

# McKernan-Belgravia Station Area Redevelopment Plan

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Office Consolidation July 2013

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Prepared by:

*Urban Planning and Environment Branch  
Sustainable Development Department  
City of Edmonton*

**Bylaw 16408 was adopted by City Council in July 2013. In July 2013, this document was consolidated by virtue of the incorporation of the following bylaw:**

*Bylaw 16408 Approved July 2, 2013 (to adopt the McKernan-Belgravia Station Area Redevelopment Plan)*

**Editor's Note:**

This is an office consolidation edition of the McKernan-Belgravia Station Area Redevelopment Plan, Bylaw 16408, as approved by City Council on July 2, 2013. This edition contains all amendments and additions to Bylaw 16408.

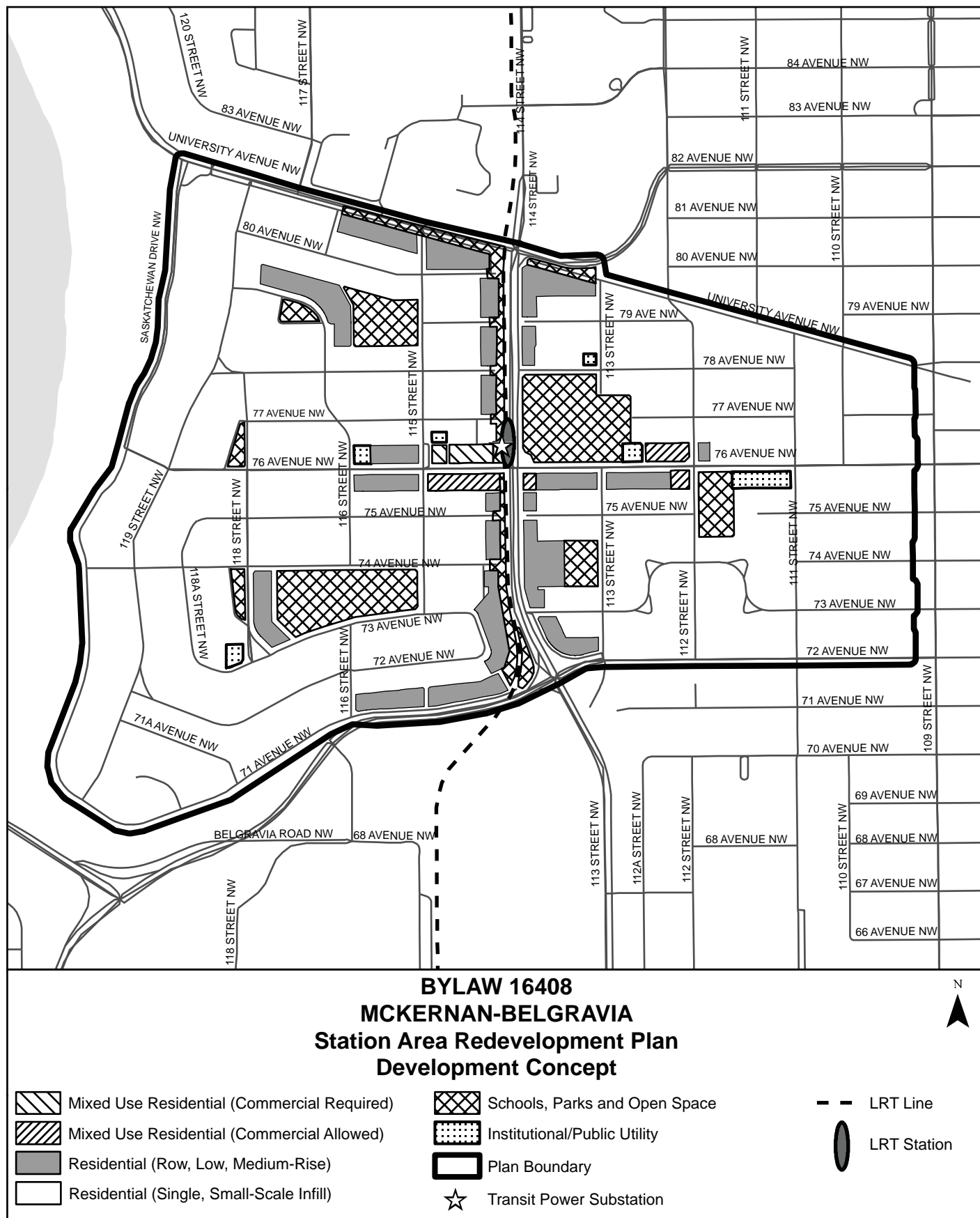
All reasonable attempts were made to accurately reflect the original Bylaw(s). All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaw(s), available at the office of the City Clerk.

City of Edmonton

Sustainable Development Department









BYLAW 16408

TRANSIT ORIENTED DEVELOPMENT

**MCKERNAN-BELGRAVIA**

**STATION AREA**  
REDEVELOPMENT PLAN

Pario Plan    Urban Strategies Inc    Bunt & Associates    Colliers International    Associated Engineering



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(not included in Bylaw 16408)

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# Section 1 Introduction



## 1.1 Purpose

The McKernan-Belgravia Station Area Redevelopment Plan (ARP) provides a clear vision and planning framework for future development within these two neighbourhoods over the next 25 years. Its goal is to enhance and strengthen the local character of the McKernan and Belgravia neighbourhoods, while capitalizing on the presence of the LRT station through transit oriented development (TOD).

Transit oriented development recognizes the interconnectedness of land use and transportation. It encourages urban development that is planned and integrated with an LRT station at its core. Within a TOD area, housing, shopping and employment are concentrated along a network of walkable and bikeable streets. There are numerous benefits to TOD which include greater transit ridership, a more efficient and sustainable use of land and infrastructure, and more 'complete communities' created through an emphasis on a mix of uses providing increased housing and employment choices within a compact walkable area promoting, healthy lifestyles through alternative modes including walking and cycling.

Transit oriented development can also help neighbourhoods evolve over time as both residents and their needs change. This includes managing future growth while ensuring housing choice and affordability, attracting reinvestment in local business and community, public realm improvements, and emphasis on active transportation (i.e. walking, cycling) in support of healthy lifestyle.

The McKernan-Belgravia Station ARP does both of these. It identifies the location and design of new transit-oriented land uses and supporting infrastructure around the existing LRT station in a manner that also respects, enhances, and strengthens the area's local character, urban lifestyle, and sense of place. Recognizing the interconnection between land use and transportation and responding to neighbourhood change is also important at the city level.

By the year 2040 Edmonton's population is expected to reach 1.15 million, a significant increase from the current population of 812,201 (StatsCanada, 2011). To accommodate this growth, the City of Edmonton is pursuing more sustainable development options including transit oriented development (TOD) around existing and future Light Rail Transit (LRT) stations which includes McKernan and Belgravia.

Plans for a city-wide LRT network have been prepared based on LRT's potential to influence development patterns. In July 2011, the City initiated planning for the area around the McKernan/Belgravia LRT station.

Figure 1 shows this area in the context of the overall LRT network and that in the City of Edmonton's TOD Guidelines, the area is designated as a Neighbourhood station area. This means that it is an area where the redevelopment potential is relatively limited. In order to provide a vision and framework for this redevelopment, a consulting team of TOD planning specialists worked with the City to prepare a station area plan for McKernan and Belgravia.



Figure 1: TOD Guidelines Station Area Types

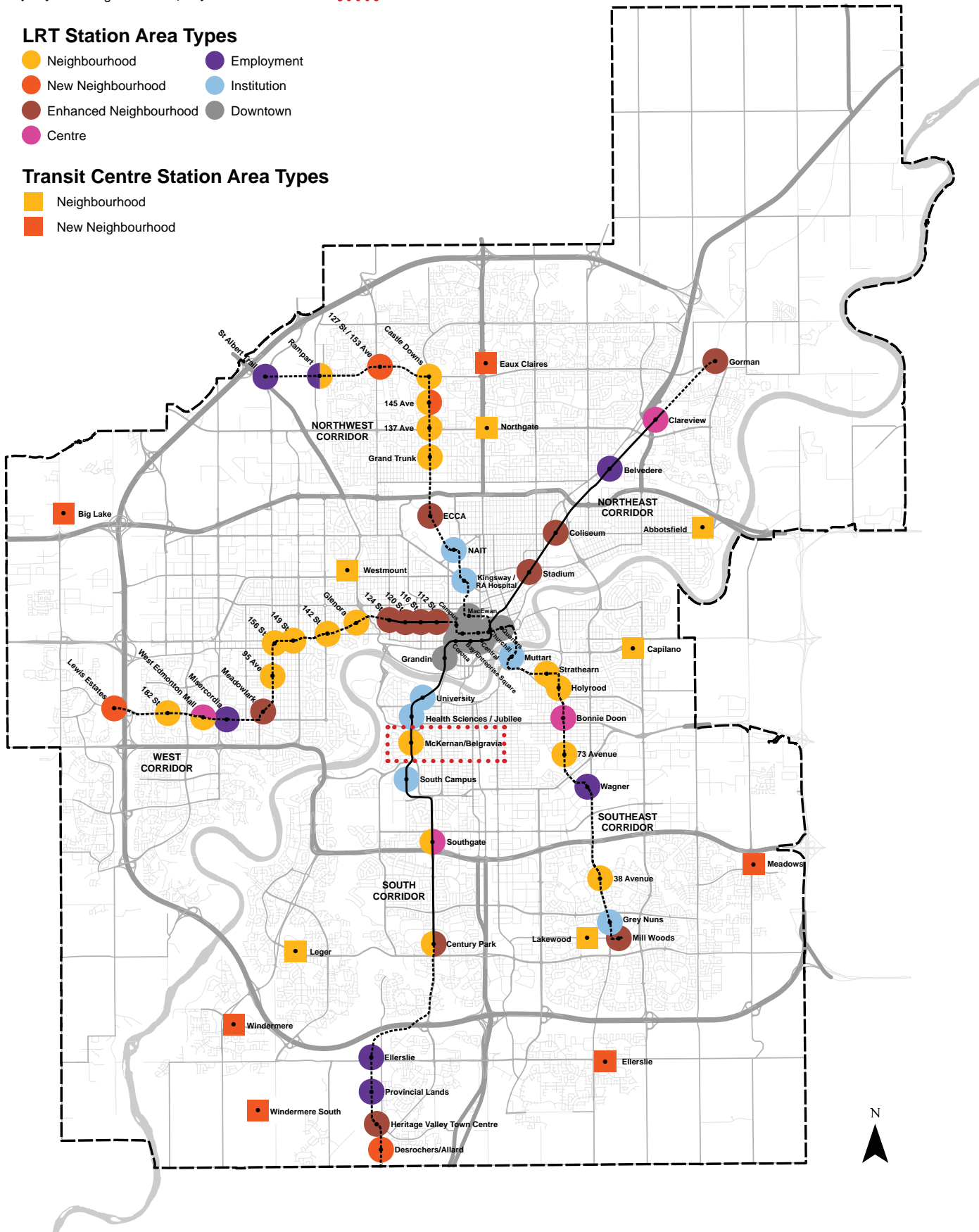
Existing LRT Line    Planned LRT Line    Plan Location

LRT Station Area Types

- Neighbourhood
- New Neighbourhood
- Enhanced Neighbourhood
- Centre
- Employment
- Institution
- Downtown

Transit Centre Station Area Types

- Neighbourhood
- New Neighbourhood





## 1.2 Enabling Legislation

Under provincial legislation, this document is an Area Redevelopment Plan (ARP). Section 634 of the Municipal Government Act (RSA 2000, c. M-26), states that municipalities can designate an area as an area redevelopment plan for the following purposes:

- “Preserving or improving land and buildings in the area;
- Rehabilitating buildings in the area;
- Removing buildings from the area;
- Constructing or replacing buildings in the area;
- Establishing, improving or relocating roads, public utilities or other services in the area;
- Facilitating any other development in the area.”

Section 635 of the Act stipulates the contents of area redevelopment plans. They must describe the objectives of the plan and how they will be achieved, the proposed land uses for the redevelopment area and any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes the council considers necessary. If a redevelopment levy is to be imposed, the reasons must also be described.

The Act also requires opportunities for members of the public, school boards and other affected parties to provide input during the planning process. The McKernan-Belgravia Station Area Redevelopment Plan has met all requirements of the Act.

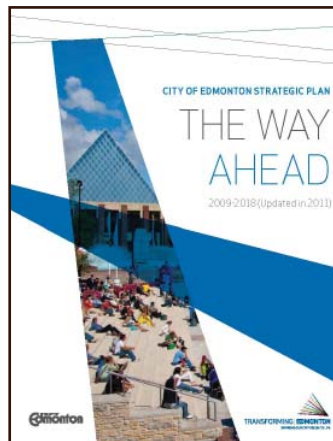
## 1.3 Policy Context

The City of Edmonton, through the Transforming Edmonton policy documents, has articulated a desire to have more compact mixed use development accessible to public transit. *The Way Ahead*, Edmonton’s Strategic Plan, envisions a more sustainable and livable city where more people walk, cycle and use transit. Policies supporting this direction are contained in the Transportation Master Plan (*The Way We Move*) and the Municipal Development Plan (*The Way We Grow*) which direct higher density residential, employment and retail development to station and transit centre areas. Policy 3.3.1.5 of *The Way We Grow* specifically directs the City to “prepare transit oriented development (TOD) plans around existing LRT nodes, and in association with expansion of the LRT system.”

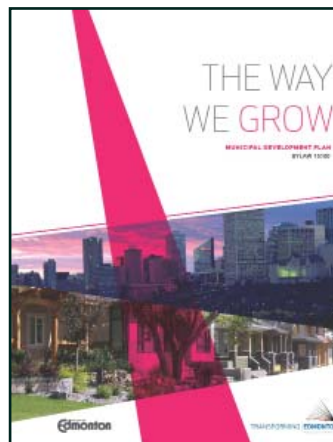
To inform the plan preparation, a review of the following pertinent City of Edmonton policy documents was conducted:

- *The Way Ahead - Edmonton Strategic Plan* (2009)
- *The Way We Grow – Edmonton’s Municipal Development Plan* (2010)
- *The Way We Move – Transportation Master Plan* (2009)
- *The Way We Live – Edmonton’s People Plan* (2010)
- *The Way We Green – Edmonton’s Environmental Strategic Plan* (2011)
- *City of Edmonton Policy C565 - Transit Oriented Development* (2012)
- *City of Edmonton Transit Oriented Development Guidelines* (2012)
- *Belgravia-McKernan-Parkallen Community Development Plan* (Consolidated August 2010)

The following page summarizes the relevant objectives from these policy documents.

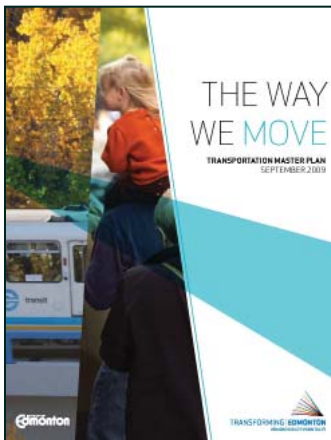


- Transform urban form
- Shift transportation modes
- Improve liveability
- Preserve and sustain the environment
- Ensure financial stability

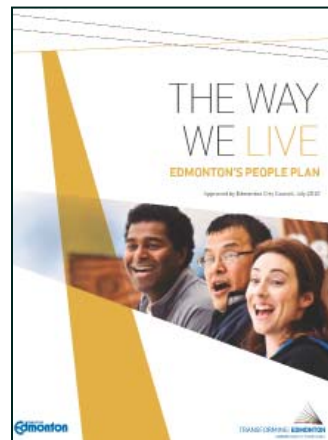


- Integrate higher density development with transit
- Goal: a minimum 25% housing unit growth as infill
- Prepare TOD plans around existing and planned LRT stations
- Facilitate partnerships and collaborative efforts to develop TOD





- Pursue expansion of the LRT to all sectors of the city to increase transit ridership and transit mode split, and spur the development of compact, urban communities
- Integrate land use planning and transportation to create an accessible, efficient and compact urban form



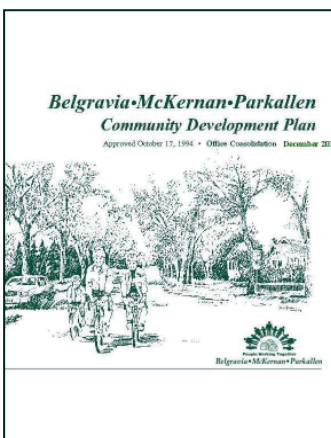
- Integrate public transit with economic, social, residential and recreational hubs
- Recreational, social programs and services served by public transit
- Public and active transportation increase mobility and interaction within the city and across the region
- Honour and preserve neighbourhood character and history



- Integrate land use planning and transportation to create an accessible, efficient and compact urban form
- Citizens use public transit and active modes as their preferred choice
- Minimize energy consumption through the design of the built environment
- Encourage renewal and densification of mature neighbourhoods



- Establish land uses around LRT to reflect surrounding areas and station role in the network
- Focus residential density, retail and employment growth around LRT to support City investment in transportation infrastructure
- Create a safe, direct and convenient circulation system with an emphasis on transit, pedestrians and bicycles
- Increase transit ridership and reduce automobile use



- Maintain residential character, respond to housing need, sensitively integrate higher density infill redevelopment on a selective basis
- Promote walking, cycling and public transit minimizing automobile use
- Maintain and improve local attractiveness and ambience, parks and open space.



- Provide planning and design framework for development around LRT stations and transit centres
- Provide compatibility with community characteristics
- Communicate the City's land use expectations
- Provide development expectations
- Provide guidance for assessing proposals
- Inform the creation of station area TOD plans



## 1.4 Planning Process

Consulting with stakeholders and the community is an important aspect of the planning process. Public consultation activities occurred through each phase of the process. In addition, City of Edmonton departments were regularly consulted regarding the development of the plan. These City department consultation activities coincided with each phase of public consultation. *Figure 2: Planning Process* outlines the stakeholder consultation process used to inform and shape the plan.

In Phase I information was mailed to landowners and stakeholders in these neighbourhoods advising them that the City would be preparing a station area plan for the area around the McKernan/Belgravia Station. In conjunction with the municipal project team, the consulting team undertook a range of discussions with major land owners in the study area both to inform them of the study and study intentions, and to gain an understanding of local issues and opportunities. The first open public consultation activity was Public Workshop 1 held on November 22, 2011 in the main gym at McKernan School. The purpose of this workshop was to introduce the community to the consultant team assisting with the preparation of the station area plan; introduce the concept of Transit Oriented Development (TOD); review and obtain feedback the preliminary analysis of the station area with the community. Approximately 114 people attended this first workshop.

In Phase II a second public workshop was held on March 20,

2012 at the McKernan School. The purpose of this workshop was to explore and evaluate proposed development scenarios for the plan area. Approximately 83 people attended to listen and share their comments regarding the draft vision, set of design principles and potential development concept. The proposed development scenarios were also presented to the City departments prior to this public engagement.

In Phase III a draft of the McKernan-Belgravia Station ARP was presented to the community stakeholders during a public workshop held at Lister Centre at the University of Alberta on November 8, 2012. Approximately 61 people attended to provide input on the draft plan, preferred vision, design principles, and development concept based on previous feedback from workshop two. This information combined with additional technical analyses was used to confirm and help finalize the station area plan. The majority of participant stakeholders appeared to support the development concept reinforcing support for incremental, long-term intensification of key areas within the plan that are sensitive to the needs of families, seniors and students.

Stakeholders strongly endorsed the notion of public realm enhancements that would maintain, add to, and better connect parks and open spaces where people socialize and become better engaged in their neighbourhood. Emphasis on active transportation, the importance of establishing a safe, attractive





and comfortable pedestrian priority area around the existing LRT station, and better east-west connectivity between Belgravia and McKernan neighbourhoods were also strongly supported.

In follow up to the third public workshop, additional meetings were held with the Belgravia (January 17, 2013), McKernan (February 5, 2013) and Parkallen (March 13, 2013) Community Leagues to provide further update and opportunity to ask questions regarding the plan and project prior to Public Hearing at City Council. Feedback from workshops and Community League meetings in addition to emails, letters, and phone conversations greatly

influenced the preparation and finalization of this plan. The project team is thankful to all those in the community who participated in the planning process helping to guide and inform this work.

