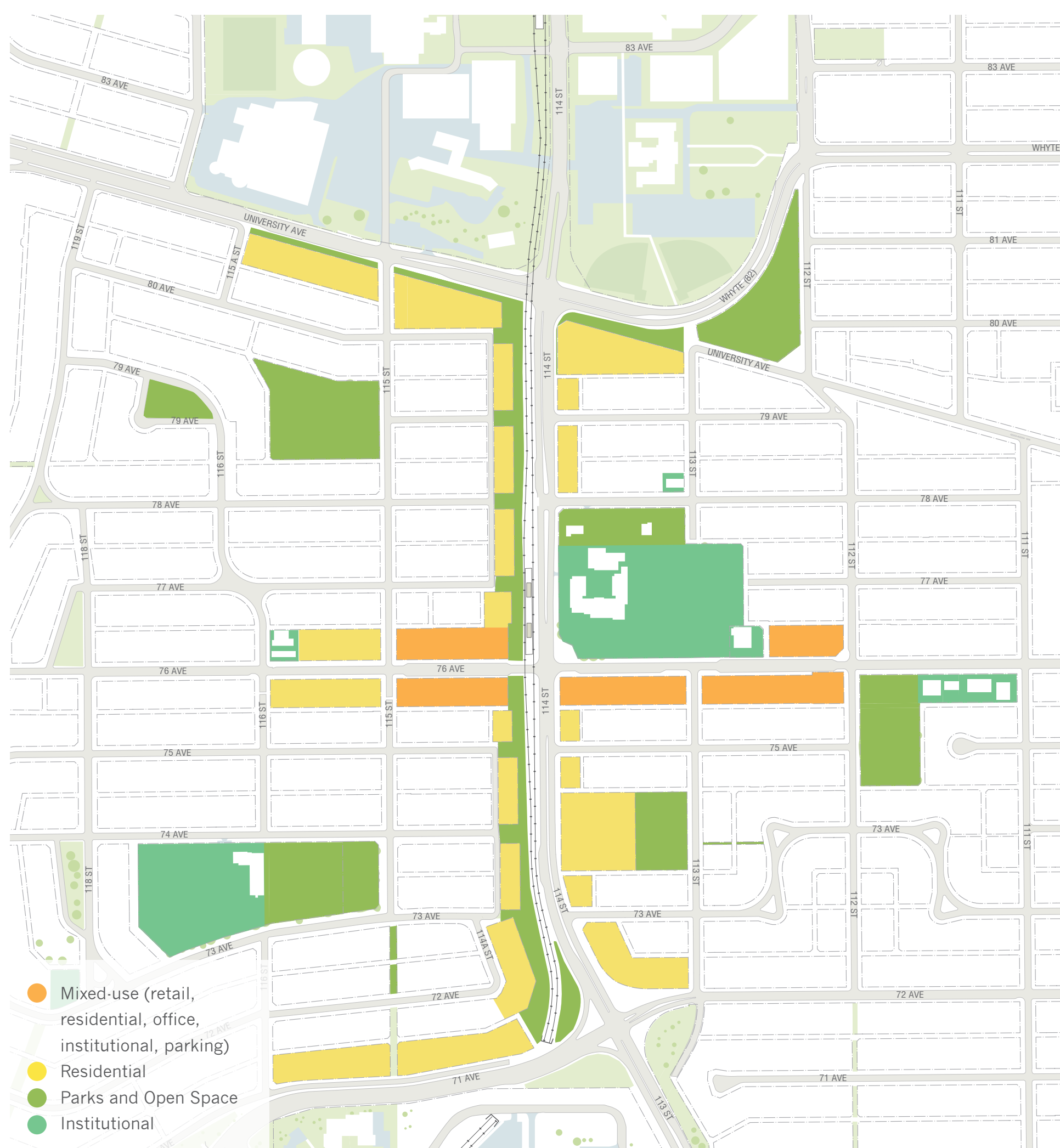
# The Land Use Precincts

The intent of the plan is to support increased density and population in the Plan Area to support transit ridership at this station. This plan identifies redevelopment opportunities within the McKernan and Belgravia neighbourhoods along arterial roadways at the edges of the community. This will allow for the overall intensification of the plan area while protecting the low-density character of these neighbourhoods.

