Welcome

The purpose of the workshop is to present the Draft McKernan/Belgravia Station Area Plan. Workshop participants are asked to review the information presented and provide comments back to the consulting team. Feedback from this workshop will be used to prepare a final plan for presentation to Edmonton City Council in early 2013.
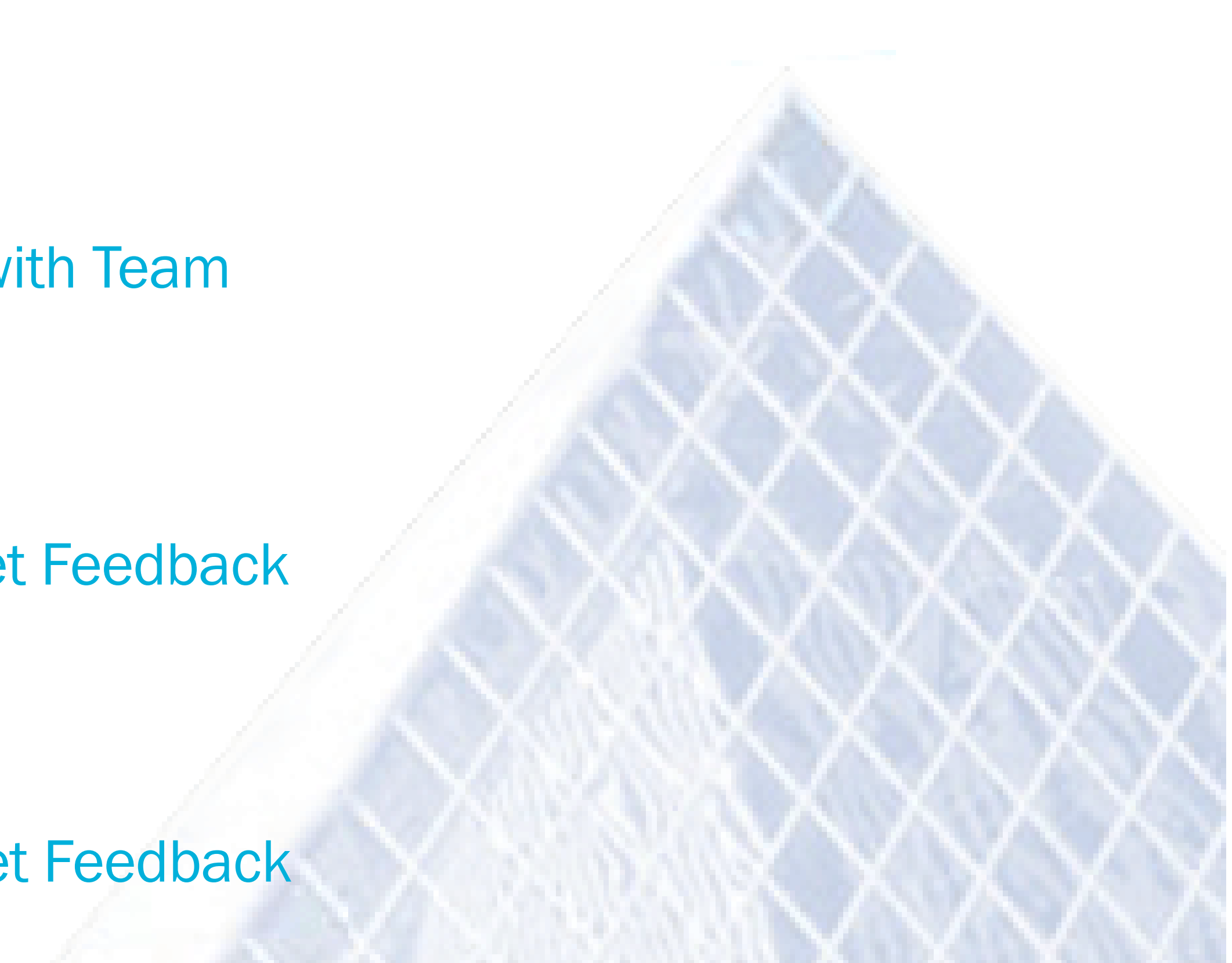
Tonight's Agenda