In addition to advertising each of the workshops through letter mail, flyers, and community newspaper, all presentation materials were made available on the City's website to solicit further feedback and comment. An online web blog was also created on the City's Transforming Edmonton website to provide an additional forum for discussion ([www.transformingedmonton.ca/](http://www.transformingedmonton.ca/)).

Figure 2: Planning Process









## Section 2

# Station Area



## 2.1 Plan Area

The boundaries of the McKernan-Belgravia Station ARP are shown in *Figure 3: Plan Area*. The area is centered on the LRT Station at 76 Avenue and 114 Street and encompasses all of the Belgravia neighbourhood and most of McKernan. The plan area boundary was determined after completing a site analysis, reviewing the area of influence surrounding the McKernan/Belgravia LRT station, and consulting with local stakeholders. TOD focuses on an area within comfortable walking distance of a transit hub. This is generally considered to be the area within 400 metres, or a 5 minute walk, of the transit station. Areas within a 10 minute walk, or 800 metres, may still be influenced by their proximity to the station and have been considered in identification of

the station area boundary, pedestrian and bicycle access, and future land use. Lastly, the plan area considers lands which may be beyond a comfortable walking distance but may still have an influence on the station area. In this case it is important to consider the University lands to the north and south of the plan area as they will have a significant influence on the development of this area, as they will undergo incremental intensification overtime, accommodating additional jobs and students, many of whom will utilize transit and TOD amenities.



Photo courtesy City of Edmonton



Figure 3: Plan Area

— Plan Boundary





Figure 4: 2011 Air Photo

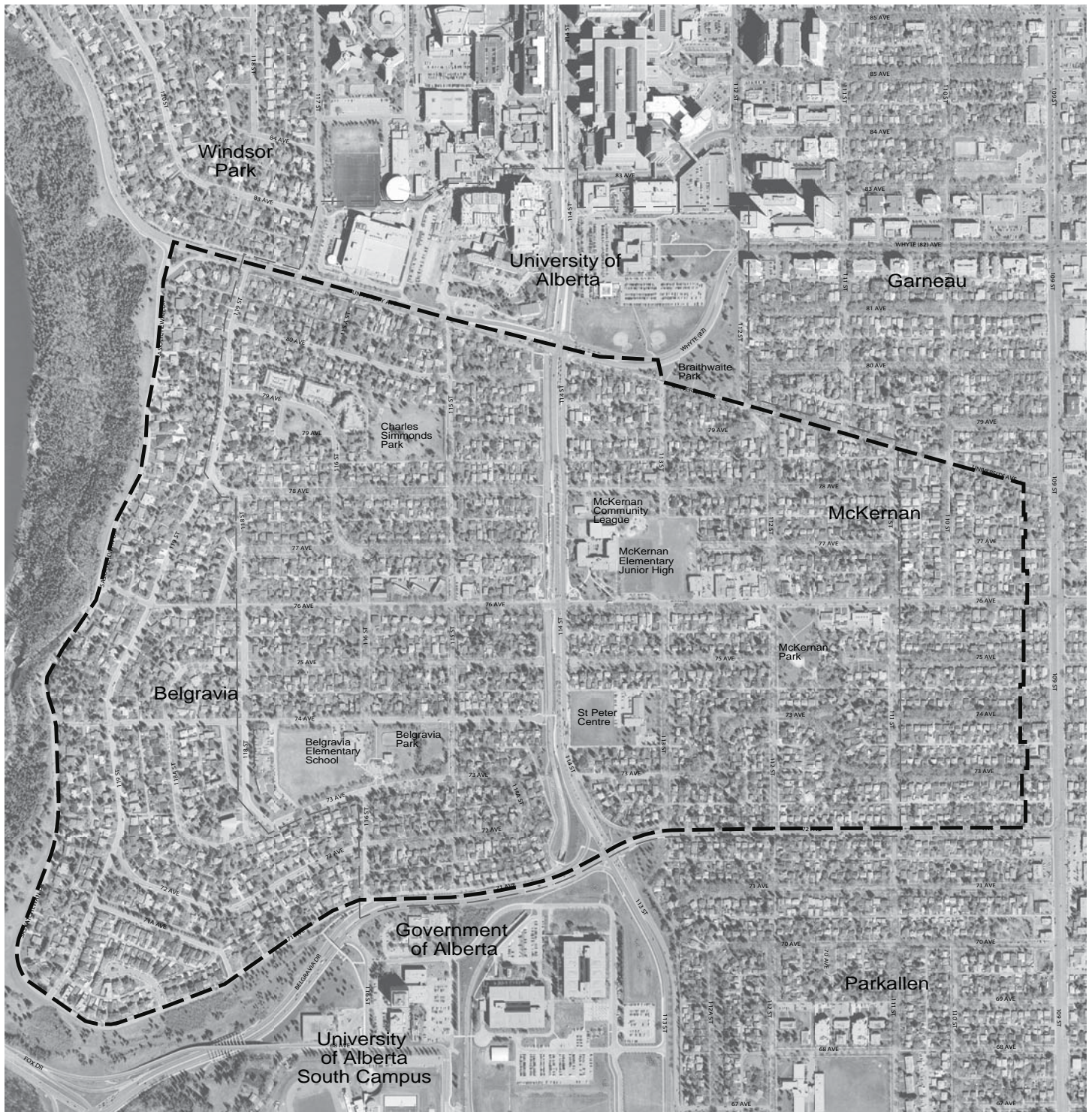


Photo courtesy City of Edmonton



## 2.2 History

The development of the McKernan and Belgravia neighbourhoods has been largely influenced by surrounding development, most notably that related to the University of Alberta, founded in 1908, and the University Farm, established in the 1930s. Government, medical and university facilities built in the area became important employment and activity centres for residents of these neighbourhoods.

In 1878 Robert and Sara McKernan settled south of the North Saskatchewan River and soon built a farmhouse on the site of the present-day McKernan School. A marshy pond nearby was called McKernan Lake and eventually became a popular recreation place in both summer and winter. Development began after the pond was drained in the 1940s, and by the mid-1950s the neighbourhood was substantially developed. The McKernan Community League was organized in 1932.

Belgravia was named after a fashionable residential section of 19th century London, England. It was originally subdivided before 1914 but few homes were built in this period. After World War II the area was replanned with curving streets meeting up with the river valley. In 1954 Belgravia Community League was formed and Belgravia Elementary School built.

A streetcar line locally known as the Toonerville Trolley ran down 76 Avenue to 116 Street between 1913 and 1947. In 1948 rubber-wheeled trolley buses replaced the streetcar. Bus service along 114 Street began later when neighbourhoods to the south developed and required access to the growing university.

As Edmonton grew, McKernan and Belgravia gradually matured and entered a phase of renewal in the form of housing redevelopment and plans to expand the 114 Street corridor to accommodate LRT. In 1987 the City of Edmonton proposed to address transportation changes in the 114 Street corridor through an Area Redevelopment Plan for Belgravia, McKernan and Parkallen. This plan was later abandoned in order to address additional concerns and other planning issues raised by citizens living within the three neighbourhoods.

A new planning process, never before used by the City's Planning and Development Department, was initiated and involved a form of 'community directed participatory planning' where the community facilitated the planning process and prepared the plan document with the aid of City support and resources. The plan identified those issues affecting the communities of Belgravia, McKernan and Parkallen, including traffic shortcutting and the "monster house" phenomenon, and recommended strategies for their resolution. In 1994, Council approved the Belgravia, McKernan and Parkallen Community Development Plan. This plan laid the groundwork for the development and eventual implementation of the Mature Neighbourhood zoning overlay which is still in use today. Meanwhile, transportation issues related to 114 Street continued. In 1991-1992 traffic circles at University Avenue and Belgravia Road were replaced by signalized intersections and 114 Street was rebuilt with four lanes separated by a treed median. Planning and engineering of the South LRT along 114 Street then proceeded through the 1990s and early 2000s. In 2001 residents voted to have a station at 76 Avenue and after years of construction the station opened in 2009.

Skating on McKernan Lake (1913)



Courtesy City of Edmonton Archives EA-10-2220

View of 76 Avenue and 114 Street (1950)



Courtesy City of Edmonton Archives EA-64-39



## 2.3

# Existing Conditions and Trends

### 2.3.1 Existing Land Use and Built Form

McKernan and Belgravia are mature neighbourhoods centrally located adjacent to the Edmonton River Valley Park System, right between the University of Alberta's North and South Campuses. In 2012, the population of Belgravia was 2,141 and the population of McKernan (most of which is within this ARP) was 2,817. As shown in *Figure 5: Building Age and Development* the area was developed almost entirely post-World War II - most of the housing was built between 1946 and 1960. In addition, the street patterns in these neighbourhoods reflect the grid-pattern that was common at this time. These established communities are primarily comprised of low density residential development. Pockets of institutional uses exist throughout the area, with larger institutional anchors to the north and south. There is very little commercial development to support the station and the neighbourhood in general. *Figure 6: 2013 Zoning* shows the existing zoning at the time this plan was developed.

Belgravia has easy access to the river valley and is characterized predominantly by larger single family homes with some low rise apartments. It has a relatively high proportion of long term residents and almost 75% of homes in the neighbourhood are

owner occupied (2012 City Census). A few examples of pre-war, turn of the century housing remain. A prime example is the Fraser / Rose / Hocking Residence located at 11511-75 Avenue in Belgravia. Built circa 1912, this house is designated and protected as a Municipal Historic Resource. It is significant because it is one of a very few early examples of a modest four square country farmhouse in the Belgravia neighbourhood. The house as late as 1949 was one of a few houses built in an area of fields, a willow bush and the swamp of McKernan Lake. .

Another early example is the Dr. J. McPherson residence located at 11519-University Avenue within McKernan. This house is listed as a historic resource on the City of Edmonton's Inventory of Historic Resource Resources in Edmonton. Dr. John A. McPherson was a local physician who built this house for himself and his family in 1913. This house is significant for its four square architectural style with clinker brick which is unique to Edmonton.

These houses as well as those deemed of historical interest over time (e.g. 11541-University Avenue) serve to help define the image, character and history of these neighbourhoods.

In McKernan, lot sizes and homes are generally smaller. The housing form is primarily single detached and duplex housing. As only 35% of dwellings are owner occupied, McKernan has a greater proportion of rental accommodation (2012 City Census). McKernan's location near the University of Alberta and its supply of rental housing make it an attractive neighbourhood for University students and employees utilizing the campuses.

The LRT connects these neighbourhoods to health and employment centres at the university campuses and to downtown Edmonton. The neighbourhood location and accessibility to the rest of the City makes the area desirable for a wide range of people including students, seniors, young professionals and families.

### 2.3.2 Market Conditions

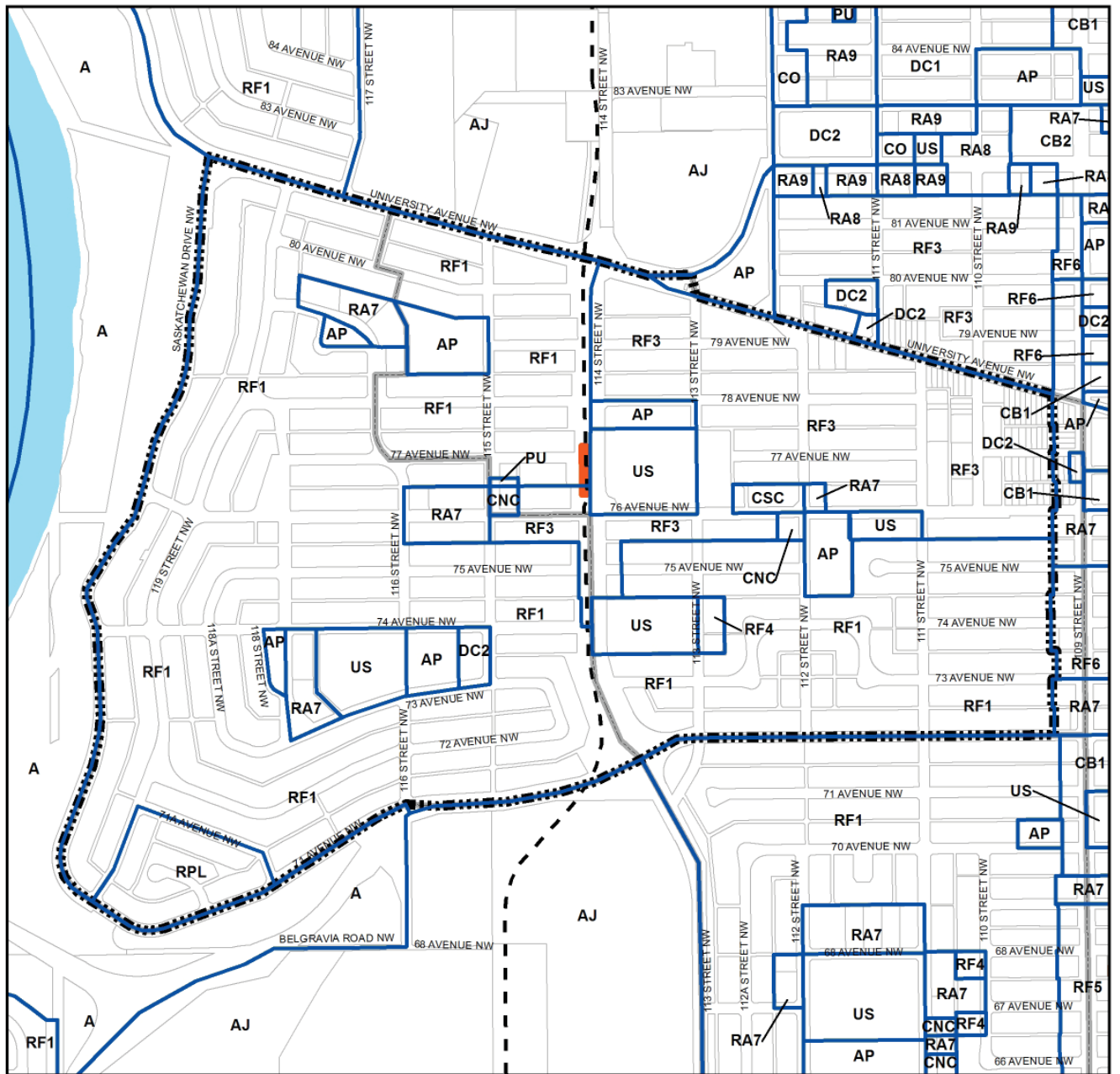
The McKernan and Belgravia neighbourhoods are experiencing demand for a range of non single-family residential dwelling types, including rowhouses, stacked rowhouses and three to four storey apartment residences.

Figure 5: Building Age and Development





Figure 6: 2013 Zoning



A	Metropolitan Recreation Zone	RA7	Low Rise Apartment Zone	<b>Legend</b> Zone Boundary McKernan/Belgravia Station Area Plan Boundary McKernan/Belgravia LRT Station LRT Line
AJ	Alternative Jurisdiction Zone	RA8	Medium Rise Apartment Zone	
AP	Public Parks Zone	RA9	High Rise Apartment Zone	
CB1	Low Intensity Business Zone	RF1	Single Detached Residential Zone	
CB2	General Business Zone	RF3	Low Density Development Zone	
CNC	Neighbourhood Convenience Commercial Zone	RF4	Semi-Detached Residential Zone	
CO	Commercial Office Zone	RF5	Row Housing Zone	
CSC	Shopping Centre Zone	RF6	Medium Density Multiple Family Zone	
DC1	Direct Development Control Provision	RPL	Planned Lot Residential Zone	
DC2	Site Specific Development Control Provision	US	Urban Services Zone	



While there is market demand for well-priced, quality multi-family product in both McKernan and Belgravia, there are also barriers to development which serve to limit developer interest, including:

- Localized opposition to intensification
- Lack of suitably sized infill development sites
- Relative costs of redevelopment/infill development
- Development restrictions imposed by the Mature Neighbourhood Overlay

Irrespective of these barriers, the development industry in Edmonton suggests that there is demand for infill developments in high-quality neighborhoods such as McKernan and Belgravia. Recent infill and intensification projects on 76 Avenue and elsewhere in McKernan and Belgravia support these claims.

In addition to residential demand, market analysis of conditions note an undersupply of local neighbourhood convenience goods and service uses which is particularly apparent along the 114 Street LRT corridor. Within these two neighbourhoods there is potential market support for well over 4,645 square metres (50,000 square feet) of neighbourhood-serving goods and services. Given the area's potential to accommodate additional infill development, and the possibility of a population increase of approximately 30% within the total primary trade area as a result, the range of potential market supported retail uses include: urban format supermarket/grocery store; pharmacy; "grab & go" food operators catering to a more sophisticated, health conscious clientele; specialty coffee/tea with WiFi "hotspot" service; full-service restaurant; personal and professional services.

In addition to retail uses, market analysis shows support for the development of local-serving office uses in a mixed-use format, with retail/service uses at grade and two levels of office above. This analysis indicated that roughly 2,787 to 3,716 square metres (30,000 to 40,000 square feet) of local office space could be supported in the area.

### 2.3.3 Utilities

A 2006 City of Edmonton study identified both McKernan and Belgravia neighbourhood as needing storm and sanitary sewer repairs. In 2010 Belgravia had its sewer systems video inspected and all identified repairs were completed at the time of writing this plan. The McKernan neighbourhood is scheduled for video inspection in 2013 with repairs to be completed in 2014.

The existing water distribution system is sufficient for the current pattern of low density residential development, however the hydrant flows for fire protection would be deficient for other types of development, including higher density residential development and commercial use.

Other utilities, including natural gas, power, telephone and cable, have sufficient capacity with routine, future upgrades planned to ensure the appropriate level of service for these utilities.

### 2.3.4 Transportation

The existing roadway and active transportation networks in Belgravia and McKernan are well developed and provide accommodation for all modes of transportation including walking, cycling, transit, and driving. The neighbourhoods' gridded block system with alleyways provides great connectivity that meets the universal guidelines for TOD projects.

The majority of the road network has a combination of curbside or boulevard walks on both sides of the street; although, there are minor gaps in the walk system that should be filled in. The roadways are lined with mature trees, which provide pedestrians with protection from the elements. Pedestrian crossings of the adjacent arterial roadways include a range of crossing protection from marked crosswalks (pavement markings and signs) to pedestrian signals, to a grade separated pedestrian underpass at 76 Avenue and 114 Street which connects the two neighbourhoods and provides pedestrian access to the LRT and McKernan School.

The cycling network in the study area includes a combination of on-street bike routes on 112 Street, 115 Street, University Avenue and 76 Avenue as well as a series of shared-use pathways. This cycling network provides connections to the University of Alberta's north and south campuses as well as nearby amenities such as the River Valley and Old Strathcona.

Transit service is provided on the arterial roadways adjacent to the study area along Belgravia Road, 114 Street, 109 Street and University Avenue, and internally along 76 Avenue, with the Belgravia/McKernan LRT Station located on the west side of 114 Street, north of 76 Avenue.



The existing roadway network in the vicinity of McKernan and Belgravia experiences congested conditions during the AM and PM peak hours. 114 Street, which serves as a major commuter route for traffic from south-west Edmonton into the University area and downtown, operates near capacity for much of the AM and PM peak hours. As well, congestion has been identified as a primary concern among residents entering and exiting the Belgravia neighbourhood via 76 Avenue and 114 Street. The traffic signal operations on 114 Street are often interrupted when the LRT trains pass through the 114 Street corridor, which exacerbates the congestion at those intersections during peak periods. These roadways will continue to operate under congested conditions as the area redevelops.

Parking is generally allowed on the local roadways in both neighbourhoods; however, the proximity of the University of Alberta and the University of Alberta Hospital creates on-street parking congestion that has been addressed through the implementation of a residential parking program. In general, the residential parking program in Belgravia and McKernan includes two-hour parking restrictions from 8:00 AM to 6:00 PM; although, there are also outright parking bans incorporated, such as along 112 Street, 115 Street, and University Avenue.