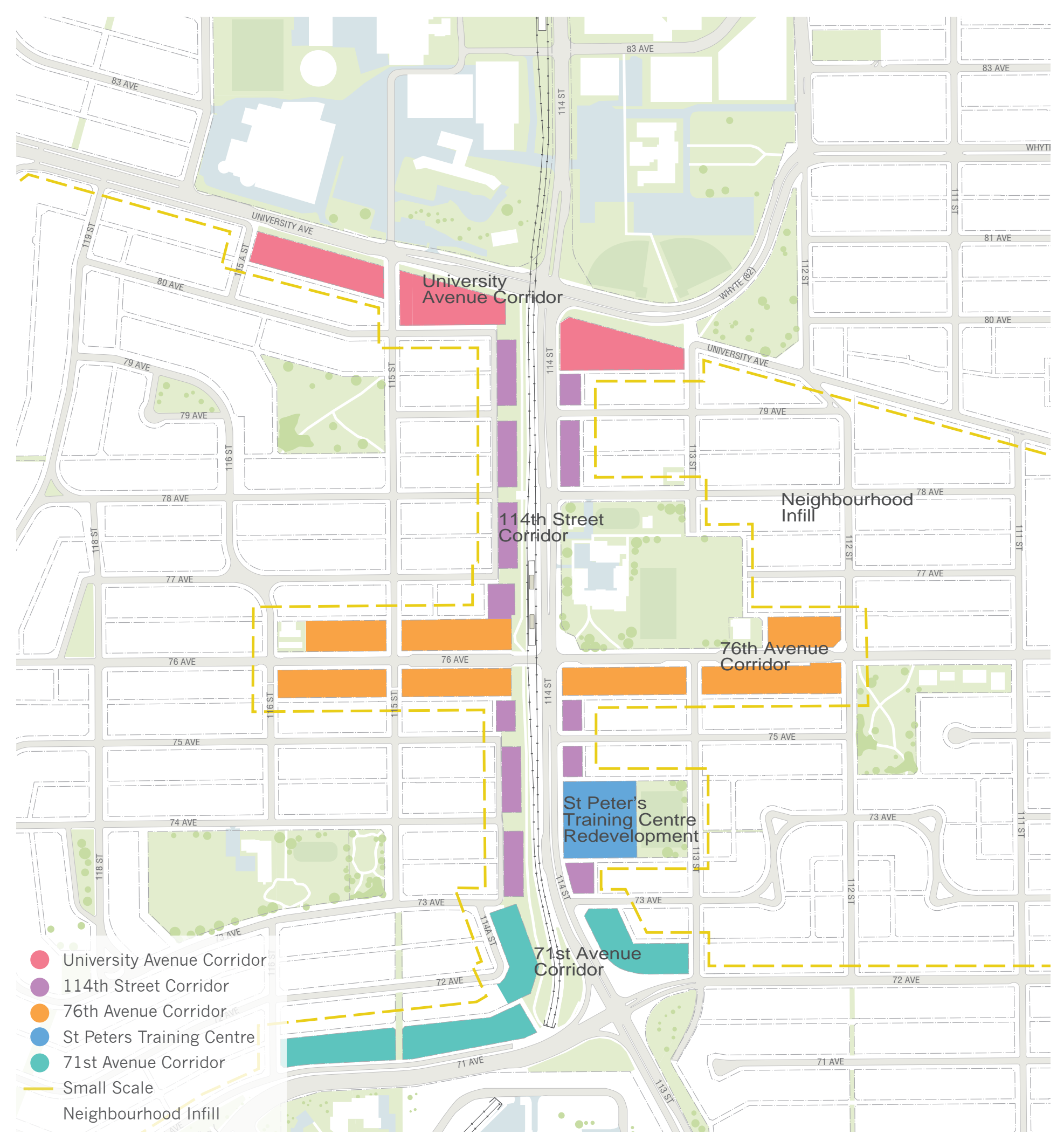
### Land Use Strategy

Redevelopment will primarily include residential uses, with some commercial uses located on 76 Avenue in the ground floor of new mixed use buildings. The commercial development will provide some local neighbourhood retail and services to better support the population and increase the desirability of these neighbourhoods.

