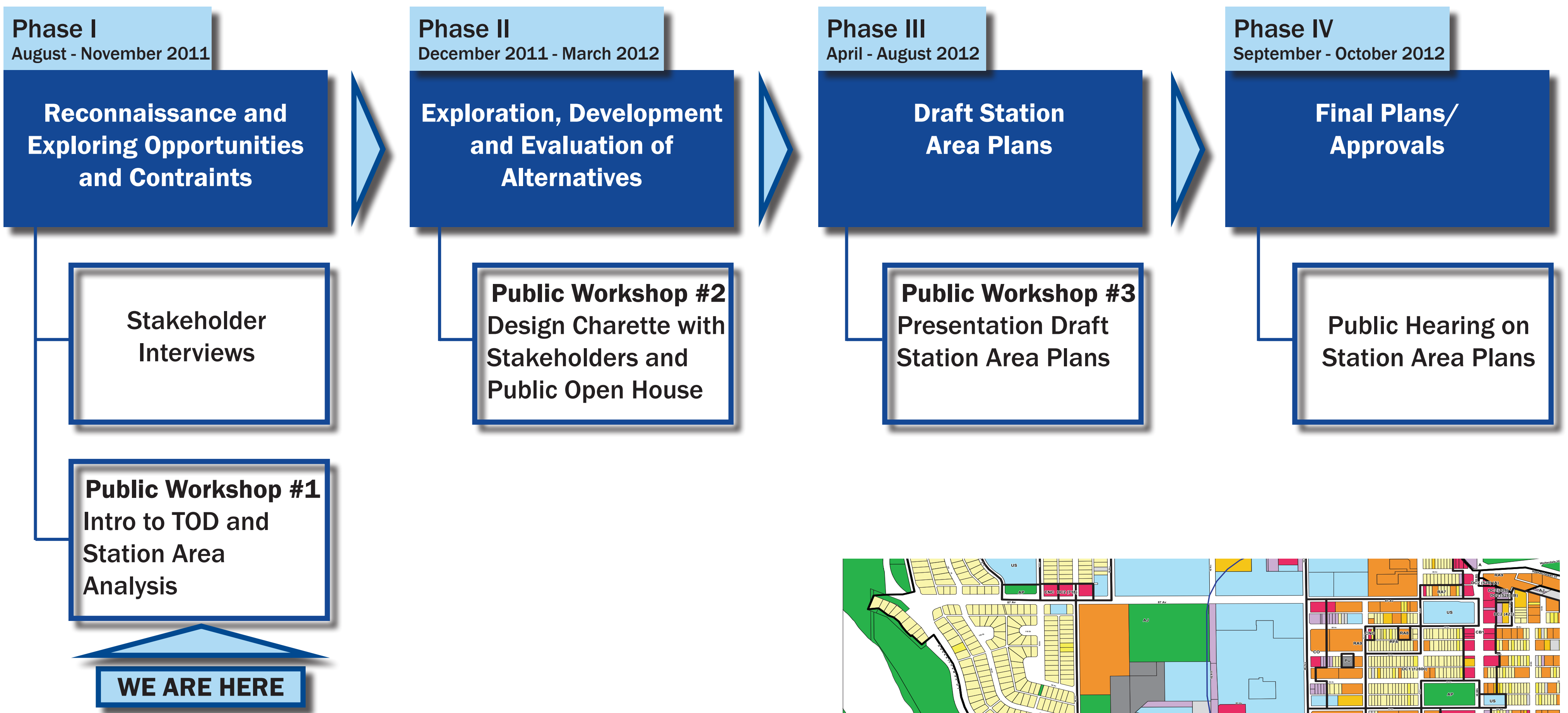