

MCKERNAN/BELGRAVIA

STATION AREA PLAN

The Workbook

Your input is important. Your comments will help us to revise the draft McKernan Belgravia Station Area Plan and prepare a final Plan for presentation to Edmonton City Council early 2013.

Please complete this workbook before leaving tonight. If you require more time, take this workbook home and once complete, email or mail it to one of the contacts noted at the end of this workbook, BEFORE FRIDAY NOVEMBER 16, 2012

Please check the boxes below to indicate whether you generally agree or disagree with the following elements of the draft Station Area Plan.

1. Development Concept

The McKernan Belgravia Station Area Plan seeks to implement transit oriented development (TOD) principles, in a sensitive manner, by directing change and development to the edges of the communities. The development concept proposes intensification along 114 Street and re-orientation of housing to face the street creating 'eyes on the street' and safer environment for people. Modest mixed use, mixed use with commercial uses at grade, is proposed along portions of 76 Avenue to provide opportunities for day-to-day amenities for residents and transit users. Modest redevelopment / intensification is proposed along University Avenue and 71 Avenue to create new housing opportunities for families, students and seniors adjacent to the University's main and south campus. The St. Peter's Catholic School site would be partially redeveloped for apartments and rowhousing, with the remaining portion being retained as a park/open space.

- Strongly Agree
- Agree
- Neither Agree Nor Disagree
- Disagree
- Strongly Disagree

Comments:

2. Mobility

The LRT provides excellent transportation choice supported by a system of streets that meet the needs of cars, buses, cyclists and pedestrians. The draft plan proposes the addition of a new lane when new redevelopment occurs parallel to 114 Street to reconnect the urban grid to provide greater connectivity. New roadway cross-sections are prepared to create a system of complete streets that can accommodate the car and also other active modes of transportation such as walking and cycling. The draft plan proposes to transform the shared-use pathway into a greenway with enhanced landscaping. To help reconnect the two neighbourhoods, improved pedestrian crossings are proposed at 78 and 74 Avenue. A pedestrian priority area has been created in vicinity of the LRT Station with a proposed publically accessible bicycle station at the LRT station to help effectively integrate the two transportation modes. Bicycle paths will be improved and new ones added, such as along a proposed University Avenue greenway as part of a shared use pathway.

Comments:

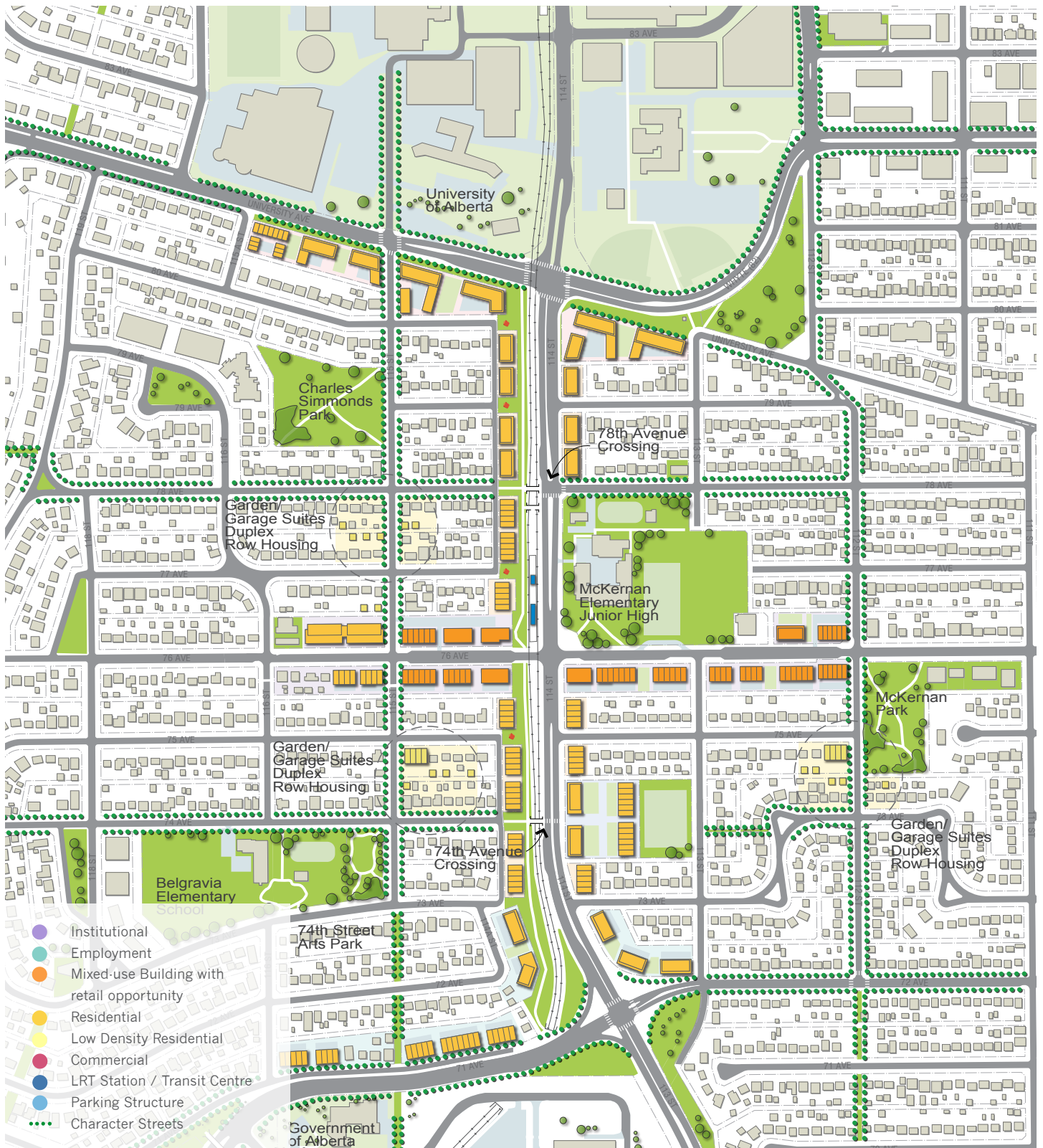
- Strongly Agree**
- Agree**
- Neither Agree Nor Disagree**
- Disagree**
- Strongly Disagree**