### 2.3.5 Neighbourhood Renewal Programs

The City of Edmonton has two Neighbourhood Renewal Programs, one for transportation improvements to roads and sidewalks and one for drainage upgrades. The Transportation Services Department's Neighbourhood Renewal Program involves the renewal and rebuilding of roads, sidewalk and streetlights in existing neighbourhoods by either rebuilding this infrastructure or undertaking preventative maintenance. The type of neighbourhood renewal work varies depending on the condition of the infrastructure.

The Drainage Neighbourhood Renewal Program is focused on the renewal and replacement of sanitary and storm sewers. This program coordinates with Transportation's Neighbourhoods Renewal Program to renew the physical infrastructure of neighbourhoods. The construction timing and type of work is approximately 1 to 2 years ahead of planned neighbourhood renewal reconstruction to avoid disturbance of new roads. Under Transportation Services Department's Neighbourhood

Renewal Program, both McKernan and Belgravia are identified for neighbourhood renewal after 2018. Currently, there are six other neighbourhoods identified for renewal between 2015 and 2018 for which construction contracts have not been secured and that would be given priority over Belgravia and McKernan.

Funding for the Neighbourhood Renewal Program comes in part from a property tax levy that was 1.5% in 2012 and 1.0% in 2013. The level of the tax levy in subsequent years will determine when after 2018 McKernan and Belgravia will receive neighbourhood renewal. In addition, if the condition of infrastructure within McKernan and Belgravia rapidly deteriorated over this time, their renewal priority would increase. Neighbourhood infrastructure conditions are assessed annually and used to monitor ongoing and future infrastructure renewal planning priorities.

As 76 Avenue and 114 Street are both relatively new and in good condition, the Collector and Arterial Roadway Rehabilitation Program can not be accessed to help fund infrastructure improvements along these corridors.

Despite the infrastructure condition of McKernan and Belgravia, opportunity still exists to coordinate annually with City and utility agencies to determine future renewal, rehabilitation, maintenance and servicing expansion priorities in conjunction with long-term redevelopment in McKernan and Belgravia.



## 2.4 Issues and Opportunities

Light rail transit along 114 Street creates unique opportunities and challenges for McKernan and Belgravia. Its presence provides residents in this area with a strong connection to the rest of the City and increased transportation choices. The area is already a desirable location within the City of Edmonton, and transit access reinforces neighbourhood desirability.

Demand to locate within this highly desirable area has placed redevelopment pressure on these neighbourhoods. Throughout the station area planning process residents noted that redevelopment pressure is due in part to the area's central location within Edmonton, proximity to the University lands and hospital, and predominant low density and mature neighbourhood character.

Opportunities identified include:

- 1 A centre-of-the-line LRT station at the centre of the communities. Proximity to the downtown core makes transit appealing.
- 2 A well connected, walkable community which is based on a good grid structure and a series of inviting, modestly sized, tree-lined streets.
- 3 Good cycling and pedestrian infrastructure, both on and off road, with easy access to the river valley and other major anchors and attractions in the area.
- 4 A healthy, established residential community with a strong sense of pride, valued community services and facilities, and an appetite for reinvestment.
- 5 Employment centres to the north and south of the station area provide a critical mass of students and jobs which will continue to support the community.
- 6 Pockets of underutilized sites along key streets in the area are ripe for redevelopment and are an opportunity to revitalize these key corridors.





The inherent challenge in the development of the McKernan-Belgravia Station ARP was to carefully direct redevelopment in the area to support the City's policy direction relative to transit oriented development while being sensitive to the existing character and quality of these neighbourhoods.

At the same time, the LRT proves to be a significant barrier in the community. The challenges include:

- 1 There is a lack of east-west vehicular, pedestrian and visual connectivity along the 114 Street corridor which has become a barrier to at-grade pedestrian movement between the two neighbourhoods.
- 2 The building frontage along key streets such as 114 Street creates an awkward condition and does not present a strong image of the community to the street.
- 3 The station itself is challenged with an intersection design which prioritizes cars and creates weak pedestrian access points. However, due to limited vehicle access for the area west of 114 Street, providing enough space for vehicle movements will continue to be a priority at this intersection.
- 4 Relationship between transit modes should address gaps such as poor connections between local bus stops and the station area.
- 5 Opportunities for redevelopment are present, but may require land assembly because of fragmented ownership patterns.
- 6 There are few local amenities - there is a need for a slightly more diverse set of land uses including mixed-use, commercial use and a greater housing diversity.









## Section 3

# Vision and Guiding Principles



## 3.1 Vision

The McKernan-Belgravia Station ARP will accommodate transit oriented development by focusing redevelopment and intensification on the periphery of the neighbourhoods, along major arterial and collector roads, and adjacent to the LRT station. The fundamental character of these neighbourhoods will be protected by limiting the type and form of development within the interior of the neighbourhoods to be compatible with the existing character.

The vision is intended to increase housing choice, increase transit use, add local commercial amenities and support the evolution

of these neighbourhoods into a more complete and sustainable community. Public realm improvements will enhance and build on the physical character and attractiveness of the neighbourhoods.

Physical improvements will enhance connectivity both through and beyond the neighbourhoods with the provision of additional pedestrian and bicycle amenities. New development coupled with public realm improvements will permit greater opportunities for family, student and seniors housing with improved access to local amenities and services in an improved physical environment, while preserving the fundamental nature of this well-loved and desirable community.





## 3.2

# Guiding Principles

The following guiding principles expand on the vision statement and have shaped the development of this plan.

### **1** *Ensure transit oriented development is appropriately located and scaled to fit the community.*

Support transit use and walking through targeted development and intensification opportunities around the station area on 114 Street and 76 Avenue as well as along the peripheral arterials including University Avenue and 71 Avenue. Densities in the areas should not exceed 4 storeys, excepting the 'gateway location' at University Avenue where 6 storeys will be allowed.

### **2** *Maintain and enhance the interior of the neighbourhoods.*

The interior of the community is not appropriate for significant change. In order to preserve the fundamental character of the neighbourhoods, intensification opportunities within the interior of these neighbourhoods will be limited to small scale forms of infill.

### **3** *Improve the public realm and focus on enhanced place making.*

Enhance the quality of the shared-use path on the west side of 114 Street by making this into a more attractive linear open space with additional landscape features. Improve connections through the neighbourhoods and linkages to trails and networks outside the communities. Wherever feasible, encourage the planting of trees in public spaces to increase the urban forest.

### **4** *Enhance mobility choices.*

Create and maintain a sustainable, active transportation system by enhancing connectivity within the station area through improved pedestrian and cyclist amenities and paths, including an extended cyclist network using the local streets, and improving connections between the LRT station and buses.

### **5** *Strive for a more complete community.*

Modest infill developments will permit a greater diversity in housing choice, create new opportunities for small scale commercial and employment opportunities and enhanced park spaces. These developments will improve the local amenities in the station area, making these neighbourhoods excellent places to live, work and play.

### **6** *Pursue design excellence.*

Ensure new developments adopt a standard of design excellence that will complement the neighbourhood and enhance the character and image of the community over time.

### **7** *Encourage environmentally sustainable neighbourhood design.*

Pursue sustainable neighbourhood design in the station area including a greater mix of land uses and housing types and higher densities around the transit station area. Introduce stormwater management solutions wherever feasible into public spaces. Explore new green infrastructure and building technologies, and encourage LEED certified buildings, the incorporation of green roofs, the use of renewable energy sources and innovative wastewater technologies.







## Section 4

# Objectives and Policies



## 4.1

# Development Concept

This section describes the development concept for McKernan and Belgravia, building on the vision and guiding principles contained in the previous section.

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. *Figure 7: Conceptual Illustration* shows how the station area could look in the future if fully built out.

Change and redevelopment will be directed to the 'edges' of these two neighbourhoods while protecting the interior of the neighbourhoods. This strategy will also reimagine 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. Mixed use development, with ground floor commercial uses along 76 Avenue, will provide new opportunities to obtain day to day amenities within the community. 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 respectively. In addition, redevelopment of St. Peter's Training Centre will provide additional housing opportunities near the transit station. See also *Figure 8: Conceptual Illustration (Perspective)*.

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 proposed to the 114 Street shared-

use path will create an enhanced 'green spine' for the community. Conversion of the service road along University Avenue to a greenway will establish a high quality pedestrian connection to/from the plan area and amenity in support of redevelopment along this boundary edge. The plan increases housing options while retaining the predominantly low-density residential character of the McKernan and Belgravia neighbourhoods.

Figures 7 and 8 illustrate how development could occur within the plan area. The illustrations are conceptual, meaning they are not intended to prescribe details such as the footprint of buildings or the exact configuration of roadways. They do however convey the walkable pattern, smaller block lengths, building massing, mid-block green space and walkways providing continuous connectivity that are proposed by the plan.

The improvements and intensification opportunities within this development concept are organized into three sections:

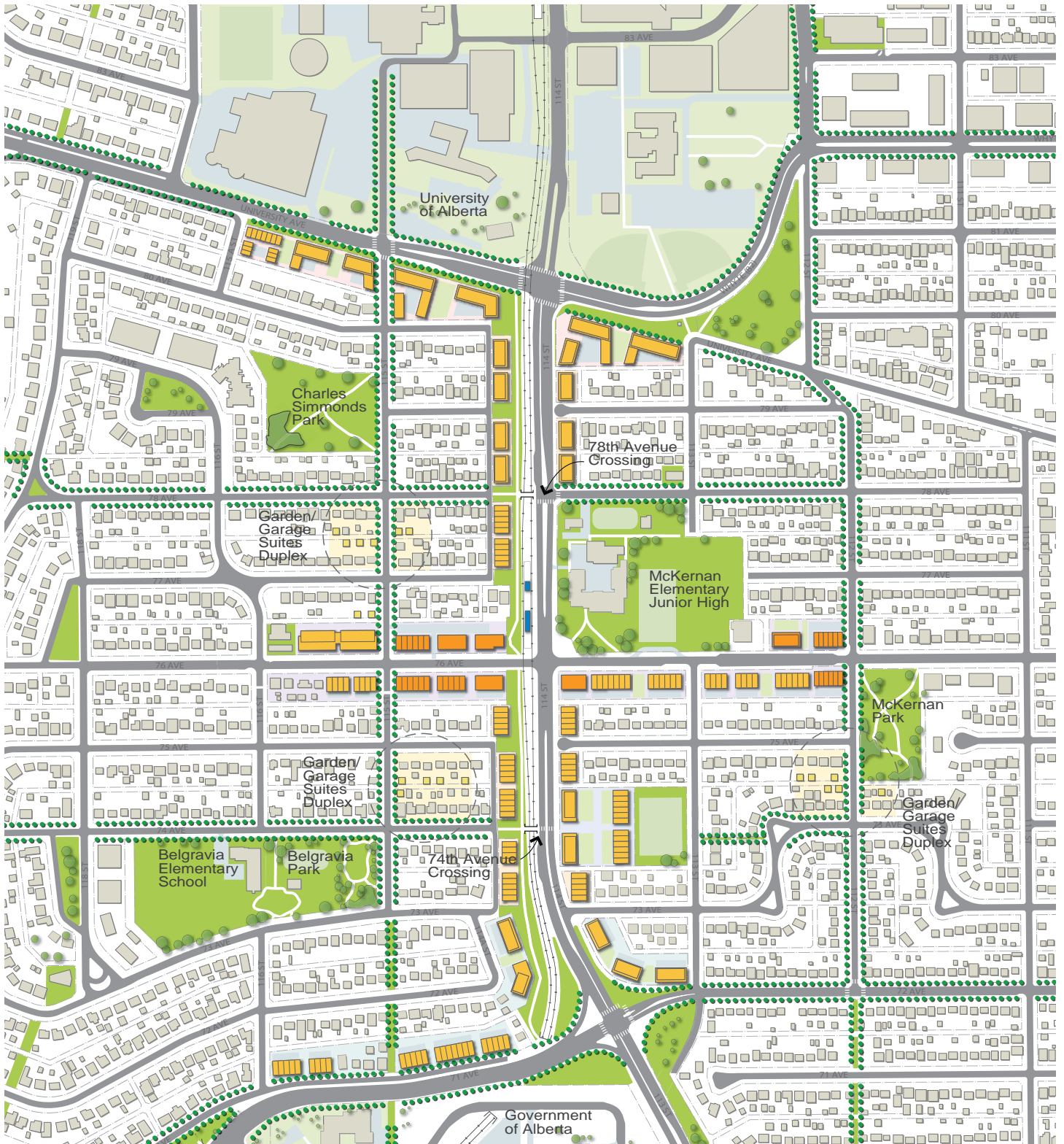
- Mobility (Section 4.2) - addresses the access and connectivity improvements in the plan area;
- Public Realm (Section 4.3) - describes the development of the streets and open space network; and
- Land Use and Built Form (Section 4.4) - identifies and describes development opportunities, design and character for specific areas within the plan.





Figure 7: Conceptual Illustration

- Mixed-use building with retail opportunity
- Medium scale residential redevelopment
- Small scale residential infill
- LRT Station
- Parks and open space



Note: For illustrative purposes only



76 Avenue Main Street



Note: For illustrative purposes only



Figure 8: Conceptual Illustration (Perspective)





## 4.2 Mobility

The McKernan-Belgravia Station ARP is defined by an urban grid street pattern and hierarchy of streets that balance the needs of cars, buses, pedestrians and cyclists. While LRT provides an excellent transportation choice for community residents, the design of this particular train system creates a significant barrier along 114 Street, dividing the two neighbourhoods and limiting east-west movements across 114 Street. This plan emphasizes pedestrian connectivity, active transportation, and transit use minimizing private automobile dependence and use.

### Objectives

- Integrate land use and transportation.
- Support transit ridership and active transportation modes.
- Improve connectivity within and between the Belgravia and McKernan neighbourhoods.
- Enhance existing pedestrian and cycling routes and facilities.



### 4.2.1 Street Network

The introduction of alleyways 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.

### Policies

#### Improve Connections

1. Reconnect the urban grid pattern by introducing alleyways parallel to 114 Street enabling the reorientation of infill development to face on to 114 Street as illustrated in *Figure 9: Proposed Street Network*.
2. Redevelop existing cul-de-sacs into open spaces along the west side of 114 Street and shared-use path as new development and alleyway are completed.
3. Where infill redevelopment proposes to modify or remove cul-de-sacs at 75 or 79 Avenue along the east side of 114 Street a transportation impact assessment including a review of stakeholder feedback will be required to the satisfaction of Transportation Services.
4. Explore the potential, in conjunction with redevelopment projects, for improving neighbourhood access and egress associated with installing an additional traffic signal on University Avenue west of 115 Street.

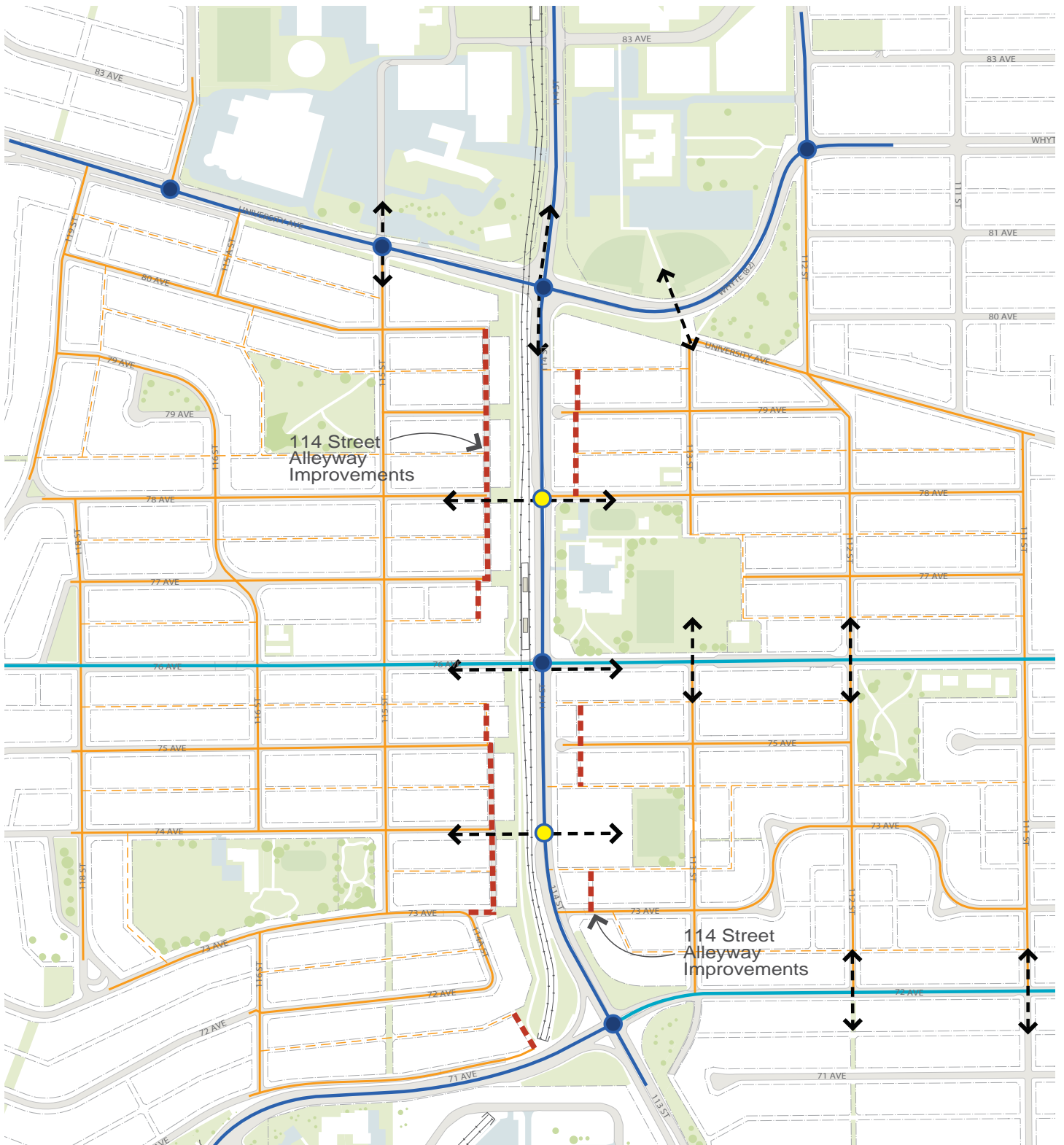
#### Local Streets

5. Construct missing sidewalk connections within McKernan and Belgravia, where feasible, at time of neighbourhood renewal.
6. Develop curb ramps at all intersections to ensure universal access.
7. Ensure that a generous street tree canopy and other landscaping is a primary feature of the streetscape.
8. Provide a Transportation Impact Assessment in conjunction with new development proposals as required by the Transportation Services Department.



Figure 9: Street Network

- Arterial
- Collector
- Local Street
- - - Existing Alleyway
- - - New Alleyway
- Primary Intersection
- Secondary Intersection
- ↔ Key Pedestrian/Bicycle Movements





### 4.2.2 Creating a Pedestrian Priority Area

A pedestrian priority area should be established within the area immediately surrounding the McKernan/Belgravia Station, as shown on *Figure 10: Pedestrian Priority Area*. The intent of the pedestrian priority area is to develop a safe, comfortable and attractive place for pedestrians and cyclists to better encourage walking, cycling and transit ridership.