Land Use Precincts are places with distinct elements that will each have unique development opportunities. Establishing these precincts is a way to structure the plan and achieve the vision and principles outlined in this document. The Land Use Precincts consist of the University Avenue Corridor, 114 Street Corridor, 76 Avenue Corridor, St Peters Training Centre Redevelopment, 71 Avenue Corridor and small scale neighbourhood infill.



Land Use Strategy



Land Use Precincts

### Objectives:

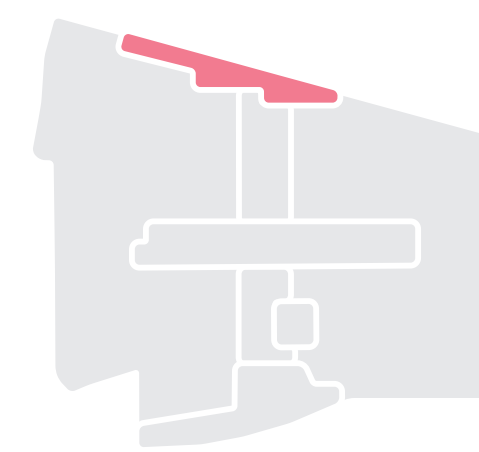
- Support higher density development along 114 Street, University Avenue, 76 Avenue and 71 Avenue.
- Provide for a wider range of housing choice including provisions for family oriented housing, seniors housing and student housing.
- Create opportunities for neighbourhood services and retail uses along 76 Avenue as part of a mixed use development.
- Allow for sensitive, compatible infill and intensification within the neighbourhood to support transit oriented uses.
- Require new development to respect the existing scale, form, massing and style of the neighbourhoods by limiting the height and density of new development.

### Development Opportunities Summary

precinct	land use and frontage	proposed zoning	maximum height	maximum FAR
University Corridor	Medium rise apartments, Low rise apartments	RA8, RA7	4-6 storeys (14-23m)	2.5
114 St Corridor	Low rise apartments, Stacked rowhousing	RA7, RF6	4 storeys (14m)	1.3
76 Ave Corridor	Low rise apartments, Ground floor retail	RA7, CB2	4 storeys (14m)	1.3 (residential only) 3.5 (commercial or mixed use)
71 Ave Corridor	Low rise apartments, Row housing	RA8, UCRH	4 storeys (14m)	2.5
St. Peters Training Centre	Low rise apartments, Stacked rowhousing	RA7, UCRH	4 storeys (14m)	1.3
Small Scale Neighbourhood Infill	Single detached houses, Small scale infill at specified locations	RF1, RF3	2 1/2 storeys (8.6m)	n/a

# MCKERNAN/BELGRAVIA

## STATION AREA PLAN

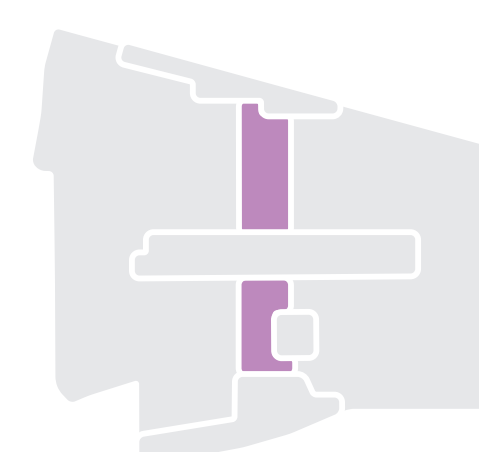


### University Avenue Corridor

The parcels on the south side of University Avenue could be intensified over time into a higher density residential form. These parcels are situated on one of the city's key arteries and are in close proximity to University of Alberta's north campus and have good access to two LRT stations. These parcels also establish an opportunity to create a new northern edge for McKernan and Belgravia, one which can introduce intensification without compromising the interior character of the neighbourhood. Heights will transition from mid rise (6 storeys) apartment form at the corner of University Ave and 114 Street to a low rise (4 storeys) as redevelopment moves east and west. The profile of these sites could also be elevated with the introduction of a University Avenue greenway.