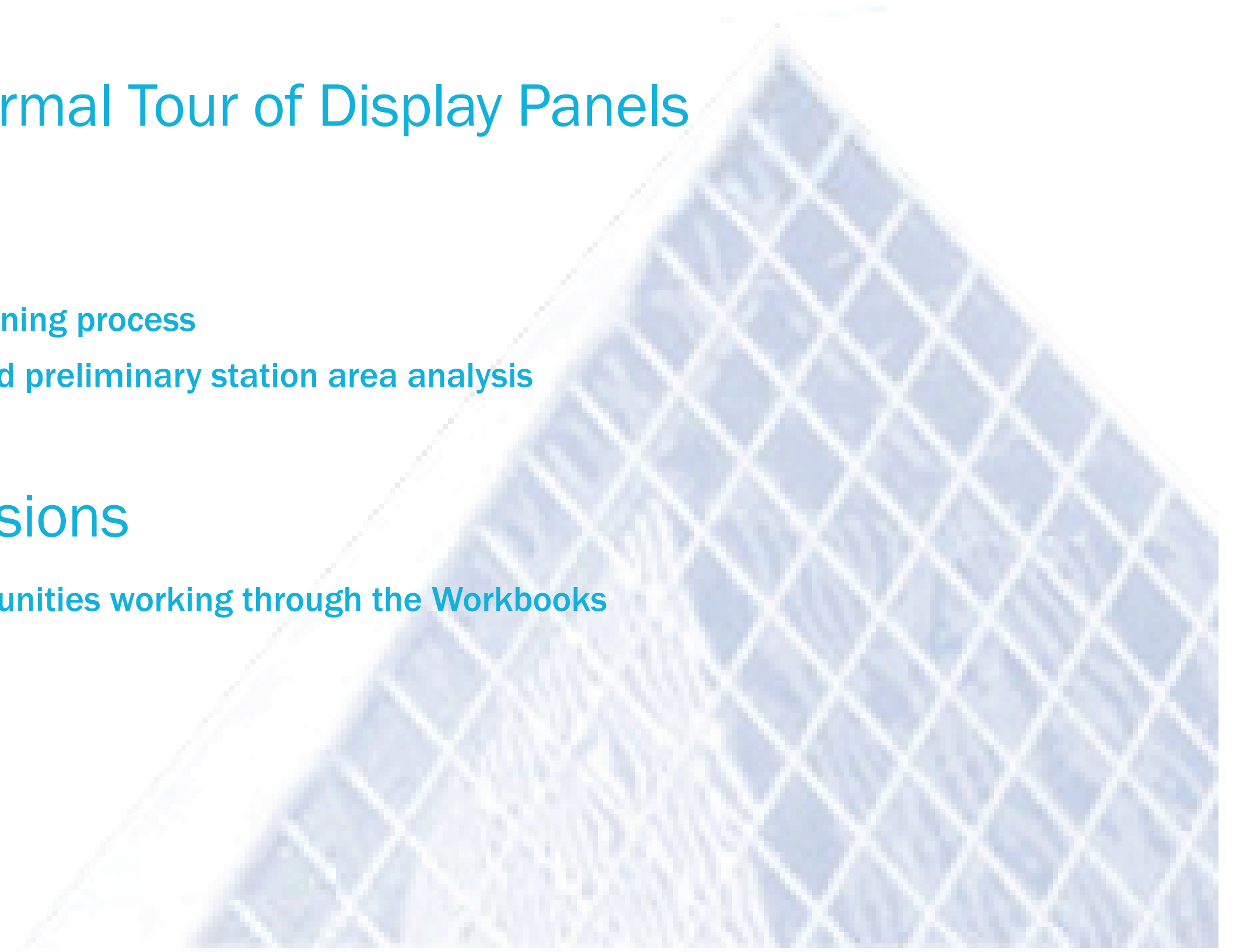