### Policies

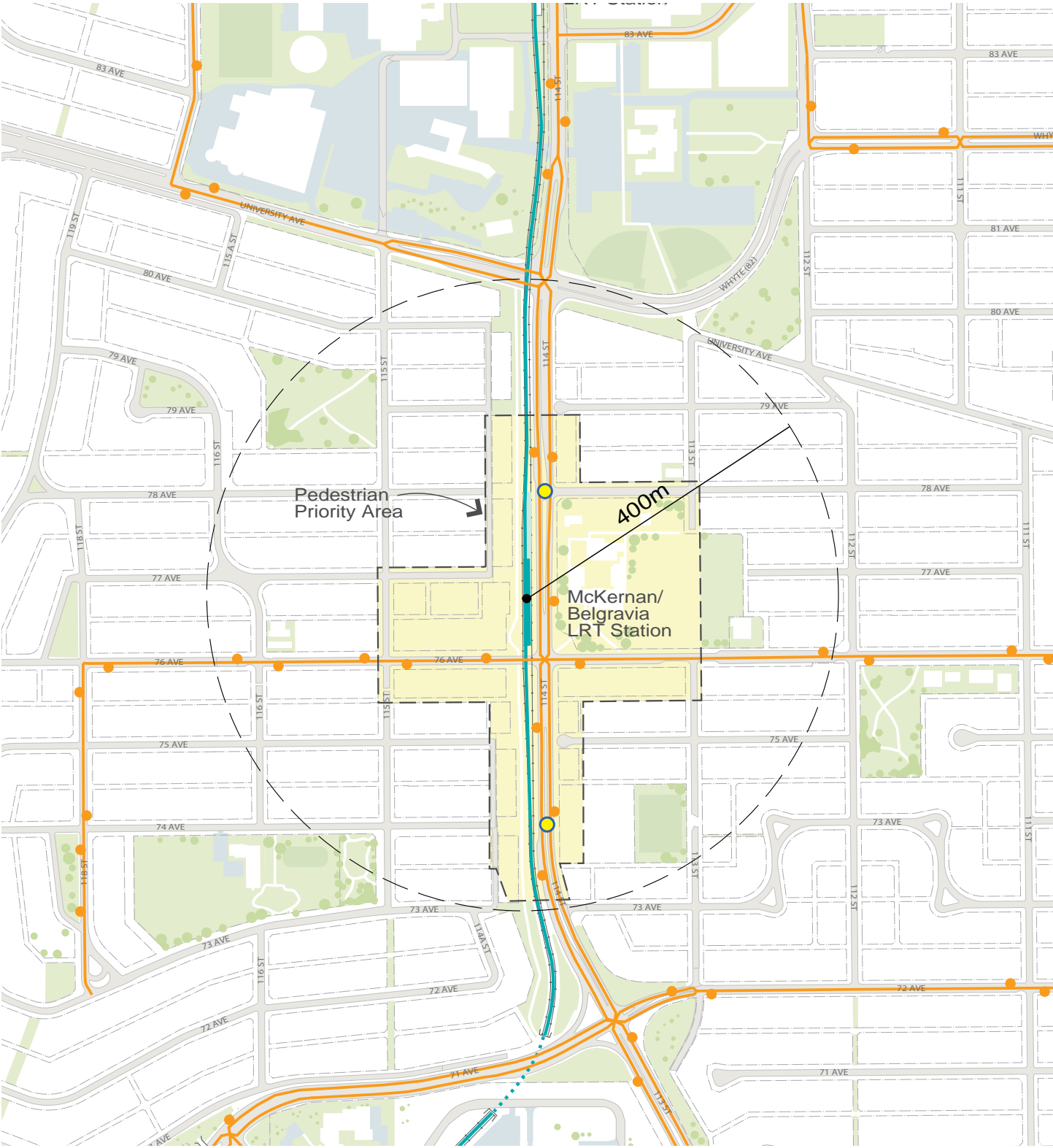
1. Design streets, sidewalks and crossings within the pedestrian priority area to include pedestrian supportive features such as clearly marked pedestrian crossings, pedestrian scale lighting, street furniture, signage and wayfinding.
2. Explore options to improve pedestrian crossing of 114 Street at 74 and 78 Avenues through means such as adjustments to the traffic signal timing plans at these intersections.
3. Develop curb ramps at all intersections to ensure universal access within the pedestrian priority area.
4. Explore the feasibility of developing a program to ensure priority be given to keeping pedestrian connections to the station clear of snow and ice.
5. Where possible stagger the timing of different bus routes that use 114 Street to reduce passenger wait times.





Figure 10: Pedestrian Priority Area

- LRT Line
- LRT Station
- Bus Route
- Bus Stop
- Pedestrian Priority Area
- Secondary Intersection





### 4.2.3 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 provide 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 on-street bike route markings on 76 Avenue as part of the Bicycle Transportation Plan implementation.

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 bicycle route improvements, increased bicycle parking and a new pedestrian / bike crossing of University Avenue. Enhancements to 74 Avenue and 78 Avenue at-grade crossings offer to strengthen east-west connections between the two neighbourhoods and benefit both cyclists and pedestrians.

### Policies

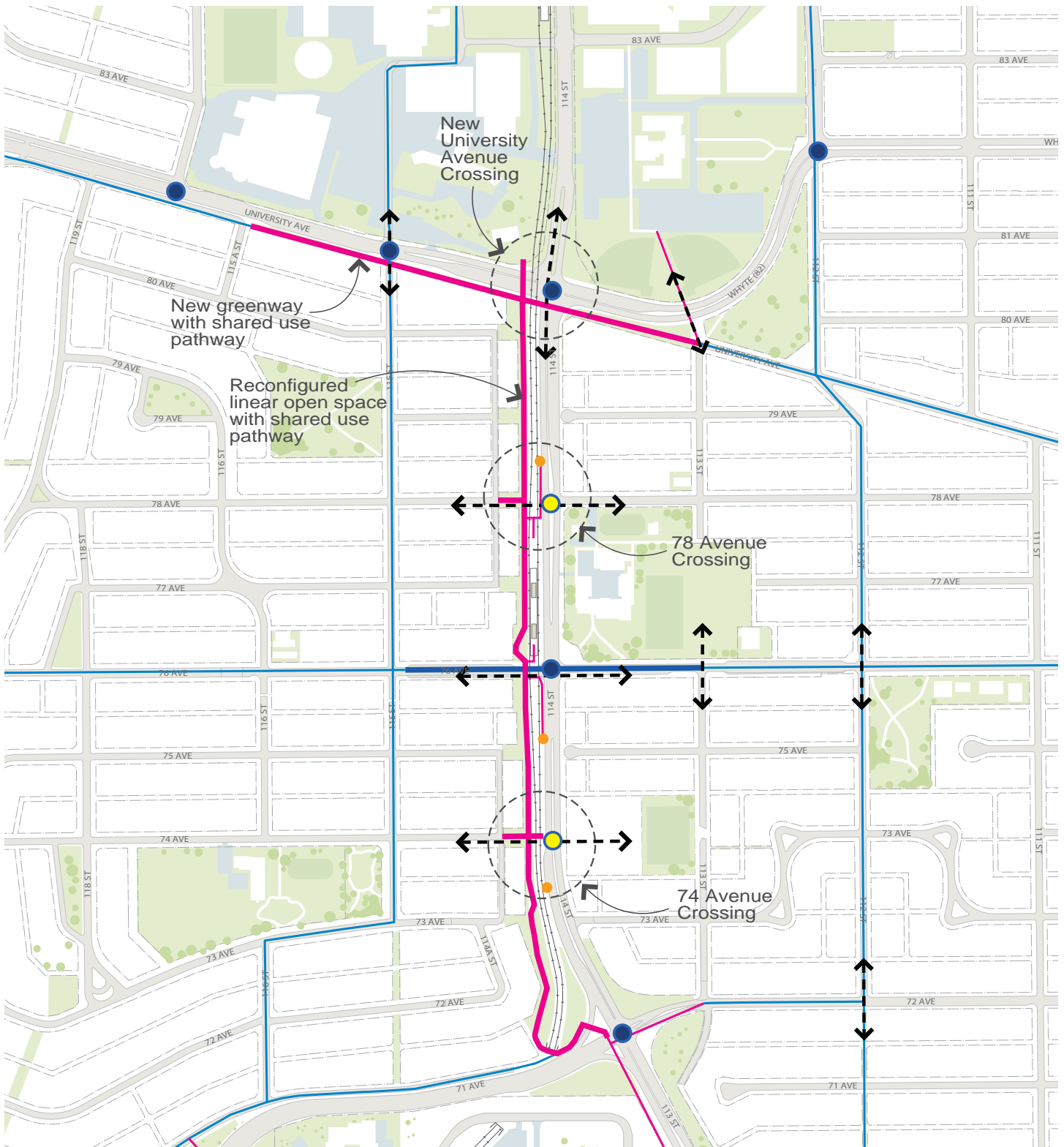
1. Maintain and enhance the 76 Avenue on-street bicycle route to connect with the trail network in the North Saskatchewan River Valley.
2. Maintain and, where possible, improve existing bike routes on University Avenue, Saskatchewan Drive, 112 Street and 115 Street as shown in *Figure 11: Active Transportation Network*.
3. Develop a shared-use path within the proposed University Avenue greenway along the south side of University Avenue as shown in *Figure 11: Active Transportation Network*.
4. Develop an at-grade crosswalk across University Avenue on the west side of 114 Street.
5. Develop a publicly accessible bicycle station at or near the McKernan/Belgravia LRT Station. If feasible, this bicycle station should include covered bicycle parking and a bicycle repair stand.
6. Develop curb ramps at all intersections to ensure universal access within the plan area.





Figure 11: Active Transportation Network

- Bicycle Route
- Proposed Bicycle Route Improvements
- Shared-use path
- Proposed/Improved Shared-use path
- Primary Intersection
- Secondary Intersection
- Bus Stop
- ↔ Key Pedestrian/Bicycle Movement





## 4.3

# Public Realm

Throughout the public consultation process, residents expressed their love for existing park space and the lively and beautiful streets in McKernan and Belgravia. This plan will preserve and build on the existing public realm 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 create attractive addresses for families, seniors, and young professionals.

### Objectives

- Preserve, maintain and enhance existing parks and open space.
- Design and develop complete streets within the McKernan and Belgravia neighbourhoods.
- Look at opportunities to increase the amount of open space through greenways.
- Incorporate sustainable development features on public lands.



### 4.3.1 Neighbourhood Parks and Open Space

#### Policies

1. Maintain existing park space in the neighbourhoods.
2. Explore new opportunities through the development process to increase landscaping and green spaces in McKernan and Belgravia.
3. Select streetscape plantings, of vegetation other than trees, to provide colour throughout the year.
4. Plant deciduous trees, where possible, to provide shade in the summer and allow sunlight in the winter.
5. Incorporate low impact development (LID) solutions in the design of open spaces. Specific design considerations may include:
  - a) rain gardens
  - b) bioswales
  - c) rain water harvesting
  - d) permeable paving
  - e) subsurface integrated tree and storm water systems
  - f) used and local materials for roadway construction
  - g) use of native plant material to establish a more sustainable street cross-section and community.
6. Accommodate changes to parks and institutional facilities, such as schools and community league facilities, that meet community needs.

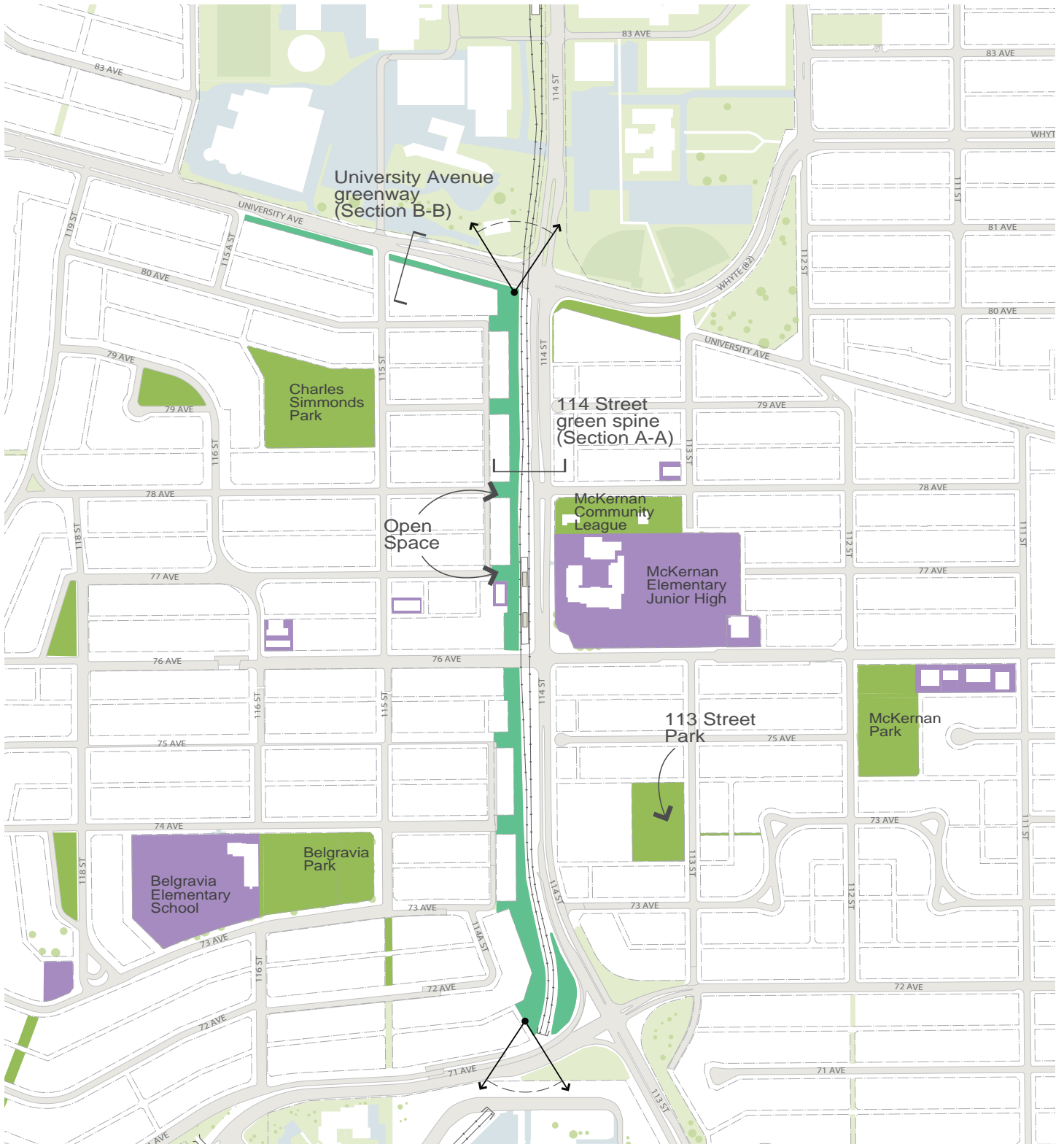
#### 113 Street Park

7. Relocate the St. Peter Centre sports field to the east side of the site at the time of redevelopment, to become the 113 Street Park.



Figure 12: Parks and Open Space

- Park
- Institutional / Public Utility Uses
- Proposed Open Spaces
- ↗ Viewpoints





### 4.3.2 Character 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. Improvement to the area's main streets - 76 Avenue, University Avenue and 114 Street - will create attractive and distinct streetscapes which will enhance the area's image and complement the future development potential of these corridors.

#### Policies

1. Require development proposals and public street improvements to be designed in alignment with the street cross sections in this plan as shown in *Figure 13: 114 Street Cross Section* and *Figure 14: University Avenue Cross Section*.

### 114 Street Green Spine

As the plan area's central spine, improvements to the 114 Street corridor would enhance the pedestrian, cyclist and vehicular experience. Improvements include enhancing the at-grade crossings at 74 Avenue and 78 Avenue, a new pedestrian boulevard on the east side of the street and improvements to plantings along the shared-use corridor on the west side of the street.

#### Policies

2. Enhance 114 Street by expanding the west side of 114 Street into a linear open space ("green spine") incorporating the existing shared-use path, and by developing a boulevard along the east side of the street as illustrated in *Figure 13: 114 Street Cross Section*.
3. Redevelop existing cul-de-sacs into open spaces adjacent to the shared-use path as alleyways servicing the new development along 114 Street are completed.
4. Design new development along the west side of 114 Street to face onto the shared-use path and linear open space.
5. Design new development along the east side of 114 Street to face onto 114 Street.





## University Avenue Greenway

A reinvented University Avenue will capitalize on its proximity to the University and its role as a gateway to these communities and a key connector to the river valley. Portions of the existing service street located on the south side of University Avenue will be transformed through the development process into a green boulevard which features a shared-use path and sustainable landscaping that could also accommodate stormwater management functions.

## Policies

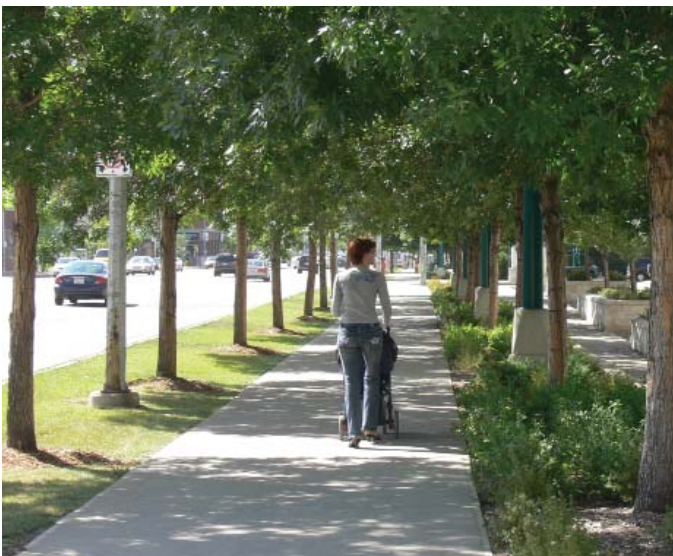
6. Transform the service road along University Avenue between 113 Street and 115A Street to be a multi purpose greenway to include a shared-use path, rain gardens or bio-swale and natural landscaping as illustrated in *Figure 14: University Avenue Cross Section*.
7. Develop on-street parking along the south side of University Avenue west of 115 Street where feasible to provide a buffer between pedestrians and cyclists using the shared-use pathway and vehicular traffic on University Avenue.
8. Develop an at-grade crossing across University Avenue on the west side of 114 Street.

## 76 Avenue Main Street

A new design for 76 Avenue will reinforce the role of this east-west connector as a local neighbourhood main street. Additional pedestrian improvements (e.g. infrastructure, wayfinding) will be introduced, where possible, to support the walkable mixed use nature of this main street.

## Policies

9. Maintain the existing on-street bicycle route 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.
10. Transform 76 Avenue between 112 Street and 116 Street into a 'main street' through pedestrian streetscape improvements including but not limited to: wider sidewalks, pedestrian oriented lighting, street furniture, enhanced crosswalks, landscaping, bicycle facilities, and wayfinding signage.
11. Require service and loading to be accommodated from a rear or side lane rather than from the main street frontage.
12. Permit awnings over public sidewalks along retail street frontages offering shelter from rain, snow and wind.