#### Key Policies

- Orient development to face onto University Avenue with access from the rear laneway.
- Provide for a maximum of 6 storeys in height at the corner of University Avenue and 114 Street.
- Promote the use of design elements including a podium and step backs to improve the transition from 6 storeys to adjacent low rise residential development in the interior neighbourhood.
- Allow for a maximum height of 4 storeys along University Avenue between 115 Street and 115A Street.
- Protect the interface between the higher density development along University Avenue and the neighbourhood to the south by requiring the building to 'step down' to the south.
- Where a building exceeds 14.0m or four storeys and abuts a Zone that allows Single Detached Housing as a Permitted Use, a minimum setback of 1.0m per storey, to a maximum of 6.0 m shall be required for that portion of the building exceeding 14.0m or four storeys.
- Permit small-scale convenience commercial uses to locate on the ground floor of 6 storey development.



### 114 Street Corridor

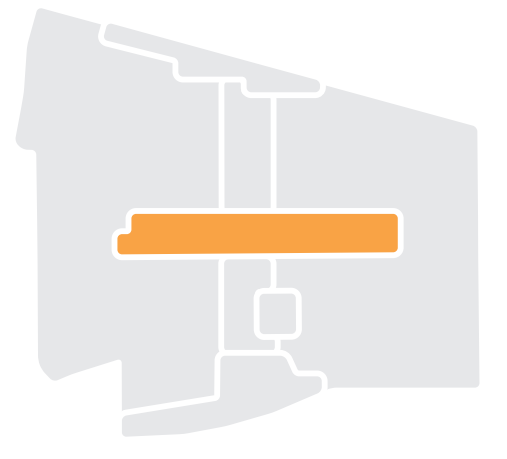
114 Street remains the main corridor through the area, linking the University of Alberta's North and South Campuses. The development of the LRT down 114 Street has left a 'frayed' condition along this corridor consisting of flanking sides of properties, laneways and cul-de-sacs. New development along 114 Street should be reoriented to front onto this street to create a more attractive streetscape along this highly visible street frontage that better frames and defines these communities. The reorientation of buildings will provide additional protection and natural sheltering of the neighbourhood from noise along the corridor and will also provide "eyes on the street" and align with Crime Prevention Through Environmental Design (CPTED) principles. Higher density development forms including stacked row houses or low rise apartment forms will be permitted to promote the redevelopment of this corridor. Improvement and expansion of the green spine on the west side of 114 Street would be tied to the assembly and development of these parcels as the development of the rear lanes is required to close the cul-de-sacs and lead to the redevelopment of them as pocket parks.

#### Key Policies

- Introduce rear lanes parallel to 114 Street to service new development along 114 Street.
- Explore feasibility of putting existing power lines underground at time of construction of new rear lanes.
- Redevelop existing cul-de-sacs into pocket parks adjacent to the shared use path as laneways servicing the new development along 114 Street are completed.
- Permit residential development to a maximum of 4 storeys within this precinct in the form of row housing, stacked row housing and low rise apartments.
- Design new development along the west side of 114 Street to face 114 Street with the front doors and windows facing onto the shared use path and linear park and vehicular access from the new rear laneway.
- Design new development along the east side of 114 Street to face onto 114 Street with the front doors and windows facing onto 114 Street and vehicular access from the new rear laneway.