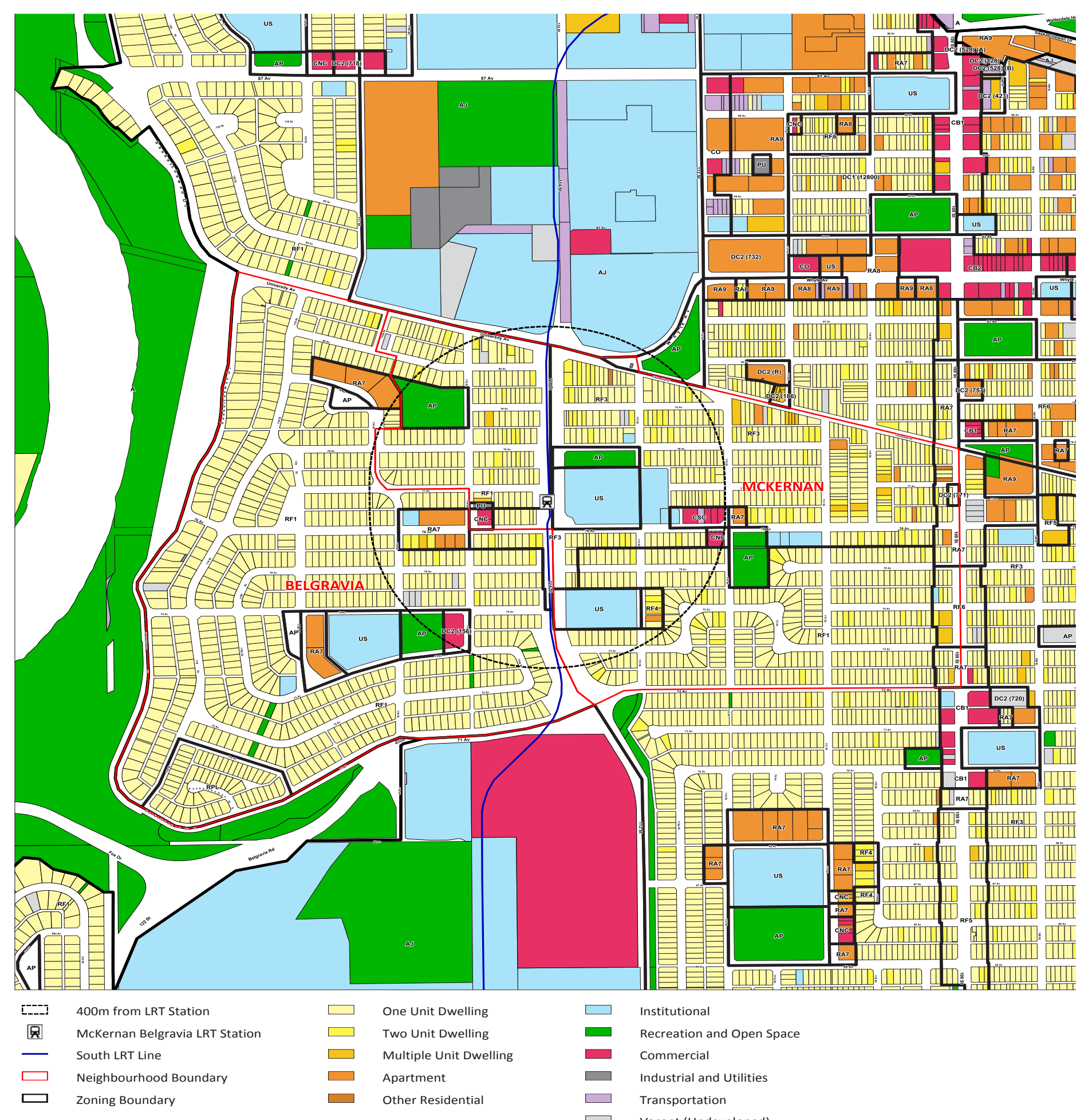**6:00 - 6:30 pm**   Welcome and Tour Panels with Team