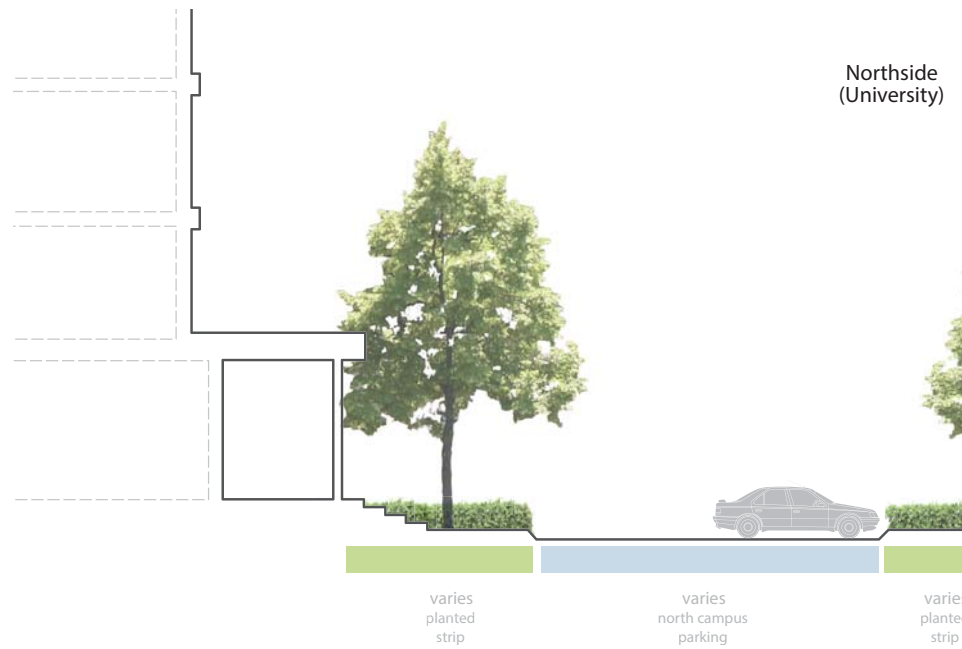
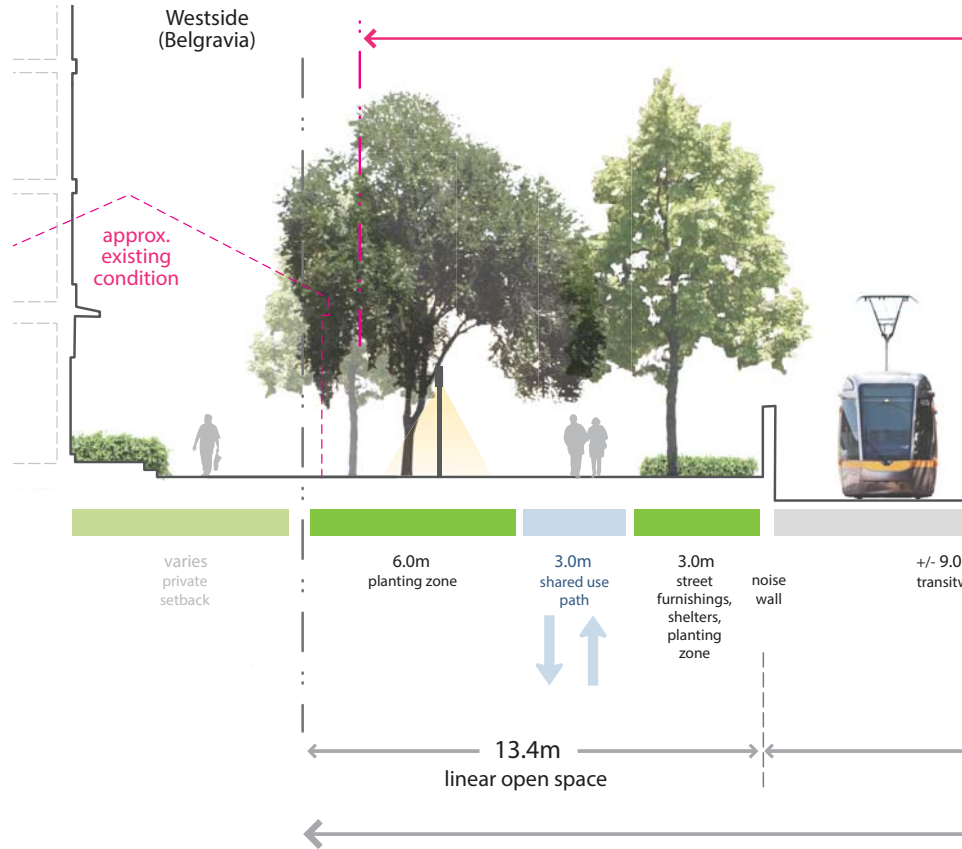




Figure 13: 114 Street Cross Section (Section A-A)

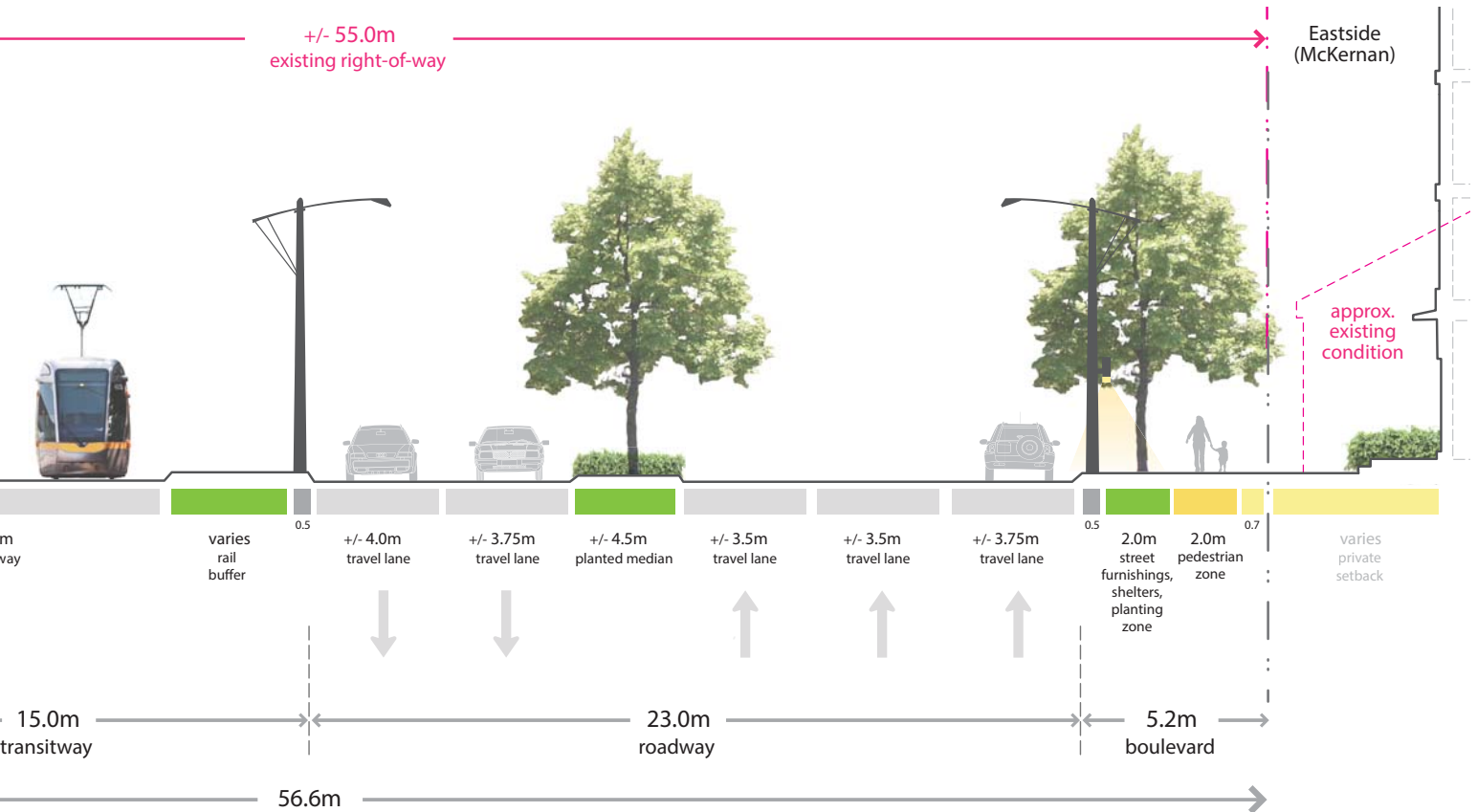
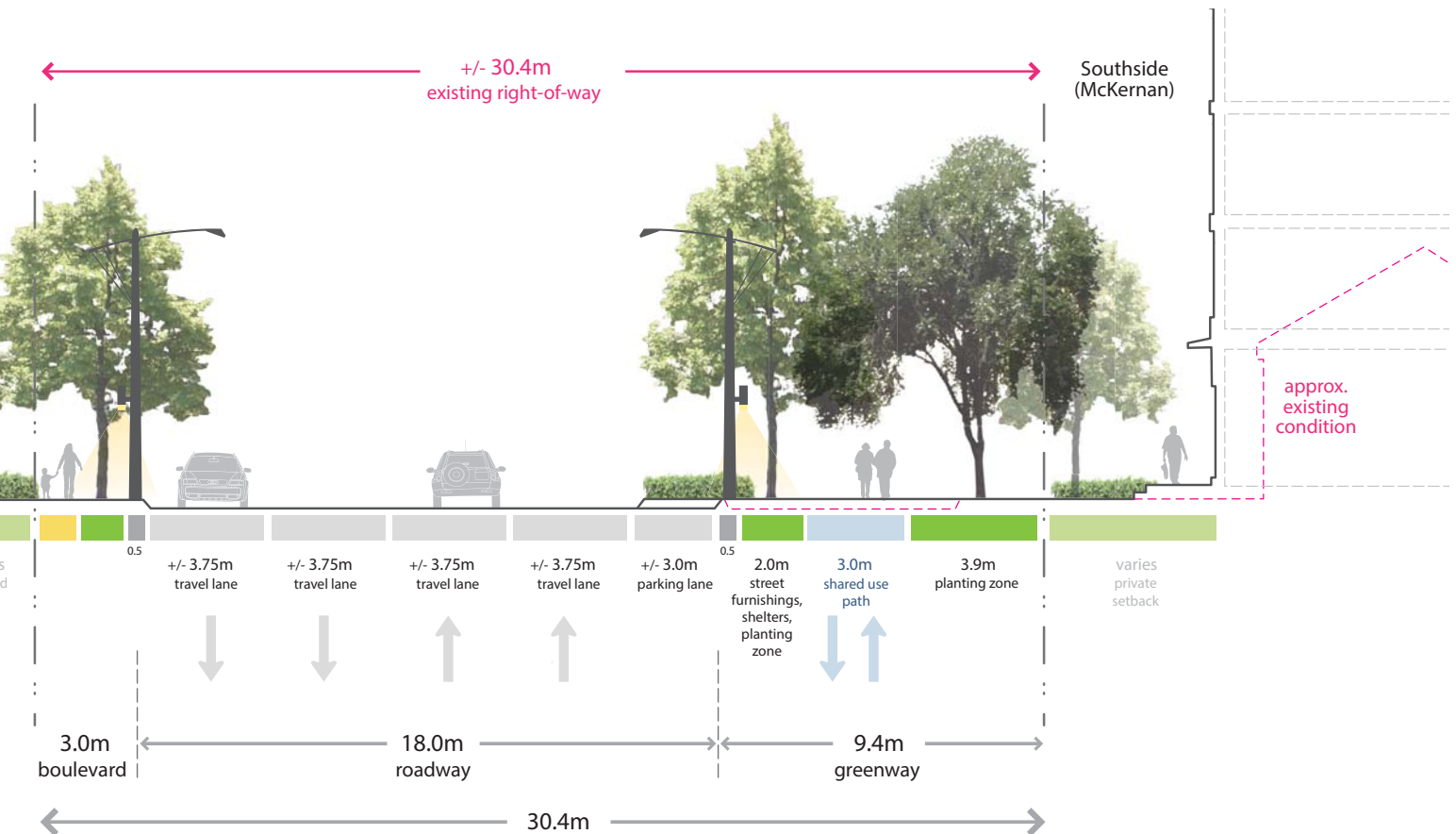


Figure 14: University Avenue Cross Section (Section B-B)





## 4.4

# Land Use and Built Form

The intent of this plan is to support increased density, population and physical characteristics of new development in the plan area to support transit ridership at the LRT station. The plan identifies redevelopment opportunities within the McKernan and Belgravia neighbourhoods along roadways at the edges of the community in addition to regulating built form. This will allow for the overall intensification of the plan area, ensure quality development, and protect the low-density interior character of these neighbourhoods.

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 serving retail and services to better support the population and increase the desirability of these neighbourhoods.

Land use precincts are used to structure the plan to achieve the vision and principles outlined in this document. Within this plan six distinct precincts have been identified: University Avenue Corridor, 114 Street Corridor, 76 Avenue Corridor, St. Peter Centre, 71 Avenue Corridor and Neighbourhood Infill. Establishing these precincts serves to identify specific places within the plan that will have distinct elements and development opportunities. Regulating built form within the plan is important to development of a quality place and helps ensure new development is in keeping with the existing character of the neighbourhoods. Key considerations in built form include height, building types, relationship to pedestrians and building design, including materials, scale, style and environmental sustainability.

Redevelopment is primarily expected to take the form of midrise and low-rise structures, row housing and some lower density infill housing options including duplexes, alleyway housing and secondary suites. A wide range of housing choice is encouraged to

provide a variety of housing options for families, seniors, students, and young professionals. Additional information regarding the land use precincts and population projections is provided on the following pages.

## Objectives

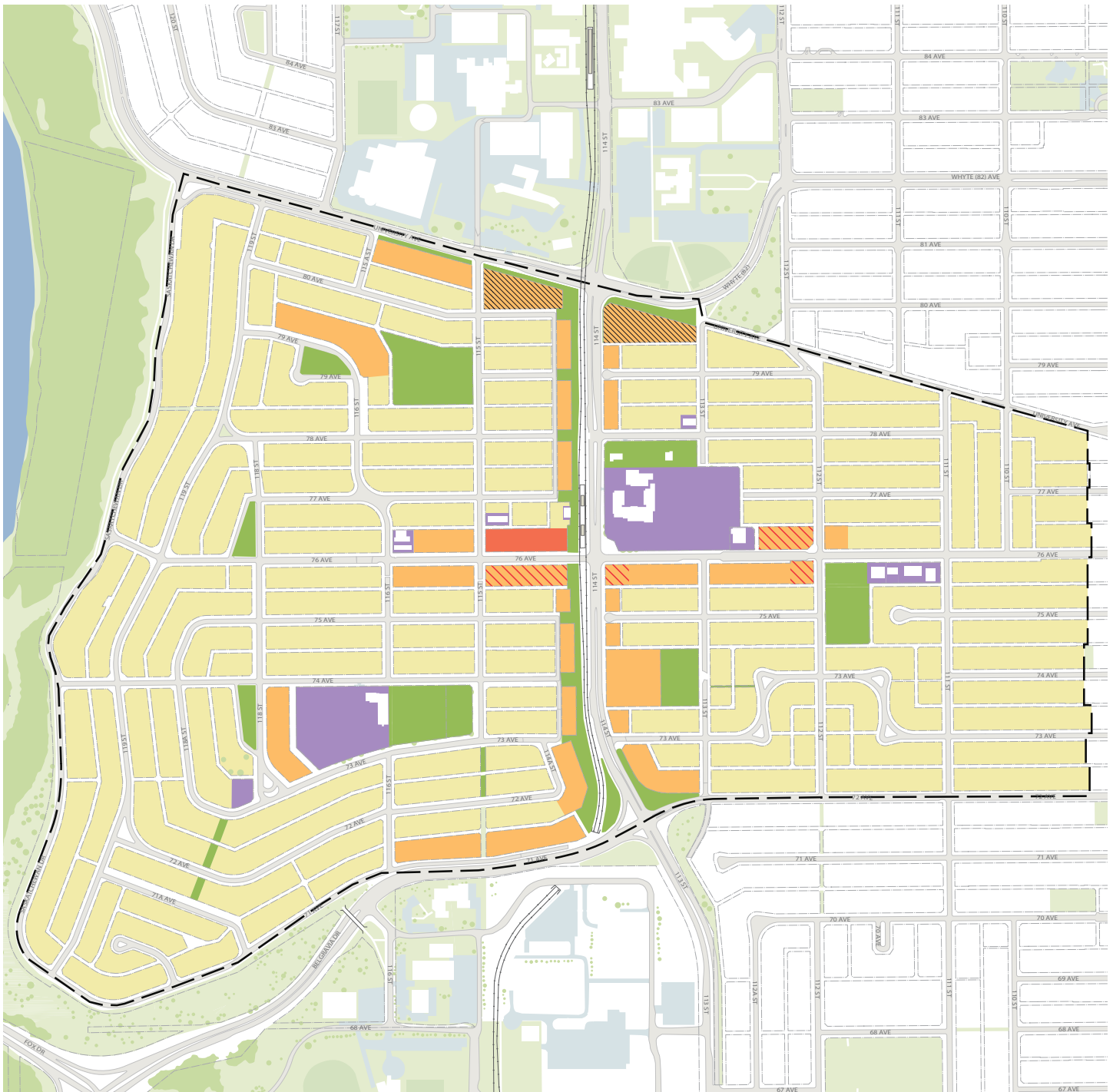
- Support higher density development along 114 Street, University Avenue, 76 Avenue and 71 Avenue.
- Provide for a wider range of housing choice including provisions for family oriented housing, seniors housing and student housing.
- Create opportunities for neighbourhood serving retail uses along 76 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 through height limits and building design.
- Incorporate sustainable development features on public and private lands.
- Encourage urban design that reflects Edmonton as a winter city.
- Incorporate the principles of Crime Prevention Through Environmental Design in new development.
- Encourage building and site design that reflects the existing character and future lifecycle of the neighbourhoods.





Figure 15: Development Concept

- Mixed Use Residential (Commercial Required)
- Mixed Use Residential (Commercial Allowed)
- ▨ Residential (6 storey max)
- Residential (4 storey max)
- Small Scale Residential Infill
- Parks and Open Space
- Institutional / Public Utility Uses
- Plan Boundary





## Land Use Precincts

Precinct	Built Form	Standard Zoning*	Maximum Height
University Avenue Corridor	Medium rise apartments	RA8	6 storeys (23m)
	Low rise apartments	RA7	4 storeys (14m)
114 Street Corridor	Low rise apartments	RA7	4 storeys (14m)
	Stacked row housing	RF6	4 storeys (14m)
76 Avenue Corridor	Low rise apartments	RA7	4 storeys (14m)
	Ground floor retail	CB2	4 storeys (14m)
St. Peter Centre	Low rise apartments	RA7	4 storeys (14m)
	Row housing	UCRH	3 storeys (12m)
71 Avenue Corridor	Low rise apartments	RA7	4 storeys (14m)
	Stacked row housing	RF6	4 storeys (14m)
	Row housing	UCRH	3 storeys (12m)
Neighbourhood Infill	Single detached housing	RF1	2 1/2 storeys (8.6 m)
	Small scale infill at specified locations	RF3	2 1/2 storeys (8.6 m)

Note:

\*Where the density or floor area ratio of a proposed development cannot be achieved through conventional zoning and/or where the policies or developer obligations contained in this plan cannot be assured through conventional zoning a (DC2) Site Specific Development Control Provision should be used.

## Population Projections

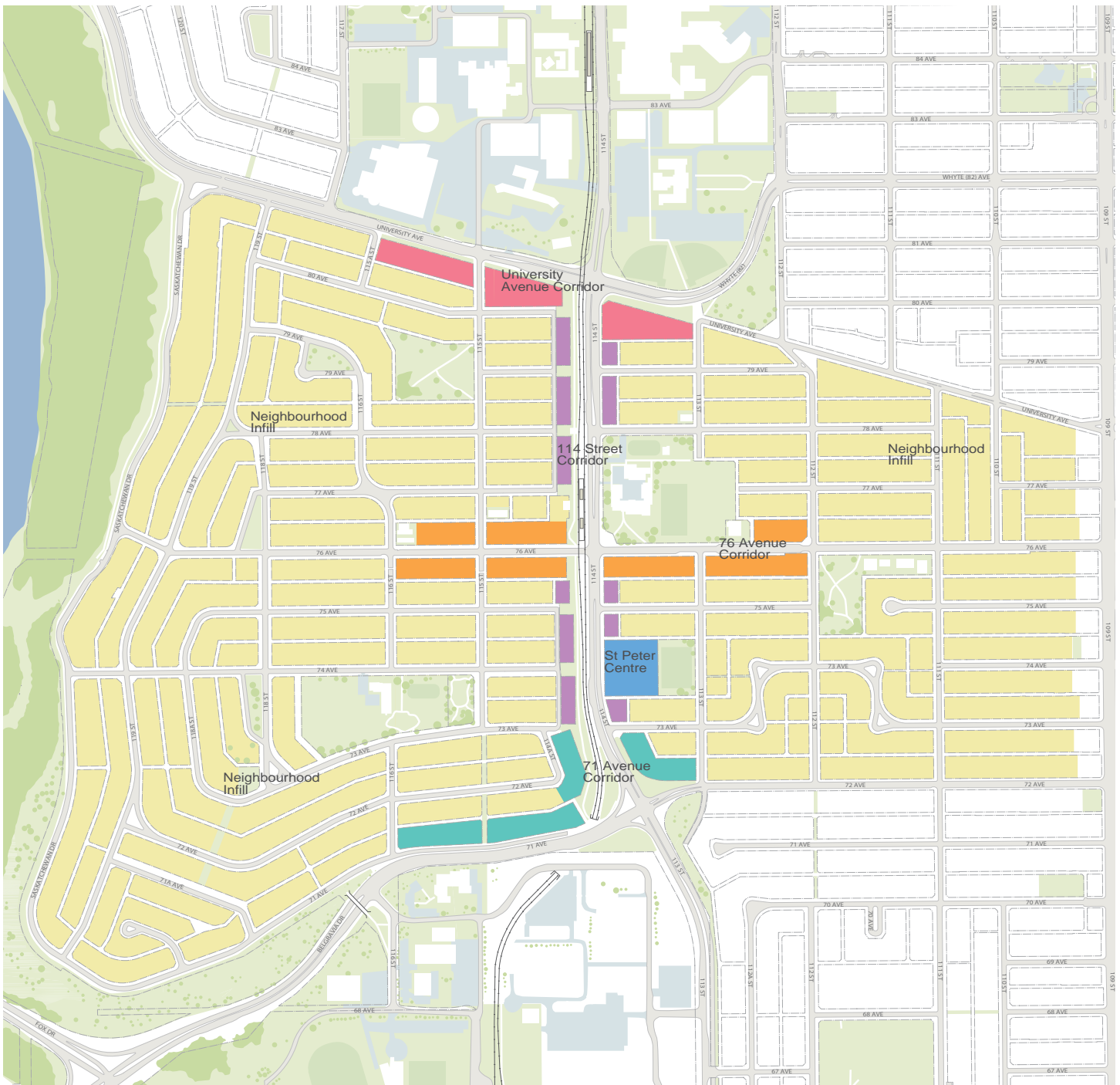
Based on the development concept, the table below profiles the estimated development potential in each precinct and the associated potential population. The maximum anticipated increase in residential development is 1,251 units, with a population increase of 1,624 persons in this area over 25 years.