# MCKERNAN/BELGRAVIA STATION AREA PLAN

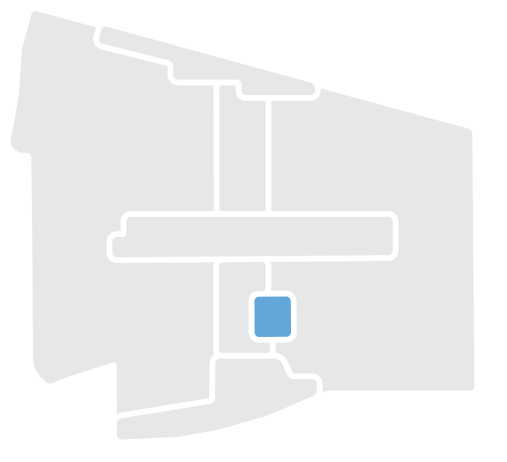
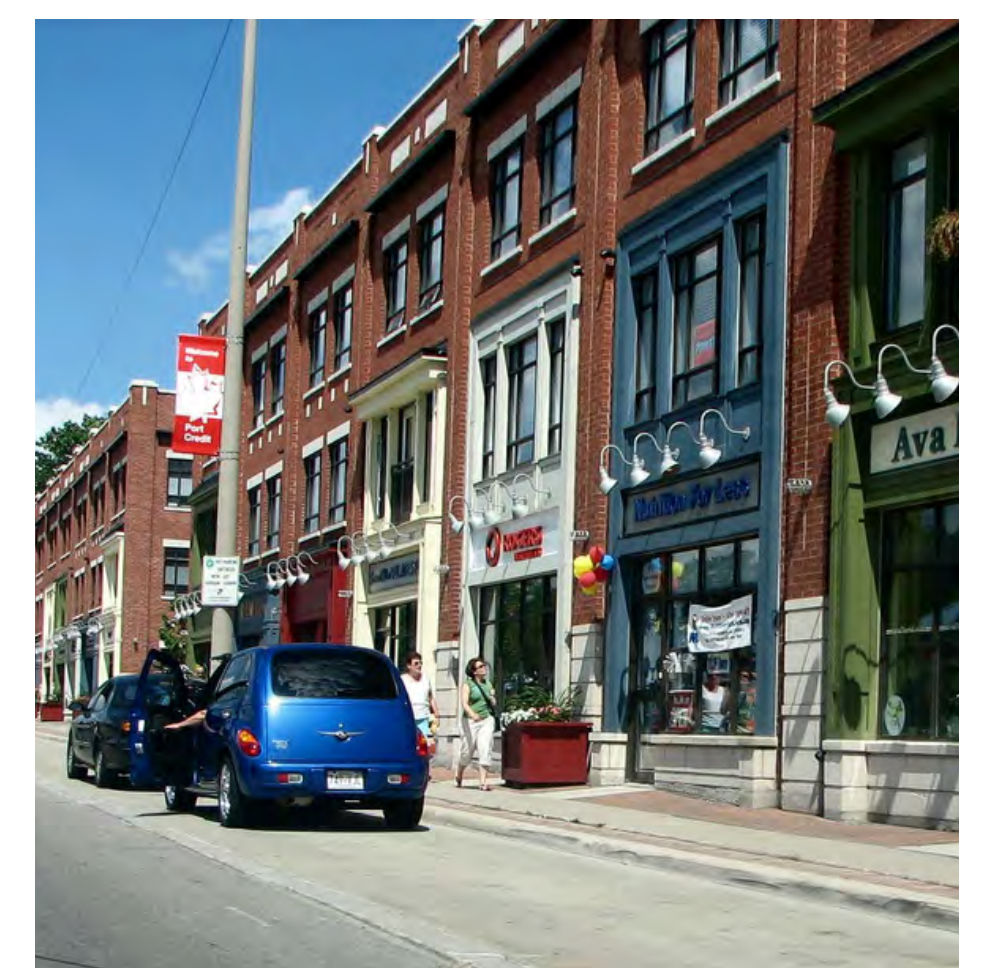


## 76 Avenue Corridor

76 Avenue will function as a main street for the local community, with provisions made to accommodate pedestrians, cyclists, buses and personal vehicles. All commercial/retail uses developed in the plan area should be concentrated along 76 Avenue within mixed use developments. Development should be primarily residential with supportable neighbourhood commercial uses encouraged on the ground floor of new development. New retail uses will be encouraged to locate as close to the LRT station as possible. Existing retail nodes between 112 Street and 113 Street as well as on 115 Street should be reinforced. Commercial uses will be supported by the introduction of new parking where possible along 76 Avenue and the existing laneway system at the rear of the parcels.

### Key Policies

- Permit new development to a maximum of 4 storeys within this precinct in the form of row housing, stacked row housing and low rise apartments.
- Promote the use of design elements including podiums and step backs to improve the transition from 4 storeys to adjacent low rise residential development in the interior neighbourhood.
- 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 113 Street and 115 Street to accommodate on-street parking to support commercial development and buffer pedestrians from vehicular traffic.
- 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 on the west.
- Building frontages should be designed to suggest a pattern of individually owned residences or shops with narrow frontages and individual entrances.
- Permit awnings over public sidewalks along retail street frontages offering offer shelter from rain, snow and wind.



## St Peter's Training Centre Redevelopment

The St. Peter's Training Centre site is currently owned by the Edmonton Catholic School Board. This site represents the only large redevelopment parcel within the McKernan/Belgravia Station Area Plan. At the time of redevelopment the site will be reconfigured to locate medium density residential uses, including low rise apartments and row housing, on the western portion of the site. The existing soccer field will be relocated to the eastern side of the site. The relocation of the soccer field to the interior of the neighbourhood will improve the safety and use of this park space.