3. Public Realm

The Station Area Plan will maintain and enhance existing park spaces in the community where residents can socialize. New green spaces will be added by creating new pocket parks where cul-de-sacs would be replaced by lanes on the west side of 114 Street . A new University Avenue greenway is proposed and landscaping enhanced along the shared-use pathway on the west side of 114 Street. Streets and streetscapes are vital parts of the public realm. Proposed improvements to the 114 Street boulevard, 76 Avenue main street, and the University Avenue greenway will create attractive and distinctive streetscapes which will enhance the areas local amenities, safety, opportunities to socialize with neighbours, and compliment the future development potential of these corridors.

Comments:

- Strongly Agree**
- Agree**
- Neither Agree Nor Disagree**
- Disagree**
- Strongly Disagree**



Development Concept Illustrated

4. Land Use Precincts

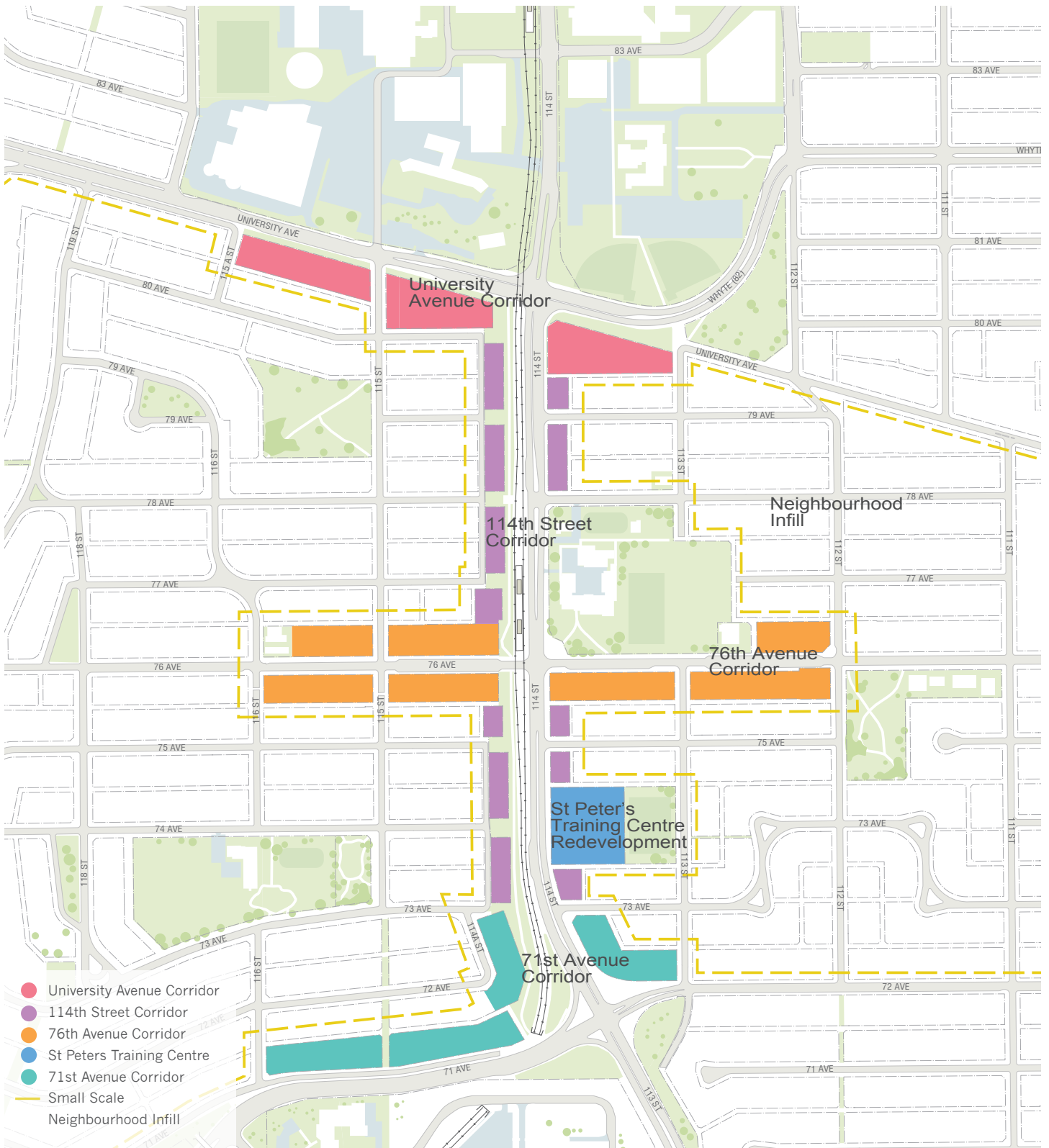
The McKernan/Belgravia Station Area Plan has been organized into six (6) Land Use Precincts which identify where and how redevelopment and intensification would take place. Names for these precincts are: University Avenue Corridor; 114 Street Corridor; 76 Avenue Corridor; St. Peters Training Centre; 71 Avenue Corridor; and Neighbourhood Infill. Figure 1 shows the location of each precinct and the following table summarizes the proposed built form, height, and density proposed for each precinct . Note: Neighbourhood Infill applies to all other areas within the McKernan and Belgravia neighbourhoods that are not located in any of the other identified precincts.

- Strongly Agree
- Agree
- Neither Agree Nor Disagree
- Disagree
- Strongly Disagree

Land Use Precincts at a Glance

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

Comments:



Land Use Precincts

5. Built Form