Land Use Precinct	Development Parcel Size (ha)	Expected Density (dwelling units/ha)	Possible New Units	Existing Units	Persons Per Unit (ppu)	Possible New Population	Existing Population (@ 2.44 ppu)
University Avenue Corridor	2.21	125-225	427	39	1.5	641	95
114 Street Corridor	1.96	100	196	40	1.5	294	98
76 Avenue Corridor	3.63	125	454	148	1.5	681	361
St. Peter Centre	0.94	63-125	86	0	2.0	172	0
71 Avenue Corridor	2.23	63-125	202	37	1.5	303	90
Neighbourhood Infill	–	–	200	50	1.5	300	122
Total	10.97	–	1,565	314	-	2,390	766
Net Increase over 25 year build out:			Units: 1,251			Population: 1,624	

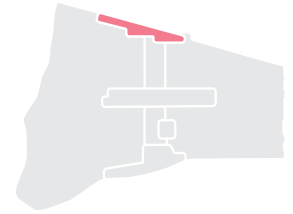


Figure 16: Land Use Precincts

- University Avenue Corridor
- 114 Street Corridor
- 76 Avenue Corridor
- St Peter Centre
- 71 Avenue Corridor
- Neighbourhood Infill







### 4.4.1 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, 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 a 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. Where historical or architecturally significant buildings and structures form an important part of the area's history, opportunity is provided to retain and/or integrate buildings such as 11519 University Avenue and 11541 University Avenue. Additional policy regarding historical preservation is provided under 4.4.15.

#### Policies

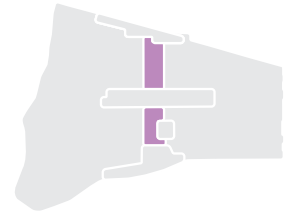
1. Orient development to face onto University with vehicle access from the alleyway, or from an adjacent local road where there is no alleyway.
2. Provide for a maximum of 6 storeys in height along University Avenue between 113 Street and 115 Street.
3. Allow for a maximum height of 4 storeys along University Avenue between 115 Street and 115A Street.
4. Ensure an appropriate transition from higher density development along University Avenue and the neighbourhood interior to the south through the use of design elements such as stepbacks.
5. Ensure that development between 114 Street and 115 Street sensitively addresses existing residential development across 80 Avenue and 115 Street.
6. Transform the service road on the south side of University Avenue to be a multi-purpose greenway with a shared-use path and either natural landscaping with trees, rain gardens or bio-swales in consultation with the City of Edmonton having regard for future utility placements.
7. Support extension of the greenway west to Saskatchewan Drive and the North Saskatchewan River Valley as a long-term goal.
8. Permit small-scale convenience commercial uses to locate on the ground floor of 6 storey development.



Figure 17: University Avenue Corridor Precinct (Concept)







## 4.4.2 114 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, alleyways 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. Reorientation of buildings will also provide "eyes on the street" and align with Crime Prevention Through Environmental Design (CPTED) principles. Redevelopment of these properties will require land assembly of several adjacent parcels, as identified in *Figure 25: 114 Street Corridor Redevelopment Potential* and *Figure 26: 114 Street Corridor Typical Block Redevelopment*. The consolidated parcels would be serviced by new rear alleyways as identified in Section 4.2.1 Street Network. 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 alleyways is required to close the cul-de-sacs and lead to the redevelopment of them as open spaces. Reorienting development to face the street provides additional protection and natural sheltering of the neighbourhood from noise along the corridor.

### Policies

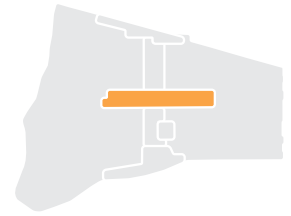
1. Permit consolidation of properties and surplus road right-of-way within this precinct as identified in this plan to facilitate redevelopment along the 114 Street Corridor.
2. Require through subdivision the dedication and construction of rear alleyways parallel to 114 Street to service new development along 114 Street.
3. Explore feasibility of putting existing power lines underground at time of construction of new rear lanes.
4. Redevelop existing cul-de-sacs into open spaces adjacent to the shared-use path as alleyways servicing the new development along 114 Street are completed.
5. 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.
6. 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 alleyway.
7. 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 alleyways.
8. Explore feasibility of removing or lowering the height of the noise wall adjacent to the green spine as development occurs.



Figure 18: 114 Street Corridor Precinct (Concept)







### 4.4.3 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. Commercial retail uses developed within 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 required on the north side of 76 Avenue located between 114 Street and 115 Street and 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 retail uses will be supported by the existing on-street parking and alleyway system at the rear of the parcel.

#### Policies

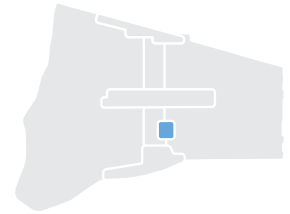
1. Permit new development to a maximum of 4 storeys within this precinct in the form of row housing, stacked row housing, and low rise apartments.
2. Promote the use of design elements including streetwall and stepbacks to improve the transition from 4 storeys to adjacent low density development in the interior neighbourhood.
3. Transform 76 Avenue between 112 Street and 116 Street into a 'main street' by encouraging a mix of residential and mixed use commercial retail at ground floor level. No development above 4 storeys shall be allowed.
4. Require ground floor retail on the north side of 76 Avenue between 114 Street and 115 Street. Allow it in the locations indicated in Figure 15: Development Concept.
5. Require the Pedestrian Commercial Shopping Street Overlay to be applied in conjunction with any rezoning to a standard commercial zone, and incorporate the design principles of this overlay into any (DC2) Site Specific Development Control Provision with ground floor commercial.
6. Permit awnings over public sidewalks along retail street frontages offering shelter from rain, snow and wind.
7. Maintain the existing on-street bicycle route along 76 Avenue connecting 109 Street on the east to the North Saskatchewan River Valley on the west.



Figure 19: 76 Avenue Corridor Precinct (Concept)







#### 4.4.4 St. Peter Centre

The St. Peter Centre site is currently owned by the Edmonton Catholic School Board. This site represents the only large redevelopment parcel within the plan area. 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 sports field will be relocated from the western side of the site to the eastern side. The relocation of the sports field will place it in the interior of the neighbourhood where it will improve the safety and use of this park space.

##### Policies

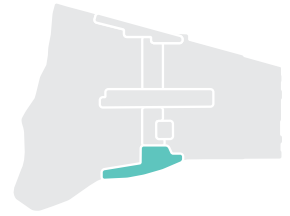
1. Relocate the St. Peter sports field to the east side of the site at the time of redevelopment.
2. Require new development to transition in height and density across the site, with the greatest height and density on the west side of the site adjacent to 114 Street and closest to the LRT station, to lower height and density further east adjacent to the sports field on the eastern side of the site.
3. Require new development adjacent to 114 Street to be oriented to face onto 114 Street with vehicular access to the adjacent alleys.
4. Permit development to a maximum of 4 storeys within this precinct in the form of row housing and low rise apartments.
5. Limit surface parking on this site. Underground and 'tuck under' parking will be encouraged for all new development on this site.
6. Encourage users of the sports field to arrive by foot, bicycle or transit as the field will not have a parking lot and any automobile parking will be on-street.



Figure 20: St. Peter Centre Precinct (Concept)







#### 4.4.5 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.

##### Policies

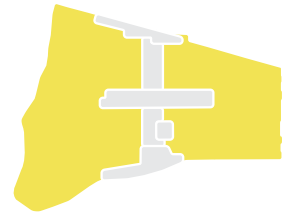
1. Permit new development to a maximum of 4 storeys within this precinct in the form of row housing, stacked row housing and low rise apartments.
2. Encourage higher density, low rise apartment forms at the corner of 71 Avenue and 114 Street.
3. Ensure the any development south of existing low density housing incorporates design measures such as stepbacks to minimize its shadow impact.
4. Require underground parking for all new apartments developed in this precinct.



Figure 21: 71 Avenue Corridor Precinct (Concept)







#### 4.4.6 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 garden/garage suites, duplexes and semi-detached dwellings with row housing and apartment housing up to four dwellings per site. All new developments should be required to match the scale of existing single family dwellings.

Where historical or architecturally significant buildings and structures form an important part of the area's history, opportunity is provided to retain and/or integrate buildings such as 11511-75 Avenue. Additional policy regarding historical preservation is provided under 4.4.15.

##### Policies

1. Permit new development in this precinct to be developed to a maximum height of 2 ½ storeys in accordance with the Mature Neighbourhood Overlay.
2. Ensure that new development respects the character and scale of existing development through the retention of the Mature Neighbourhood Overlay.
3. Generally retain RF1 (Single Detached Residential) and RF3 (Low Density Development) zoning in their existing locations within the precinct.
4. Consider rezoning from RF1 to RF3 for properties within approximately 400 meters of the McKernan-Belgravia LRT Station (see Figure 10: Pedestrian Priority Area) subject to appropriate community consultation prior to submission of an application.
5. Allow small scale infill (secondary suites, garden suites, garage suites, duplexes, semi-detached, row housing and apartment housing with up to four dwelling units per site) in locations specified in the Zoning Bylaw 12800.



Figure 22: Neighbourhood Infill Precinct (Concept)





#### 4.4.7 Building Heights

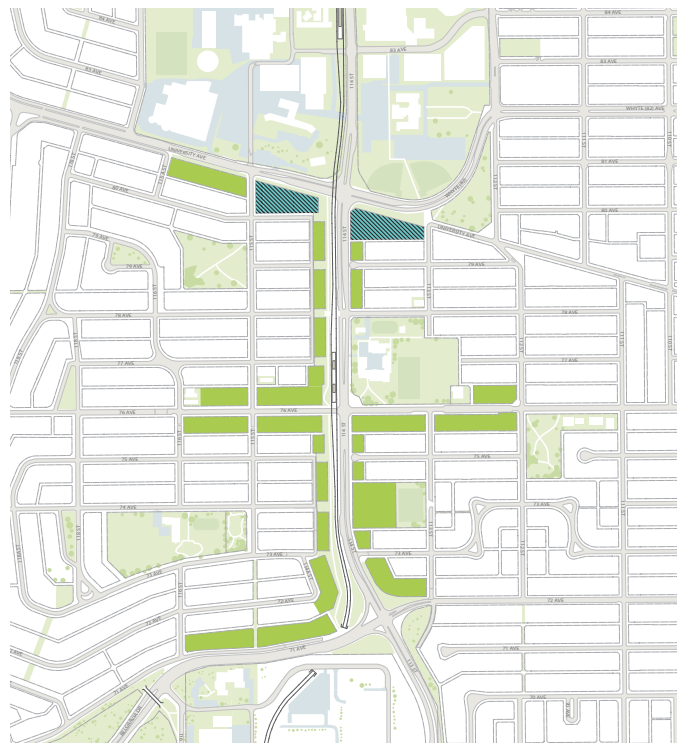
The building height strategy is outlined in *Figure 23: Height Strategy*. The maximum height permitted in the redevelopment area is 6 storeys along University Avenue, with the maximum height in all other redevelopment areas being 4 storeys. These heights provide for appropriate transition to adjacent development.

#### Policies

1. 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.
2. Permit a maximum of 4 storeys for all new development along 114 Street, 76 Avenue and 71 Avenue in the form of row housing and low rise apartments.
3. Require new development on the St. Peter site to transition in height, with the greatest height, a maximum of 4 storeys, on the west side of the site, adjacent to 114 Street, to lower height on the eastern side of the site.
4. Determine the maximum height for all small scale infill development through the applicable zoning regulations.

Figure 23: Height Strategy

- Maximum 6 storeys
- Maximum 4 storeys



#### 4.4.8 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 Station ARP.

#### Policies

1. Provide for a mix of unit types as defined by size, amenity space and access where possible in future residential development. Family oriented housing will be encouraged.



## Building Typologies



Development Type: Mixed use building  
 Standard Zoning: (CB2) General Business Zone  
 Minimum Frontage/Width: 30 metres  
 Maximum Height: 4 storeys  
 Front Setback: 0-2.5 metres  
 Precinct(s) permitted: 76 Avenue Corridor



Development Type: Mid-rise apartments  
 Standard Zoning: (RA8) Medium Rise Apartment Zone  
 Minimum Frontage/Width: 20 metres  
 Minimum Site Area: 800 square metres  
 Maximum Height: 6 storeys  
 Front Setback: 3-6 metres  
 Precincts permitted: University Avenue Corridor



Development Type: Low rise apartments  
 Standard Zoning: (RA7) Low Rise Apartment Zone  
 Minimum Site Frontage/Width: 20 metres  
 Minimum Site Area: 800 square metres  
 Maximum Height: 4 storeys  
 Front Setback: 3-6 metres  
 Precincts permitted: University Avenue Corridor, 76 Avenue Corridor; 114 Street Corridor; St. Peter Centre; 71 Avenue Corridor





Development Type: Stacked Row Housing

Standard Zoning: (RF6) Medium Density Multiple Family Zone

Maximum Height: 4 storeys

Front Setback: 3-6 metres

Precincts: 114 Street Corridor; 76 Avenue Corridor  
71 Avenue Corridor



Development Type: Row Housing

Standard Zoning: (UCRH) Urban Character Row Housing

Maximum Height: 3 storeys

Front Setback: 3-6 metres

Precincts: 114 Street Corridor; St. Peter Centre;  
76 Avenue Corridor; 71 Avenue Corridor



Development Type: Row housing

Standard Zoning: (RF5) Row Housing Zone; (RF3) Low Density Development Zone

Maximum Height: 2 ½ storeys

Front Setback: 3-6 metres

Precincts: 114 Street Corridor; St. Peter Centre;  
76 Avenue Corridor; 71 Avenue Corridor; Neighbourhood Infill





Development Type: Semi-Detached

Standard Zoning: (RF3) Low Density Development Zone;  
(RF1) Single Detached Residential Zone

Maximum Height: 2 ½ storeys

Front Setback: 3-6 metres

Precincts permitted: Neighbourhood Infill (specific locations)



Development Type: Secondary/Garage/Garden Suite

Standard Zoning: (RF1) Single Detached Residential Zone;  
(RF3) Low Density Development Zone

Maximum Height: 2 ½ storeys

Precincts permitted: Neighbourhood Infill (specific locations)





#### 4.4.9 Building and Site Design

Many of the City of Edmonton's policy documents highlight sustainability, safety and urban design as important objectives in TOD. Building and site design are important considerations in achieving this plan's objectives. Through proper design and effective use of the built environment, the quality of new development can be improved and enhanced.

##### Policies

1. Encourage articulation of building elevations, appropriate building massing and activation of the frontage of buildings.
2. Ensure that buildings on corner sites provide attractive facades on both sides of the street and avenue.
3. Orient development to face onto the street to help create a pedestrian friendly environment.
4. Require higher density residential development along University Avenue, 114 Street, 76 Avenue and 71 Avenue to provide an attractive facade oriented to existing lower density housing and new infill development separated by an alleyway.
5. Require higher density residential development to feature individual private entries for ground floor units and incorporate porches and windows at ground level.
6. Minimize noise disturbance from LRT operations and roadways traffic through a combination of site design, building technologies and materials.
7. Ensure pedestrian scale design through smaller block lengths, building massing, facade design and detail, active ground floor, mid-block green space or walkways providing continuous landscaping.
8. Locate parking underground where possible.
9. Locate access to sites and any at-grade parking off the adjacent alleyway and along the rear of the building to the satisfaction of Transportation Services.
10. Require use of sympathetic, quality, contextually appropriate building materials.
11. Ensure appropriate transitions to existing adjacent 1-2 storey residences through means such as side yards and building setbacks.

#### 4.4.10 Sustainability

Sustainable building design and construction methods aim to improve the environmental, health, social and economic performance of new development within the plan area. McKernan and Belgravia residents identified green building as an important means of addressing climate change, energy and water security, waste reduction, healthy living and working environments, contributing to local economy and biodiversity. New development should incorporate the following green building features within the plan area.

##### Policies

1. Consider the City's Green Building Plan in the design of buildings to encourage the implementation of sustainable development principles and practices in the plan area.
2. Where possible, design buildings to include on-site alternative energy sources such as solar heat, solar electricity and solar energy.
3. 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.
4. Where feasible, incorporate low impact development solutions in the design of building sites and the public realm. Specific design considerations may include:
  - a) rain gardens
  - b) bioswales
  - c) rain water harvesting
  - d) permeable paving
  - e) subsurface integrated tree and storm water systems
  - f) reused and local materials for roadway construction
  - g) use of native plant material to establish a more sustainable street cross-section and community.
5. Support efforts to pursue urban agriculture (e.g. edible landscaping, community gardens) and establish food infrastructure and food businesses within the plan area.



#### 4.4.11 Crime Prevention Through Environmental Design

To enhance public safety within the McKernan-Belgravia Station ARP, the City of Edmonton Transit Oriented Development Guidelines recommend that Crime Prevention Through Environmental Design (CPTED) principles be applied. Crime Prevention Through Environmental Design is a pro-active crime prevention strategy based on the premise that the proper design and effective use of the built environment can reduce the incidence and fear of crime while improving quality of life. New development should be designed in accordance with the principles of CPTED. The following policies shall be considered in the evaluation of development proposals and improvements to parks and public open spaces.

##### Policies

1. Ensure clear sight-lines to the street and public spaces from within buildings, through their design.
2. Avoid the creation of areas hidden from view and isolated spaces through the design and placement of buildings and public spaces.
3. Provide a variety of uses and well designed public spaces which promote day-long and year-long use.
4. Design public spaces and buildings which provide a “hierarchy of space” ranging from public (i.e. sidewalks), to semi-public (i.e. café patios), to semi-private (i.e. front porches, shops and stores) to private (i.e. residential units) which supports their legitimate use.
5. Locate and design entrances, exits, fencing, landscaping and lighting to define spaces and to distinguish the appropriate type and time of use of space and to support the definition of a “hierarchy of space.”
6. Provide spaces and structures of high-quality, durable, materials that resist vandalism and are easily maintained.