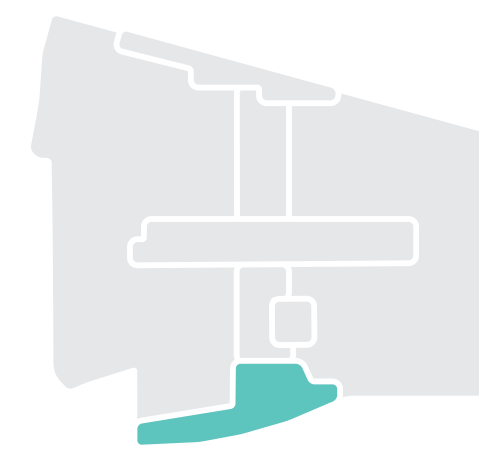
### Key Policies

- Relocate the St. Peter's soccer field to the east side of the site at the time of redevelopment.
- New development should transition in height and density across the site, with the greatest height and density on the west side of the site adjacent to 114 Street and the LRT station, to lower height and density further east with the soccer field on the eastern side of the site.
- New development adjacent to 114 Street should be oriented to face onto 114 Street.
- New development to a maximum of 4 storeys is permitted within this precinct in the form of row housing and low rise apartments.
- Surface parking on this site should be limited. Underground and 'tuck under' parking will be encouraged for all new development on this site.



# MCKERNAN/BELGRAVIA

## STATION AREA PLAN

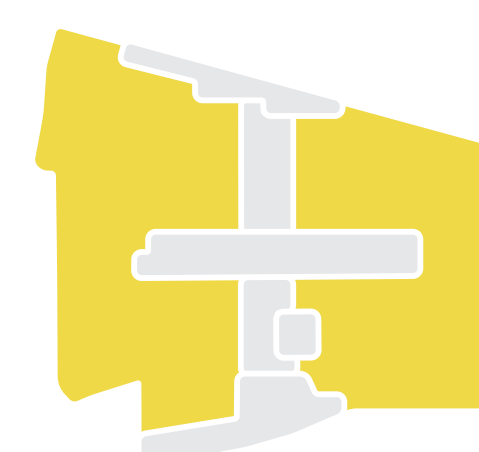


### 71 Avenue Corridor

Over the long term single family properties fronting 71 Avenue and located along the gateway intersection at 114 Street could be intensified given the proximity to the University of Alberta's south campus. Low rise apartments are encouraged on the southeast and southwest corners of 71 Avenue and 114 Street, while character row housing shall be encouraged on 71 Avenue east of 114A Street.

#### Key Policies

- Permit new development to a maximum of 4 storeys within this precinct in the form of row housing, stacked row housing and low rise apartments.
- Encourage higher density, low rise apartment forms at the corner of 71 Avenue and 114 Street.



### Small Scale Neighbourhood Infill

For areas not identified as appropriate for significant redevelopment there are still opportunities to support modest intensification through small scale neighbourhood infill. In these locations redevelopment should be limited to construction of duplexes, semi-detached dwellings and garden/garage suites. All new developments should be required to match the scale of existing single family dwellings.

#### Key Policies

- Ensure that new development respects the character and scale of existing development through the retention of the Mature Neighbourhood Overlay.
- Retain the RF1 and RF3 zoning in their existing locations in the two neighbourhoods.
- Accommodate small scale infill (secondary suites, garden suites, garage suites, duplexes) in locations specified in the Zoning Bylaw 12800.
- Permit new development in neighbourhood infill areas to be developed to a maximum height of 2 ½ storeys (8.6m).



# Built Form

Regulating built form is important to the development of high quality placemaking and helps to ensure that new development is in keeping with the existing character of the neighbourhoods.

Key considerations in built form include height, building types, relationships to the public realm and building design which consists of aspects such as materials, scale, style and environmental sustainability. Redevelopment is primarily expected to take the form of mid-rise and

low-rise structures, row housing and some lower density infill housing options including duplexes, laneway housing and secondary suites. A wide range of housing choices are encouraged to provide a variety of housing options for families, seniors and young professionals.