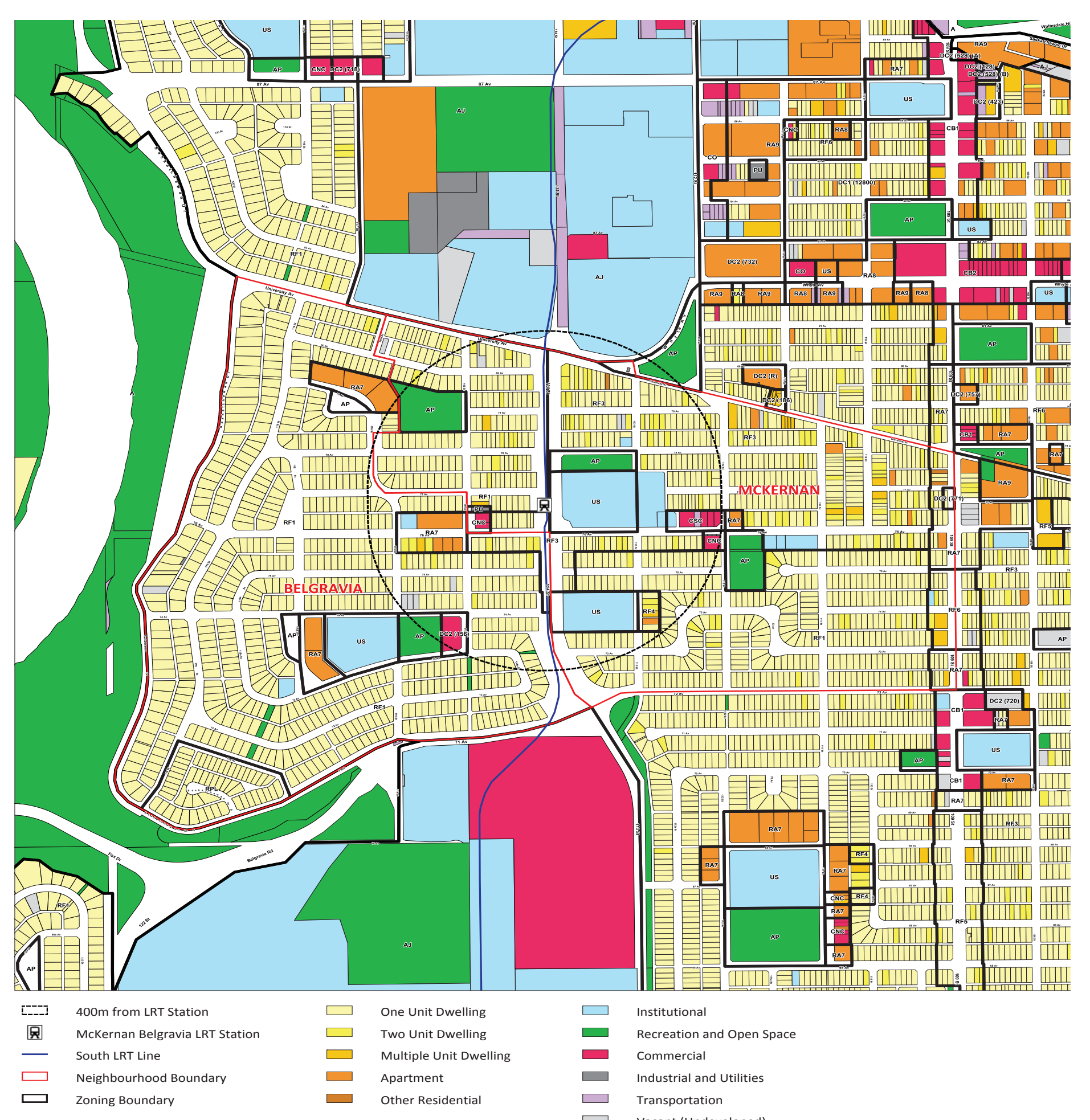# Welcome