6:30 - 7:00 pm   Presentation #1

7:00 - 8:00 pm   Tour Panels with Team & Get Feedback
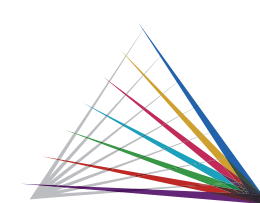
8:00 - 8:30 pm   Presentation #2

8:30 - 9:00 pm   Tour Panels with Team & Get Feedback

Phase I August - November 2011	Phase II December 2011 - March 2012	Phase III April - October 2012	Phase IV October - December 2012
Reconnaissance and Exploring Opportunities and Constraints	**Exploring Development and Evaluation of Alternatives**	**Draft Station Area Plans**	**Final Plans/ Approvals**

Stakeholder Interviews

Public Workshop #2 Develop Designs for Stakeholders and Public at Open House

Public Workshop #3 Presentation Draft Station Area Plans

Public Hearing on Station Area Plans

Public Workshop #1 Intro to TOD and Station Area Analysis

WE ARE HERE

McKernan/Belgravia Station

400m from LRT Station	One Unit Dwelling	Institutional
McKernan Belgravia LRT Station	Two Unit Dwelling	Recreation and Open Space
South LRT Line	Multiple Unit Dwelling	Commercial
Neighbourhood Boundary	Apartment	Industrial and Utilities
Zoning Boundary	Other Residential	Transportation
		Vacant (Undeveloped)

McKernan/Belgravia Station Area Zoning Map

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Workshop Two: What we Heard

At Workshop Two the consultant team presented alternative design concepts for the McKernan/ Belgravia Station Area Plan. Workshop participants were then asked to review the alternative concepts and provide comments to the consultant team. Below is a summary of the comments received.

1 Incorporate a wide variety of housing options in the communities including: family-oriented housing, seniors housing and student housing