## Building Heights

The maximum height permitted in the redevelopment area is 6 storeys along University Avenue, with the maximum height in all other redevelopment areas being 4 storeys. These heights provide for appropriate transition to adjacent development.

### Policies:

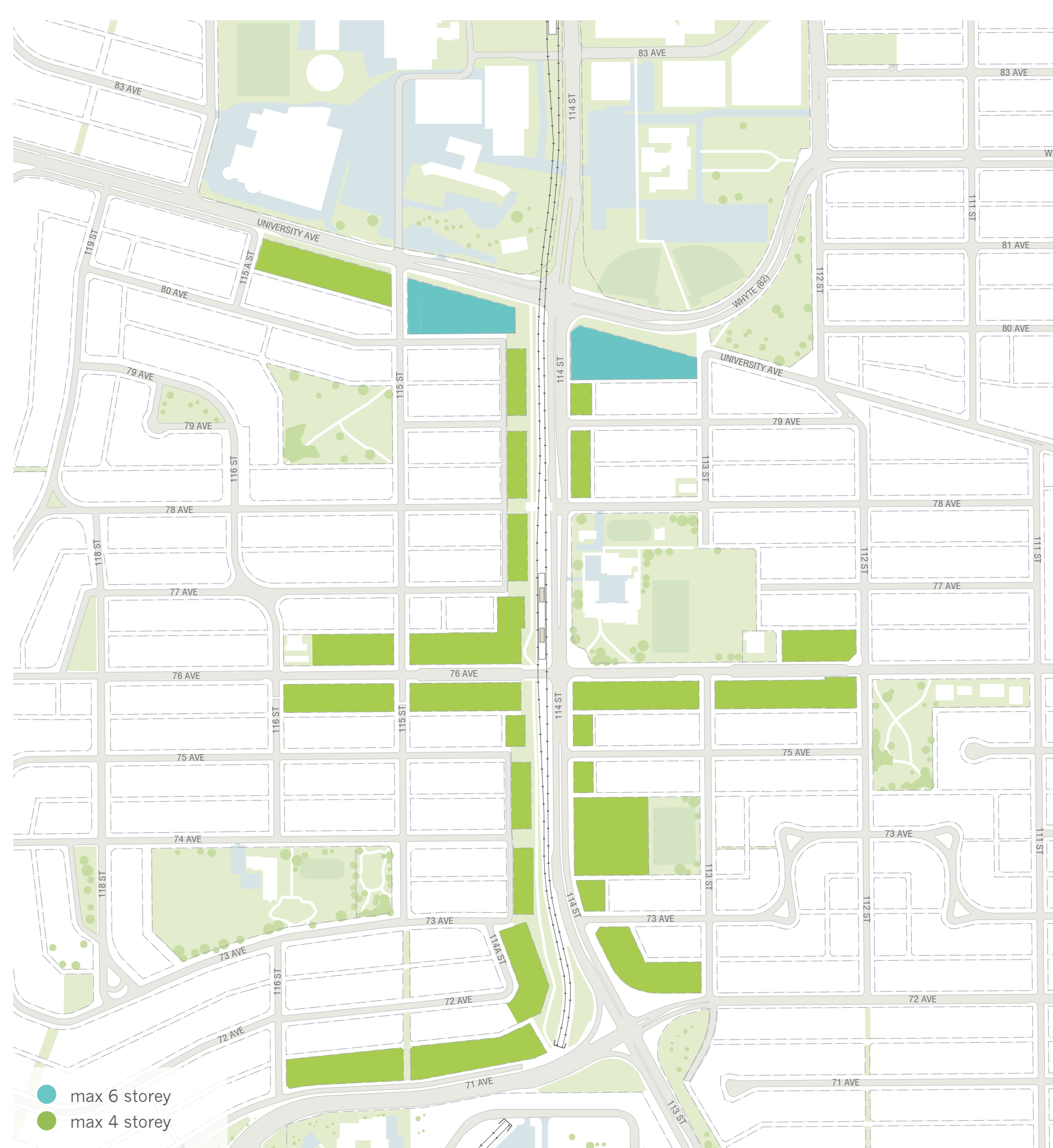
- Transition from a height of 6 storeys at the corner of University Avenue and 114 Street to a height of 4 storeys as development moves east and west away from this central junction.
- A maximum of 4 storeys is permitted for all new development along 114 Street, 76 Avenue and 71 Avenue in the form of row housing and low rise apartments.
- New development on the St. Peter's Training Site should transition in height across the site with the greatest height, a maximum of 4 storeys, on the west side adjacent to 114 Street and the LRT station, to lower height on the eastern side of the site.
- For all infill development, the maximum height shall be determined by the applicable zoning regulations and the Council approved Residential Infill Guidelines.