#### 4.4.12 Accessibility

The plan strives to improve the livability of residents of all abilities and backgrounds by developing facilities and infrastructure that are accessible by all. The following policies shall be considered in review of development proposals, planning and design of public spaces:

##### Policies

1. Provide a range of housing design options as they relate to visitability, accessibility, and barrier free design in family and seniors housing.
2. Provide at-grade front access to all housing within the plan area where feasible.
3. Provide family oriented housing with a minimum of 2 bedroom units; individual unit access; flexible interior layout to accommodate changing life cycle needs; sufficient space for bulk storage either in suite or within easy access of the unit; and child-friendly design of interior space, private and common outdoor amenity areas (preferably visible from the kitchen).
4. Where possible, provide outdoor equipment or opportunities to exercise in the design of public open spaces for a range of users.
5. Provide mid-block curb cut(s) with painted access to facilitate vehicles with rear ramps for on-street parking accessibility, where feasible, at time of site redevelopment and neighbourhood renewal to the satisfaction of Transportation Services Department.



#### 4.4.13 Winter City

Winter is fundamental to Edmonton's image, identity and experience. The City of Edmonton's Winter City Strategy recommends that communities design for winter safety, comfort and celebration. The following policies shall be considered in the evaluation of development proposals and improvements to parks and public open spaces:

##### Policies

1. Ensure that site design, building scale, and placement take into account the prevailing winds, solar penetration and impact of shadowing on and off the site to prevent the creation of adverse microclimatic affects.
2. Design private developments and public spaces to accommodate snow removal and storage.
3. Incorporate design elements to protect pedestrians from cold, wind and ice including, but not limited to canopies, gallerias, colonnades and or arcades where there is high pedestrian traffic in one particular site or as a connector between two sites.
4. Design and maintain pedestrian walkways and bike routes for ease of use during winter.
5. Select exterior building materials and colours to be attractive and contribute to public realm.
6. Incorporate native landscaping (i.e. plants and trees) that provide variety, animation, colour and texture throughout winter.

#### 4.4.14 Affordable Housing

The plan encourages greater housing choice for households of varying sizes and income levels. The introduction of higher densities and additional housing forms will encourage more affordable housing into the plan area.

##### Policies

1. Provide high quality, safe and attractive housing for all.
2. Provide a mix of housing types and tenures that cater to a diverse range of household sizes, abilities, ages, incomes and lifecycle needs such as family oriented housing, student and seniors housing.
3. Strive for design and architectural excellence that does not discriminate affordable housing from for-profit market housing in terms of building type, massing, façade treatment, materials and quality of finishes.
4. Explore affordable housing opportunities including seniors housing on the St. Peter Centre site.
5. Encourage small scale infill, such as secondary suites and laneway housing, to provide affordable rental options.



#### 4.4.15 Historic Preservation

Edmonton has a rich cultural heritage that is worth preserving and celebrating. While it is recognized that much of the building stock in this neighbourhood is newer, its period architecture represents how this community grew and developed. By retaining and incorporating the better examples and known historic resources into future development, they will add to the richness of the neighbourhood's experience, character and historic built form to make a memorable impact on visitors and residents alike.

The preservation of the City's historic resources is administered through the use of the Register and Inventory of Heritage Resources in Edmonton and through the City's *"Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources in Edmonton."* The following policies seek to enhance the unique character and cultural continuity of McKernan and Belgravia neighbourhoods through the continued preservation, integration and enhancement of its historic resources from a variety of periods.

#### Policies

1. Identify and prioritize the preservation of those buildings and structures that are of historical or architectural significance and/or value. Preservation of buildings from any period will be considered. Ensure that these resources are protected, incorporated and/or enhanced into future development plans/proposals.
2. Promote the re-use of historic properties by providing advice, incentives, exemptions and appropriate regulatory relaxations that enable adaptive reuse and continued preservation.
3. Preserve historic buildings through regulations that require the retention and integration of character defining elements while allowing redevelopment opportunities. Priority will be given to those already identified in the plan including: 11541-University Avenue, 11519-University Avenue, 11511-75 Avenue, and 7425-Saskatchewan Drive.
4. Require that proponents of development being proposed adjacent to heritage buildings consult with the City Heritage Officer and provide a design which respects and compliments the character of the adjacent heritage building.
5. Promote public understanding of cultural and historical associations/events within the community by incorporating interpretive and artistic elements into building, public space designs, and public art commissions.







# Section 5 Implementation



## 5.1 Implementation

Preparation and adoption of the McKernan-Belgravia Station Area Redevelopment 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 enable the development 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 McKernan-Belgravia Station ARP outlines a vision that aims to enhance local neighbourhood character while increasing housing choice, transit use, commercial amenities, and public spaces in support of more sustainable community living. In order to achieve this, there must be a purposeful and focused implementation strategy that:

- Aligns and guides City, industry, and community stakeholders action to achieve the vision of the plan.
- Prioritizes for strategic projects within the plan area.
- Funds projects for successful implementation.
- Assists redevelopment and private investment opportunities.
- Monitors progress toward achieving the vision and objectives of the plan.





## 5.2

# Align and Guide Action

The policies in the plan identify projects that would enhance the McKernan-Belgravia station area and surrounding lands. This requires the City to work in coordination and partnership with community and industry to not only adopt the plan, but to fund capital improvements, leverage development opportunities and community interest, sustain focus and monitor area improvement over time.

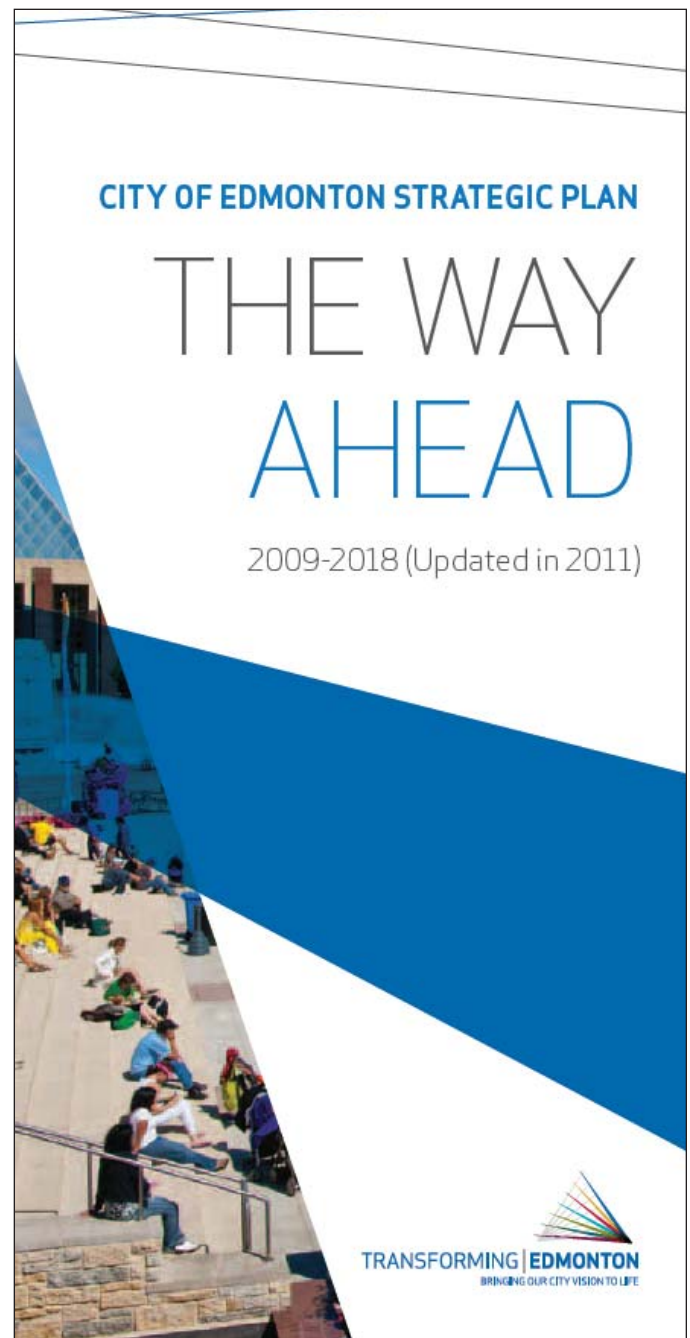
Implementation of the McKernan-Belgravia Station ARP must align with *The Way Ahead*, relevant directional plans, and capital funding processes in order to transform this area over the next 25 years. *The Way Ahead* – the City’s Strategic Plan – was adopted by City Council in 2008. It provides the City’s vision for Edmonton in 2040 and establishes six 10- year strategic goals to provide a clear focus for the future including:

- Transform Edmonton’s Urban Form
- Shift Edmonton’s Transportation Mode
- Improve Edmonton’s Livability
- Preserve and Sustain Edmonton’s Environment
- Ensure Edmonton’s Financial Sustainability
- Diversify Edmonton’s Economy

*The Way Ahead* forms the foundation of City work by guiding decision-making, and funding commitments in support of a high quality of life for Edmontonians.

The McKernan-Belgravia Station Area Redevelopment Plan will implement *The Way Ahead* by transforming urban form and shifting transportation modes in the affected neighbourhoods. The plan deliberately integrates land use and transportation infrastructure to better manage growth, focus development around light rail transit, increase housing choice, strengthen commercial retail services, encourage transit and active transportation, renew and optimize existing infrastructure, and ensure high quality design and pedestrian environment (i.e. public realm). Funding the implementation of this station plan will help realize a more compact, sustainable and livable Edmonton by 2040.

Since the establishment of *The Way Ahead*, City Council and Administration have developed additional detail and direction to focus City actions toward achieving the vision and goals. Six directional plans were developed to guide the City’s work to achieve each of the 10-year goals.



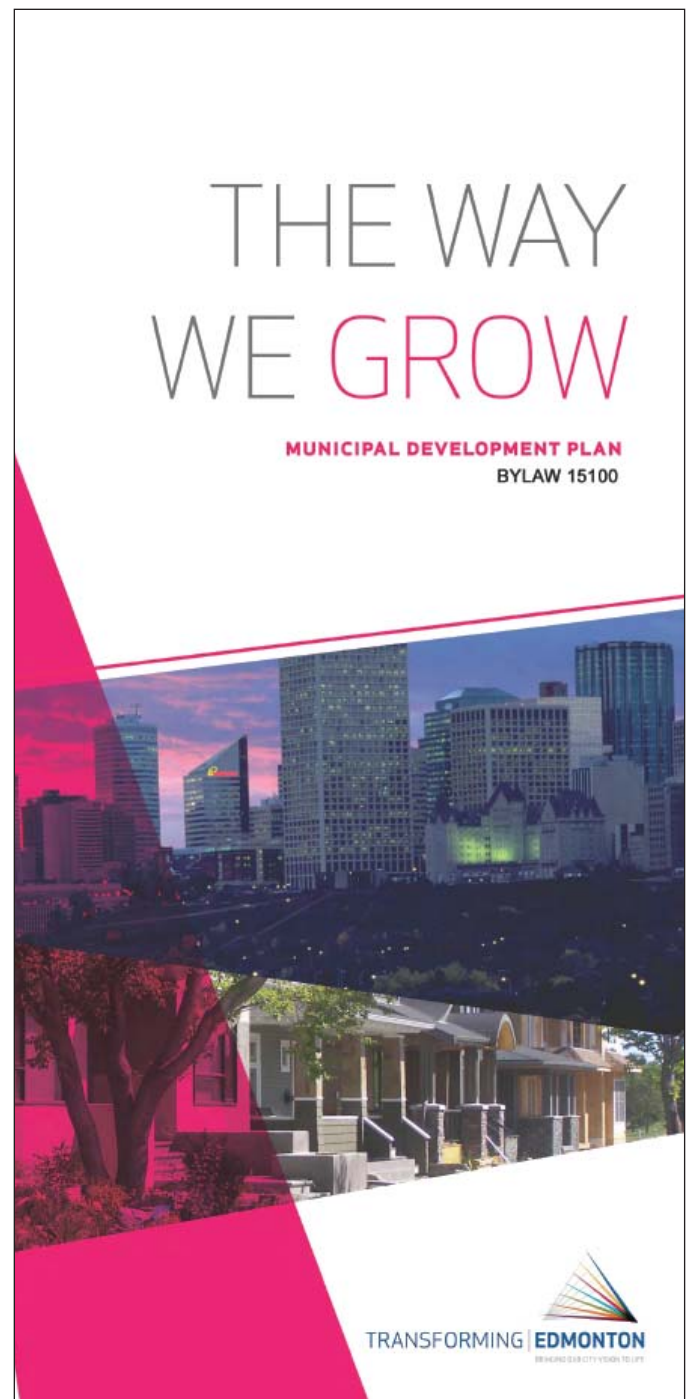


These plans provide long-term strategic direction on how The Way Ahead 10-year goals will be pursued by the City. Directional plans include:

- *The Way We Grow*: Municipal Development Plan
- *The Way We Move*: Transportation Master Plan
- *The Way We Live*: Edmonton's People Plan
- *The Way We Green*: Edmonton's Environmental Strategic Plan
- *The Way We Prosper*: A New Direction for Economic Development
- *The Way We Finance*: Edmonton's Financial Sustainability Plan (underway for 2013)

While all of the directional plans support transit oriented development in Edmonton, implementation of the McKernan-Belgravia Station Area Redevelopment Plan and transit oriented development directly supports *The Way We Grow* and *The Way We Move*. In line with the *The Way We Grow*, the ARP will provide medium residential growth around the existing LRT station and promote increased transit ridership and active transportation. It considers the need for a broader range of housing (e.g. family and seniors), to strengthen and encourage local businesses around the station, and enhance the quality of public spaces, streets and buildings necessary to attract reinvestment and renewal in McKernan and Belgravia.

Consistent with *The Way We Move*, the station plan also identifies opportunity for future retail commercial (a major trip generator) and apartment housing close to the existing LRT station while emphasizing pedestrian and bicycle friendly design. Because the plan encourages people to live, learn, work and shop nearby, it offers to shift transportation modes and reduce roadway congestion. Prioritization and funding of McKernan-Belgravia plan improvements are therefore an important next step to achieving both city and neighbourhood vision and goals.





## 5.3

# Funding and Priorities

This plan has been prepared in recognition of the changing economics of urban service delivery in Edmonton, limited City resources, and need to reinvest in mature neighbourhoods. Under this plan, residential densities will be increased and infrastructure optimized by focusing on transit oriented development, providing opportunity for a range of housing options, affordability, and mixed land uses within a more compact, walkable and attractive built form. As a result, some infrastructure renewal and upgrades are advisable to facilitate development and achieve the plan's long-term vision.

The McKernan-Belgravia Station Area Redevelopment Plan proposes incremental change that is expected to transform this area over the next 25 years into a more vibrant, livable, and sustainable community. The following key projects have been identified to effect real and lasting benefits for the area. The priority along with funding strategy will be further developed under the City's capital and operational budget process. Project priorities and funding will also be further developed in alignment with other corporate objectives.

### University Avenue – 114 Street Pedestrian Crossing

*Policy: 4.2.3 Active Transportation Network; 4.3.2 Character Streets*

The University Avenue-114 Street Pedestrian Crossing project would provide a direct pedestrian and bicycle connection from the existing shared-use path on the west side of 114 Street across University Avenue to the University of Alberta main campus. Currently, pedestrians and cyclists using the shared-use path along the west side of 114 Street must travel one block west to cross at 115 Street or cross three roads (and the LRT line twice) at 114 Street and University Avenue to access the western half of the University of Alberta main campus and Health Sciences LRT Station. Strengthening this crossing is fundamental to the plan's strategy to improve pedestrian connectivity, local active transportation mode share, and transit ridership to and from the station area.

### 76 Avenue Streetscape Improvements

*Policy: 4.2.1 Street Network; 4.2.2 Creating a Pedestrian Priority Area; 4.2.3 Active Transportation Network; 4.4.3 76 Avenue Corridor*

The 76 Avenue Streetscape Improvements project is fundamental to achieving the plan's vision. A four block corridor from 112 Street to 116 Street serves as 'main street' and transit hub for both McKernan and Belgravia neighbourhoods. Design and construction of pedestrian improvements such as wider sidewalks, pedestrian oriented lighting, street furniture, enhanced crosswalks, landscaping, and bicycle facilities would increase the attractiveness and walkability of the area immediately surrounding the station area essential to walk-up / visiting transit ridership and encourage mixed use redevelopment along 76 Avenue. This project would result in better land use and transportation integration, design and services at the heart of the McKernan and Belgravia neighbourhoods.





## Neighbourhood Renewal

*Policy: 4.2.1 Street Network; 4.2.2 Creating a Pedestrian Priority Area; 4.2.3 Active Transportation Network; 4.3.1 Neighbourhood Parks and Open Space; 4.3.2 Character Streets*

Neighbourhood Renewal for McKernan and Belgravia is essential to the plan's mobility, public realm, land use and built form strategy. Renewal of roadway, sidewalk and lighting infrastructure would benefit all transportation modes (i.e. personal automobile, transit, cycling, walking), maintain the urban grid street pattern, and increase accessibility within these neighbourhoods. As McKernan and Belgravia are identified for neighbourhood renewal after 2018, opportunity exists to leverage this work with additional public realm and streetscape improvements identified for implementation under this plan, and setting the stage for additional private sector investment in the area. Secure funding and confirmation of neighbourhood renewal would contribute to long-term sustainability of McKernan and Belgravia in fulfillment of the plan's vision.





## 5.4

# Assist Redevelopment

Lands within the McKernan-Belgravia station area will benefit from an updated vision and planning framework, new development opportunities, and City investment in an improved physical environment. New development will contribute to the on-going vitality of the area. Staging of development within the plan area will be dependent on a number of factors such as market demand, land ownership preference and consolidation of properties, available servicing, and applications for new development. Development funded improvements to the area are outlined in the policies that follow.

### 5.4.1 Amendments to the Zoning Bylaw

#### Policies

1. Facilitate amendments to the Edmonton Zoning Bylaw for development that aligns with the land uses and design characteristics indicated in this plan.
2. Where feasible use conventional zoning already established under the City of Edmonton Zoning Bylaw 12800 to implement the plan. Where the density or the floor area ratio of a proposed development cannot be achieved through conventional zoning and or where the policies or developer obligations contained in this plan cannot be assured through conventional zoning, a (DC2) Site Specific Development Control Provision should be used. This includes sites along University Avenue and 114 Street where greenway or alley requirements will need to be built into the zoning.
3. Assess the feasibility of expanding the locational criteria for garage and garden suites to include sites within 400 meters of existing or future LRT stations and transit centres.
4. Prepare changes to the Pedestrian Commercial Shopping Street Overlay to ensure that it is feasible for developments along collector roadways.
5. Require the Pedestrian Commercial Shopping Street Overlay to be applied in conjunction with any commercial rezoning.
6. Consider reductions to vehicular parking requirements, and increases to bicycle parking requirements.
7. Provide a Transportation Impact Assessment in conjunction with new development proposals as required by the Transportation Services Department.
8. Require provision of the abutting portion of the back alley, green spine and open space improvements (e.g. street furniture, hard and soft landscaping) as a condition of development along 114 Street.
9. Require provision of the abutting portion of greenway, and adjacent on-street parking as illustrated in Figure 14: University Avenue Cross Section as a condition of development along University Avenue.