Regulating built form is an important element of this plan and will help ensure new development is compatible with the existing character of the two neighbourhoods. Key considerations in built form are building height; building types; relationship ; pedestrians and building design including materials, scale, style and environmental sustainability. The Plan purposes mid-rise apartments, limited to 4 storeys and a maximum height of six (6) storeys only in portions of the University Precinct. The proposed maximum height in other portions of the Plan area will take the form of low rise apartments or stacked rowhousing 3 – 4 storeys in height. Lower density small scale infill in the form of duplexes, laneway housing and secondary suites are proposed throughout the two neighbourhoods as per allowed Zoning Bylaw 12800. Other important design considerations include: incorporation of winter city design, universal design, sustainable development principles and practices.

Comments:

- Strongly Agree**
- Agree**
- Neither Agree Nor Disagree**
- Disagree**
- Strongly Disagree**

6. Implementation

Preparation and adaptation of the station area plan is only the first step in implementing transit oriented development within the plan area. Amendments have to be made to the Zoning Bylaw in order to reflect the land uses and recommended built form for the six (6) precincts described in the Plan. Private and public investment is also necessary to realize the necessary upgrades to underground utilities, roadways and the public realm that is supportive of redevelopment and change in the McKernan and Belgravia neighbourhoods. The plan proposes that the McKernan and Belgravia neighbourhoods be considered for the City's Drainage and Transportation Services Department's Neighbourhood Renewal Program. Amendments to the Zoning Bylaw will be required to redesignate lands for redevelopment provided the land use change future land uses, densities, and height comply with the Station Area Plan. The Plan encourages private consolidation of properties along 114 Street and replotting these properties to include a back lane parallel to 114 Street to orient front doors facing 114 Street.

Comments:

- Strongly Agree**
- Agree**
- Neither Agree Nor Disagree**
- Disagree**
- Strongly Disagree**

7. Other General Comments

Comments:

Thank you for your participation!

For more information please contact:

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