## Building and Site Design

Many of the City of Edmonton's policy documents highlight sustainability, safety and urban designed as important objectives in TOD. Building and site design are important considerations in achieving these objectives. To enhance public safety within the McKernan/Belgravia SAP, the Council approved Transit Oriented Development Guidelines recommend that Crime Prevention Through Environmental Design (CPTED) principles be applied. New development within the plan area should incorporate sustainable features and give appropriate consideration to Edmonton's unique winter climate.

### Policies:

- Encourage articulation of building elevations, appropriate building massing and activating the frontage of buildings.
- Buildings on corner sites shall provide attractive facades on both sides of the street.
- Development will be oriented to face onto the street to create a pedestrian friendly environment.
- Higher density residential development should feature individual private entries for ground floor units and incorporate porches and windows at ground level.
- Redevelopment within the pedestrian priority area should include active street frontages including windows and/or front entrances facing onto the streets and pedestrian pathways to create interesting streetscapes and 'eyes on the street'.
- Parking, access and service areas for all redeveloped sites shall be located off the adjacent lane.
- New development should be designed in accordance with the principles of Crime Prevention Through Environmental Design.
- Consider the City's Green Building Strategy in the design of public realm improvements and private developments to encourage the implementation of sustainable development principles and practices in the plan area.
- Where possible, design buildings to include on-site alternative energy sources such as solar heat, solar electricity and solar energy.
- Incorporate features such as daylighting, recycling, reuse of water, low-water landscaping, energy efficient lighting and other devices in the building and site designs to reduce the consumption of energy and materials.
- Where feasible, incorporate low impact development solutions in the site design.
- Site design and building placement should take into account the prevailing winds, solar penetration and shadowing on and off the site to prevent the creation of adverse microclimatic affects.
- Design private developments and public spaces to accommodate snow removal and storage.
- Select exterior building materials and colours to be attractive year-round.
- New development within the McKernan/Belgravia SAP should incorporate universally accessible design and age friendly design.
- Minimize noise disturbance from LRT operations, collector and arterial roadway traffic through a combination of site and building design, techniques and materials.



Height Strategy

## Building Types

Through public consultation and the analysis of the adjacent neighbourhoods, the following are building typologies deemed to be appropriate for the McKernan/Belgravia SAP.



Mixed use building



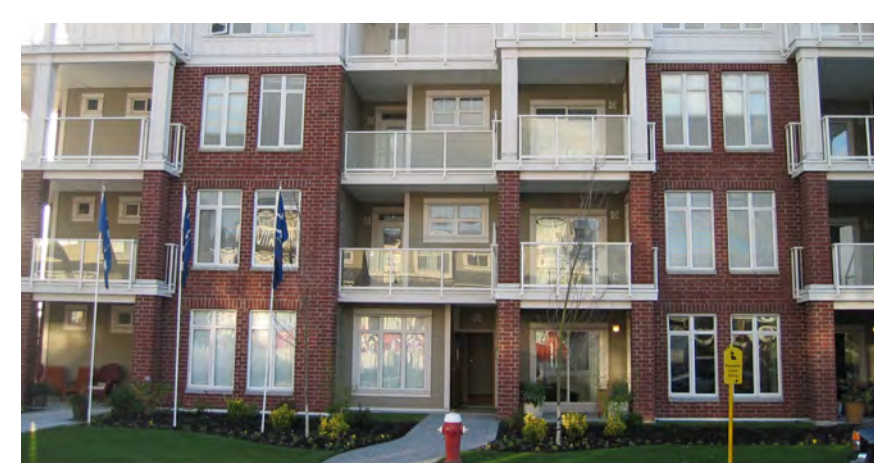
Mid rise apartments



Row housing (3 storeys)



Row housing (2 1/2 storeys)



Low rise apartments



Stacked row housing



Duplex



Secondary suite / garage suites / laneway housing