Figure 24: Buildings Subject to Redevelopment

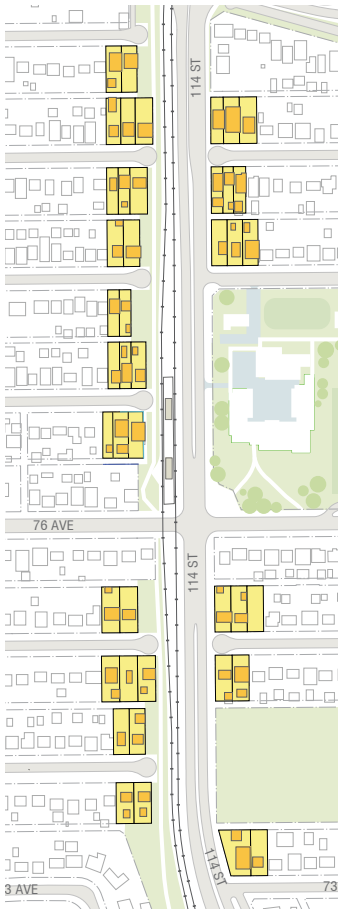
- Existing buildings subject to small scale infill
- Existing buildings planned for low to medium scale redevelopment
- LRT Station





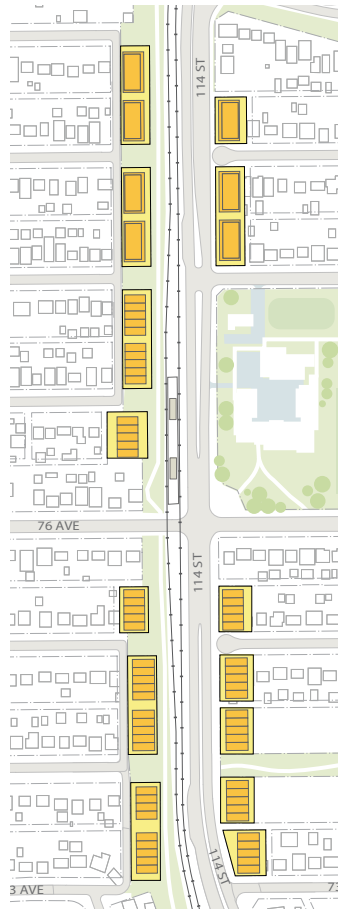
Figure 25: 114 Street Corridor Redevelopment Potential

### Existing Condition



Note: For illustrative purposes only

### Development Concept



### Existing Conditions

Residential development flanking on to 114 Street

Per typical block (on average):  
5 Properties or 5 single-detached houses

Entire Corridor (approximate):  
43 Properties or 43 single-detached houses

Linear Open Space:

Inconsistent condition - open space varies in width, design characteristics and relationship to alleyways and cul-de-sacs.

### Development Concept

Residential development fronting on to 114 Street

Per typical block (on average):  
Potential of 20 stacked row houses or approximately 40 apartment units accommodated in the form of 2 apartment buildings

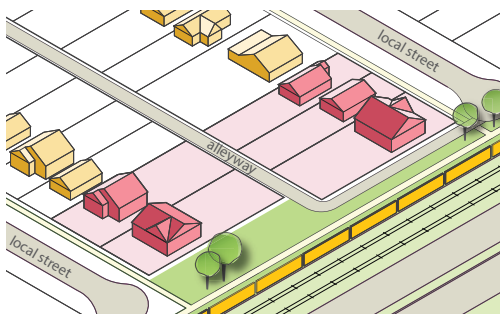
Entire Corridor (approximate):  
Potential for 14 development sites of 260 stacked row houses and 140 apartment units to be accommodated as shown.

Linear Open Space:

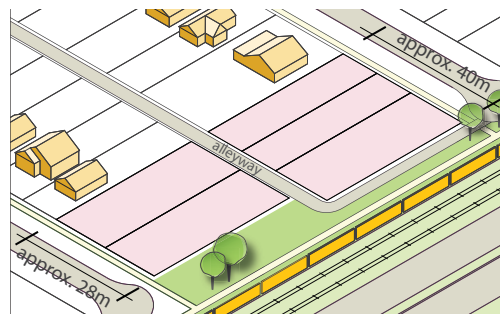
Consistent condition - open space is consistent in width, design characteristics and relationship as it is continuously lined with new residential frontage creating 'eyes on the street'. Small pockets of open space have also been introduced to enhance passive recreation and opportunities to socialize within the community.

Figure 26: 114 Street Corridor Typical Block Redevelopment

### 1) 5 Properties and 5 detached homes impacted



### 2) Property depths ranging from 20m to 40m

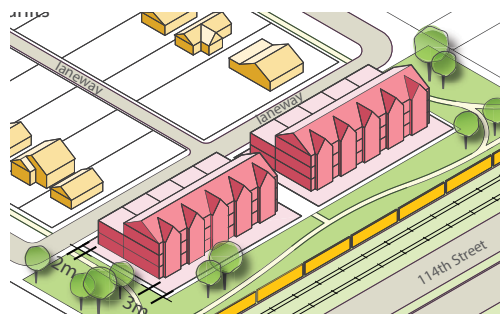


### 3) 5 Original properties translate into 10 new frontage lots



Note: For illustrative purposes only

### 4) 10 Frontage lots can accommodate 20 stacked row houses





## 5.4.2 Road Closures

### Policies

1. Encourage road closure of surplus road right-of-way on the west side of 114 Street to facilitate lot consolidation in areas identified for redevelopment and intensification within this plan.

## 5.4.3 Infrastructure Upgrades

### Policies

1. Undertake Neighbourhood Renewal construction in the McKernan and Belgravia neighbourhoods as soon as funds allow.
2. Require water line upgrades, where necessary, as a condition of development. EPCOR Water will provide in-house modeling of the water network for each specific redevelopment within the plan area including review of existing water system, available fire flows and hydrant spacing. All costs associated with providing City standards of water supply, including any changes to the existing water infrastructure required by this plan will be the responsibility of the application landowner(s). EPCOR Water requests contact a minimum of 1 year in advance of redevelopment.
3. Explore new opportunities through the development process to increase landscaping and green spaces in McKernan and Belgravia.

## 5.4.4 Development Permit Applications

### Policies

1. Have regard for the direction contained in this plan when considering Class B development permit applications.
2. As determined by City departments and utility agencies at the time of application, make infrastructure upgrades beyond those mentioned in section 5.4.3 a requirement of development.
3. Ensure development permit applicants are aware of the reduced parking requirements within 400 meters of an LRT station.

## 5.4.5 Plan Amendments

### Policies

1. Give due consideration to proposed amendments to the McKernan-Belgravia Station Area Redevelopment Plan.
2. Ensure that in all but exceptional circumstances, amendments are consistent with the vision, guiding principles and objectives of the McKernan-Belgravia Station ARP. The proponent of an amendment will be required to submit a formal request for an amendment, stating the reasons for the proposed amendment, along with information on how it conforms with the plan's vision, guiding principles and objectives.



## 5.5

# Monitor the Plan

While the McKernan-Belgravia Station Area Redevelopment Plan is transformational in nature, it also builds on development expectations, amenities and services valued by local residents and businesses. The implementation strategy recognizes this relationship and that in order to achieve the vision of the plan, progress must be measured and the plan updated over time.

### 5.6.3 Monitoring and Updating the Plan Policies

#### Policies

1. Monitor the policies of this plan annually for their effectiveness and adaptation to changing conditions.
2. Prepare amendments to this plan as necessary to ensure that it remains a useful and relevant framework for transit oriented development within McKernan and Belgravia.
3. Monitor and consider expansion and/or modification of the residential parking program that exists in McKernan and Belgravia as redevelopment occurs within the plan area.







## Section 6

# Glossary



Accessible	The ability or ease that a person with a physical, developmental or sensory disability, or with limited language skill, may approach, enter and use buildings, facilities and services, as well as receive or send communication or information.
Accessibility	Ease of access.
Active Transportation	Any mode of transportation by which people use their own energy to power their motion and includes walking, running, cycling, cross-country skiing, skateboarding, snowshoeing, roller blading, and use of a mobility aids.
Affordable Housing	Housing that requires no on-going operating subsidies and that is targeted for occupancy by households who are earn less than the median income for their household size and pay more than 30 percent of that income for housing and require no in-situ support services.
Age Friendly Design	An age friendly built environment includes a safe pedestrian environment, safe street crossings, easy to access shopping centres, a mix of housing choices, nearby health centers and recreational facilities. Additional age friendly urban design features could include non-slip materials on footpaths, adequate street and park furniture and awnings for weather protection, legible and pedestrian scale signage, well-lit walking areas, and the incorporation of Crime Prevention Through Environmental Design Principles.
Area Redevelopment Plan	A statutory plan that is primarily applied to mature areas and may designate an area for the purpose of preservation or improvement of land and buildings; rehabilitation of buildings; removal of buildings and/or their construction and replacement; or, the relocation and rehabilitation of utilities and services.
Arterial Roads	Intended to carry large volumes of traffic between areas ("through" traffic) with fewer access opportunities to adjacent developments and are defined by the Transportation System Bylaw.
Barrier Free Design	The absence of obstacles in an environment, therefore safer and easier access to buildings and the use of those buildings, related facilities and services for all persons.
Bicycle Station	A covered or enclosed facility where bike lockers, bike storage, changing rooms and/or repair facilities are located.
Bike Lane	A designated roadway lane for cyclists only including 'contra-flow lanes'.
Biodiversity	The number and variability of organisms found within a specified geographic region; this includes diversity within species, between species and of ecosystems.
Built Environment	Artificially created fixed elements, such as buildings, structures, devices, and surfaces, that together create the physical character of the area.
Collector Roads	Provide neighbourhood travel between local and arterial roads and direct access to adjacent lands. Buses generally operate on collector roads within neighbourhoods.



Complete Community	A community that is fully developed and meets the needs of the local residents through an entire lifetime. Complete communities provide certainty to residents on the provision of amenities and services and include a range of housing, commerce, recreational, institutional and public spaces. A complete community provides a physical and social environment where residents can live, learn, work and play.
Complete Streets	Streets designed to enable safe and efficient access for people using a variety of transportation modes (automobile, truck, transit, walking, wheelchair, jogging, cycling) and for users with varying levels of physical and cognitive abilities or sensory impairments.
Connectivity	The directness of routes between origins and destinations and the density of connections in a pedestrian or road network. A connected transportation system allows for more direct travel between destinations, offers more route options, and makes active transportation more attractive.
Crime Prevention through Environmental Design (CPTED)	CPTED is a pro-active crime prevention strategy that focuses on an analysis of how the features of the environment and the policies that govern its management and use can constrain criminal activity. CPTED strategies are based on the premise that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime and improve the quality of life. Emphasis is placed on the physical environment, productive use of space, and behaviour of people to create environments that are absent of environmental cues that cause opportunities for crime to occur.
Density	The number of dwelling units, square meters of floor space, or people per acre or hectare of land.
Edmonton Design Committee	A City Council appointed board that reviews major development applications, all direct control zoning applications and public projects within a defined geographical area including the Downtown and surrounding area. The area of review includes the Downtown, Whyte Avenue, Calgary Trail, Gateway Boulevard and other select areas of Edmonton. The EDC was formed under bylaw as a committee of Council to improve the quality of urban design in the city of Edmonton.
Family Oriented Housing	Housing that is suitable for families with children. This form of housing includes the following features: ground orientation (direct access to the street); clearly defined private open space; access to adequate storage, including storage and bicycle storage; and adequate dwelling area for two or more bedrooms which are separate from living and kitchen.
Infill Development	Development in the existing areas of a city, occurring on vacant or underutilized lands, or behind or between existing development and which is compatible with the characteristics of the existing area.
Infrastructure Municipal	The physical assets developed and used by a municipality to support its social and economic activities. The City of Edmonton's infrastructure inventory includes such diverse assets as drainage, roads and right-of-way infrastructure, parks and green spaces, buildings, fleet vehicles, LRT and transit facilities, buildings, traffic control infrastructure, recreation facilities, computer networks, affordable housing and library resources.



Intensification	The development of a site at a higher density than currently exists. Intensification can be achieved through: redevelopment (including brownfield and greyfield sites), development of vacant /underutilized lots, the conversion of existing buildings or through infill development in previously developed areas.
Key Pedestrian Street	A focal street that is specifically designed to accommodate foot traffic, to encourage activity and interaction with the intention to make people of various ages and abilities feel engaged and comfortable in the surroundings. Although such a street is more often open to vehicles and bicycles, the pedestrian will be the focus. Urban design considerations will include, but are not limited to, the incorporation of wide well-lighted sidewalks, pedestrian-level building details, transparent storefronts, regular building entrances, attractive street furniture, appropriate landscaping and remedial wind screening if practical.
Leadership in Energy and Environmental Design (LEED)	A third-party certification program and benchmark for the design, construction and operation of high performance green buildings and neighbourhoods.
Light Rail Transit (LRT)	Electrically powered rail transit running on light gauge rail and operating in exclusive rights-of-way or dedicated running ways below, above, or at grade in trains of multiple articulated cars.
Livability	The environmental and social quality of an area as perceived by residents, employees, customers and visitors. This includes safety and health (traffic safety, personal security, and public health), local environmental conditions (cleanliness, noise, dust, air quality, and water quality), the quality of social interactions (neighbourliness, fairness, respect, community identity and pride), opportunities for recreation and entertainment, aesthetics, and existence of unique cultural and environmental resources (e.g., historic structures, mature trees, traditional architectural styles).
Main Street Concept	A principal street that contains a dynamic mix of uses and is the focal point of an area. The street should consist of finer grid (narrower) properties fronting directly onto a generous public sidewalk designed to create an enjoyable pedestrian environment.
Mature Neighbourhoods	Edmonton's mature neighbourhoods are the neighbourhoods within the Mature Neighbourhood Overlay (MNO). These neighbourhoods are well-established and were effectively built out by 1970. These areas are primarily residential.
Mature Neighbourhood Overlay	The Mature Neighbourhood Overlay is contained within the Zoning Bylaw and is used to ensure that new development in Edmonton's mature residential neighbourhoods is sensitive in scale to existing development, maintains the traditional character and pedestrian-friendly design of the streetscape, ensures privacy and sunlight penetration on adjacent properties and provides opportunity for discussion between applicants and neighbouring affected parties when a development proposes to vary the Overlay regulations.
Mixed Use Development	Development that includes a mixture of different land uses such as: residential, commercial, institutional, recreational, and public spaces. It generally refers to development where different uses are not only combined on the same site but also within buildings themselves. An example might include residential apartments located above a commercial space located on the lower floors of a building.



Mobility	Refers to the movement of people and goods and reducing the constraints on physical movement by decreasing travel times and increasing transportation options. Mobility is higher when average travel times, variations in travel times, and travel costs are low.
Multi-Family Residential	Attached units, such as semi-detached dwellings and duplexes, as well as low and high-rise apartments/condominiums.
Municipal Development Plan (MDP)	A statutory plan which guides the future growth and development of a municipality.
Municipal Government Act (MGA)	The primary provincial legislation that governs municipalities. The MGA sets out the legislated roles and responsibilities of municipalities and municipal officials.
Municipal Reserve	Land that is acquired at the time of subdivision for schools, parks and other municipal purposes pursuant to the Municipal Government Act, R.S.A. 2000, c. M-26.
Neighbourhood	A residential area with an appropriate mix of housing types with convenience-type commercial facilities and where appropriate, schools or park facilities.
On-Site Parking	Vehicle parking stalls provided within the development site that are privately owned and maintained.
Open Space	Areas of land and water that are semi-natural in composition. Such spaces could include active recreation parks, schoolyards, conventional stormwater management facilities and some boulevards.
Park	Any property, developed or not, that is owned, controlled or maintained by the City and that is: <ol style="list-style-type: none"> <li>1. intended to be used by members of the public for recreation as a natural area</li> <li>2. preserved as a natural area</li> <li>3. used as a cemetery</li> <li>4. zoned AP (public parks), A (metropolitan recreation), AN (River Valley activity node) or US (urban services)</li> <li>5. contained in the North Saskatchewan River Valley and Ravine System Protection Overlay as described in the City bylaw governing land use</li> <li>6. designated as municipal reserve, environmental reserve or a public utility lot pursuant to the Municipal Government Act</li> <li>7. that portion of any boulevard contiguous with, partially within, or fully within any property described above</li> </ol>
Pedestrian Friendly	See: Walkability
Pedestrian Oriented	See: Walkability
Policy Statement	A statement describing a preferred course of action regarding a particular issue or situation.



Public Art	Artwork which is accessible to the general public and has aesthetic qualities. Typically this art takes into consideration site and context.
Public Space	Space on public or private property within an establishment or outside an establishment, which is open to the public.
Public Transportation	A transportation system that transports the public. In Edmonton, Edmonton Transit is the public transportation body, and the system is comprised of bus, DATS, and LRT services. In Edmonton, the Vehicle for Hire Commission oversees the operation of taxis and related businesses.
Shared-Use Lane	Shared-use lanes are on-street traffic lanes shared by motorists and bicycles that are marked to indicate either side by side or single file travel. Shared-use lanes are identified by the use of sharrows, which are pavement markings consisting on an image of a bicycle capped by a pair of arrows indicating a shared-use lane. Shared use lanes guide cyclist on the road and remind drivers to expect cyclist in the lane.
Shared-Use Path	A facility for active transportation modes that supports multiple non-motorized transportation and recreation opportunities, such as walking, bicycling, and inline skating.
Single Family Housing	One structure, typically with one dwelling unit, which may include a secondary suite.
Small Scale Infill	Refers to secondary suites, garage suites, garden suites, duplexes, semi detached dwellings, row housing and apartment housing up to four dwellings per site.
Streetscape	All the elements that make up the physical environment of a street and define its character, including: the road, boulevard, sidewalk, building setbacks, height and style. It also includes paving treatments, trees, lighting, pedestrian amenities and street furniture.
Sustainability	A way of living which meets the needs of the present and does not compromise the ability of future generations to meet their own needs. It requires an integrated, holistic view of urban environments and defines sustainability in the context of interrelated ecosystems encompassing economic, social, environmental and cultural sustainability. The principle of sustainability also includes financial sustainability, ensuring urban planning recognizes and addresses resource constraints and capacities.
Transit Centre	A major focal point or activity centre specifically designed and developed for ETS services. Transit Centre locations often coincide with other major activity nodes such as shopping centres and spectator sports venues to promote multi-purpose trips and provide convenient route interchange facilities. Transit Centres are the interfaces between 'main line' and express service routes and local feeder and community bus services.
Transit Corridor	A corridor along which transit rail vehicles or buses operate on street in dedicated lanes or mixed traffic, depending on the transit service provided.
Transit Oriented Development (TOD)	Urban development that is planned and integrated with an LRT station at its core. In TOD, housing, shopping and employment are concentrated along a network of walkable and bikeable streets within 400 metres of the transit station.



Transit Oriented Development (TOD) Guidelines	The Transit Oriented Development (TOD) Guidelines identify the appropriate transit oriented development around LRT stations and transit centres. They assist the City, businesses and citizens to plan ahead for the integration of transit and land use in station areas and used to communicate the City's expectations and to assess rezoning or planning proposals by property owners, developers and their designers.
Transit Station	Locations where multiple buses (transit centres) and/or LRT trains (transit stations) can stop simultaneously to allow transfers between routes.
Transportation Corridor	<p>A linear or continuous corridor that allows the passage or conveyance of vehicles or people. A transportation corridor can include any of the following:</p> <ol style="list-style-type: none"> <li>1. Arterial roads and highways</li> <li>2. Railways</li> <li>3. Transit right of ways for buses and light rail</li> <li>4. Shared-use path corridors along utility rights-of-way</li> </ol>
Universal Design	The design of buildings, streets, transportation systems, and public spaces that accommodate the widest range of potential users. This is accomplished by removing barriers for those with mobility, visual and hearing impairments, and accounting for other special needs.
Urban Design	The art of arranging the external physical environment to support human activities. It evolves from many public and private decisions, made over time, in land use planning, architecture, engineering and development fields. Urban design creates a visually appealing urban environment. It plays a fundamental role in creating urban and natural environments that foster strong local business, create strong communities, and contribute to quality of life.
Urban Form	The physical layout and design of the city.
Utilities	Facilities for gas, electricity, telephone, cable television, water, storm and sanitary sewer.
Visitability	A sustainable, affordable and inclusive approach to home design that promote three features: a non-stop entrance, widened doorways to accommodate mobility aids, and a bathroom on the main floor.
Walkability	A built environment designed to make travel on foot convenient, attractive and comfortable for people of various ages and abilities. Considerations include the directness of the route, safety, amount of street activity, mix of land uses, local destinations, separation of pedestrian and auto circulation, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.
Winter City	A concept for communities in northern latitudes that encourages them to plan their transportation systems, buildings, and recreation projects around the idea of using their infrastructure during all four seasons, rather than just two seasons (summer and autumn).
Zoning Bylaw	The land use bylaw that divides the city into zones and establishes procedures for processing and deciding upon development applications. It sets out rules which affect how each parcel of land in the city may be used and developed. It also includes a zoning map.