2 Retain the existing park space in the communities

3 Improve at-grade pedestrian and bicycle crossings at 114 Street and University Avenue

4 Protect and enhance the bicycle routes through the communities

5 Encourage the development of new community amenities and neighbourhood serving commercial developments

6 Retain the noise wall adjacent to the LRT tracks

7 Include design guidelines to ensure quality development for both new and infill development

8 Incorporate universal design principles, such as at grade access to buildings in design of public and private developments
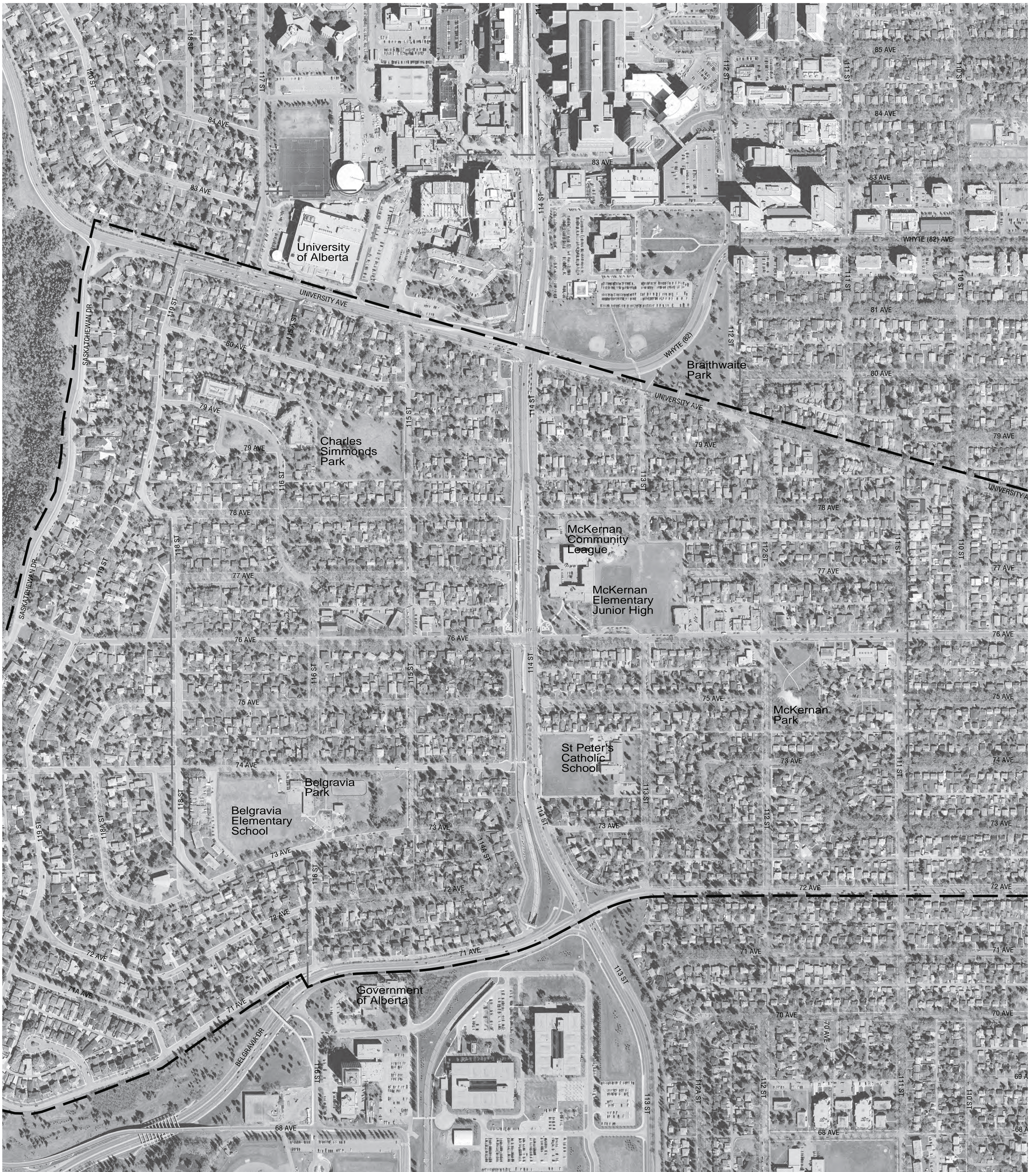

9 Public improvements should keep pace with private redevelopment

10 Encourage environmentally sustainable design in public and private development

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The Station Area Today

The Plan Boundary

The Area Today

McKernan/Belgravia are attractive and desirable neighbourhoods primarily comprised of low density single family homes and a modest amount of low scale multi-family dwelling units. They are defined by mature trees and streetscapes, a variety of housing and architectural styles, mature park and open spaces, an elementary-junior high school across from the LRT station, and a limited amount of largely isolated commercial development located on 76 Avenue on both the east and west sides of 114 Street which bisect the community and represent the primary movement corridor within these communities. Given the location of the neighborhoods and their proximity to some of Edmonton's major institutions and employment centres, including the University of Alberta Main Campus and South Campus, and the

University Hospital, they are not only attractive to families, but also to professionals, students and seniors who utilize these institutions and who value close proximity to other important city wide amenities.

It is clear through the number of recent duplex developments and single family conversions to multi-family units that the neighbourhoods are under increasing pressure to provide a more diverse range of housing choices to accommodate the needs of working professionals, families, seniors and students. At the same time, there is also a need to recognize, preserve and protect the fundamental low density single family character which defines much of these neighbourhoods and which many people find attractive.

MCKERNAN/BELGRAVIA
STATION
AREA PLAN

Vision & Guiding Principles

The McKernan/Belgravia Station Area will accommodate transit oriented development by focusing redevelopment and intensification at 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, 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 and an improved physical environment, while preserving the fundamental nature of this well-loved and desirable community.

76 Avenue main street   LRT station   McKernan School   neighbourhood infill

76 Avenue

114 Street

74 Avenue

Development Concept Illustrated

Arts Park   74 intersection   St Peters training centre site

McKernan/Belgravia Transit Oriented Development Principles

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

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 area should not exceed 4 storeys, excepting the 'gateway location' at University Avenue where 6 storeys will be allowed.

Protect and stabilize 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.

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 improve linkages to trails and networks outside the communities. Wherever feasible, encourage the planting of trees in public spaces to increase the urban forest.

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.

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.

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.

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.

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