The Purpose of the workshop is to inform you about the process to create a station area plan for the McKernan/Belgravia LRT station, introduce the concept of TOD, or transit oriented development, provide important background information and collect community input for this station area planning process.
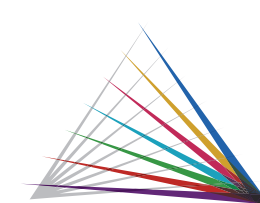
Tonight's Agenda

6:00 - 7:00 Coffee, Registration, and Informal Tour of Display Panels

7:00 - 7:45 Presentation
Introduction of planning team, study goals, planning process
Presentation: TOD and station area planning and preliminary station area analysis

7:45 - 8:45 Table Breakout Group Discussions
Station Area's strengths, challenges and opportunities working through the Workbooks

8:45 - 9:15 Groups Report Back

9:15 Wrap Up and Next Steps

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

Stakeholder Interviews

Public Workshop #2 Design Charette with Stakeholders and Public 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

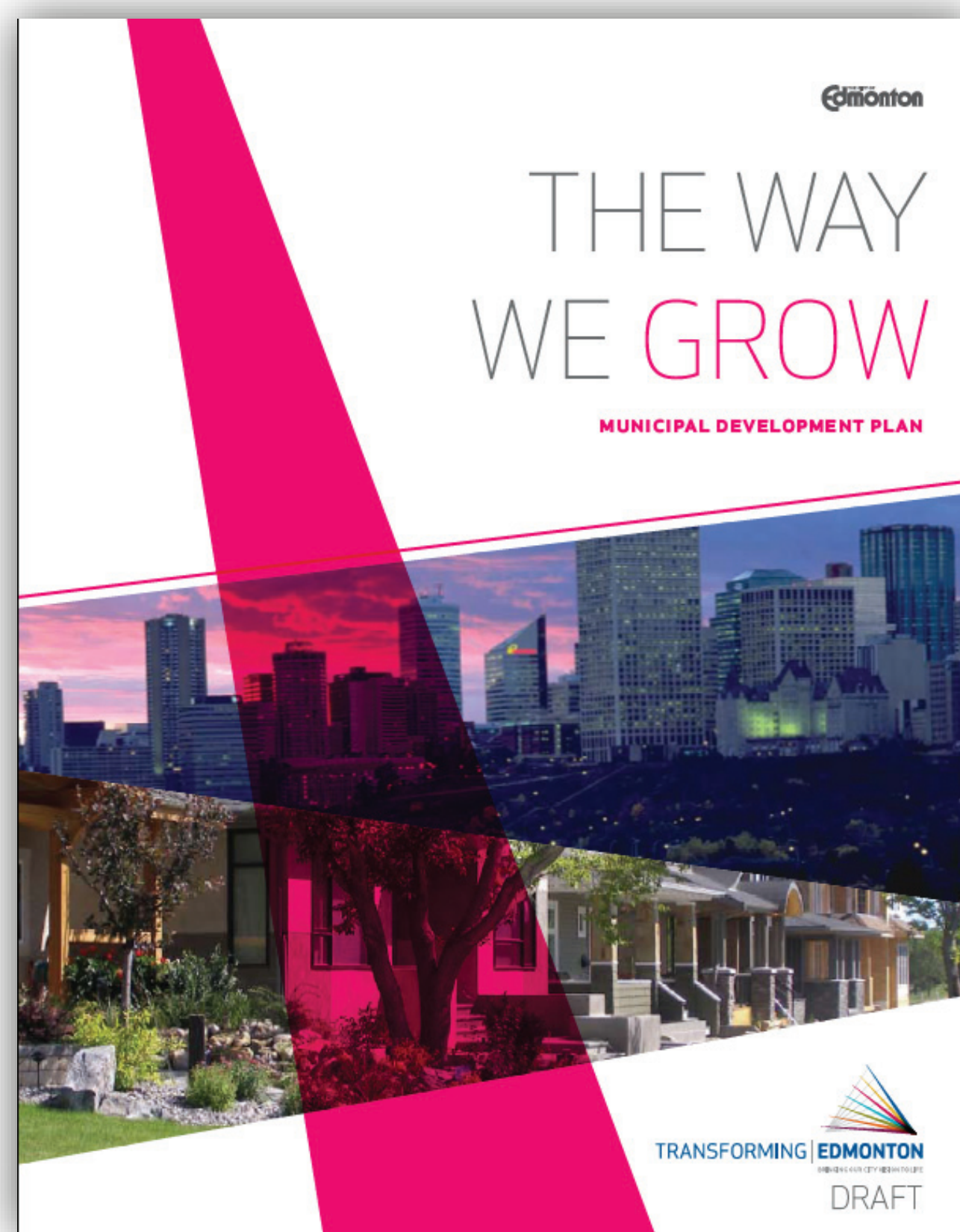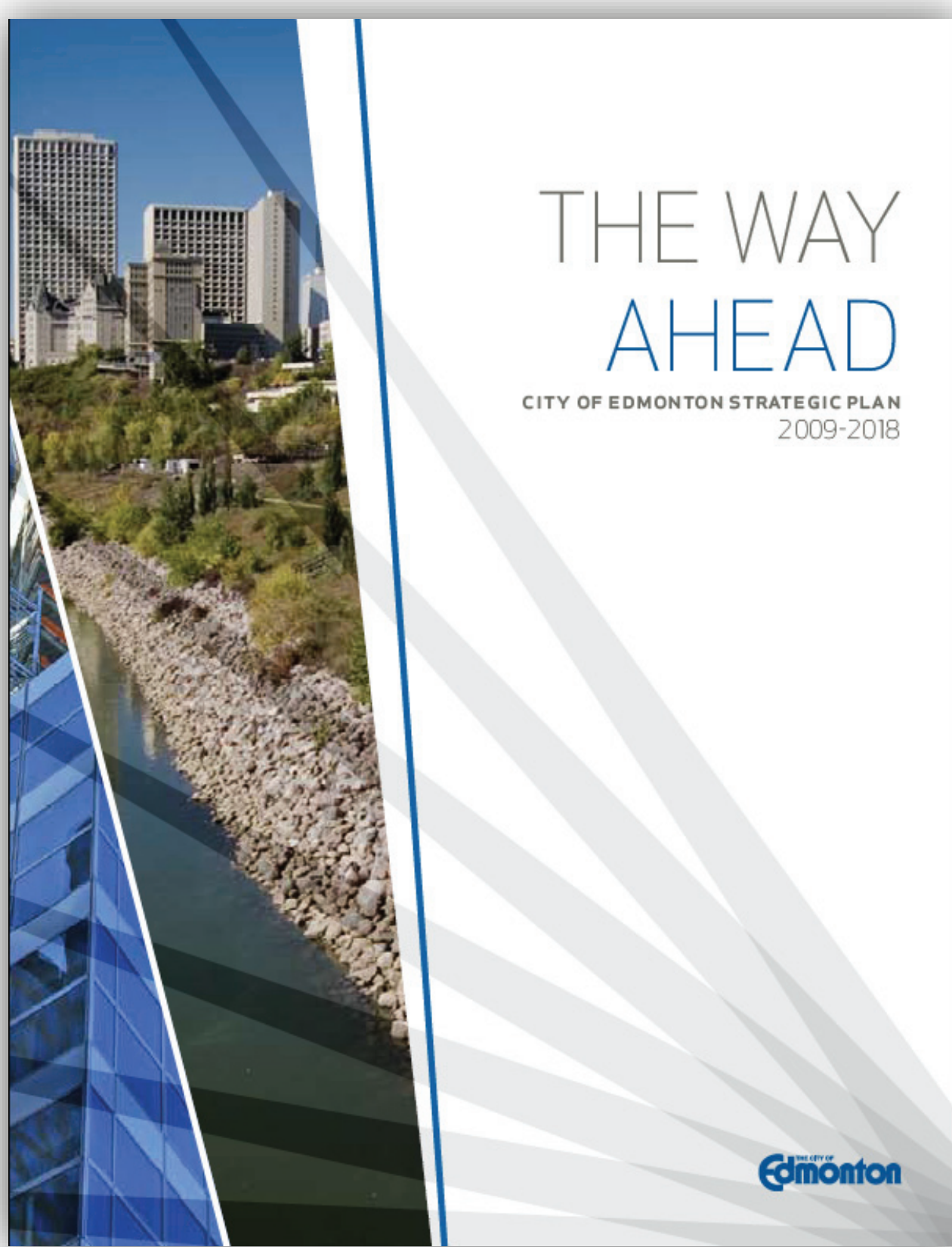THE CITY OF **Edmonton**   TRANSFORMING | EDMONTON

MCKERNAN/BELGRAVIA
STATION
AREA PLAN

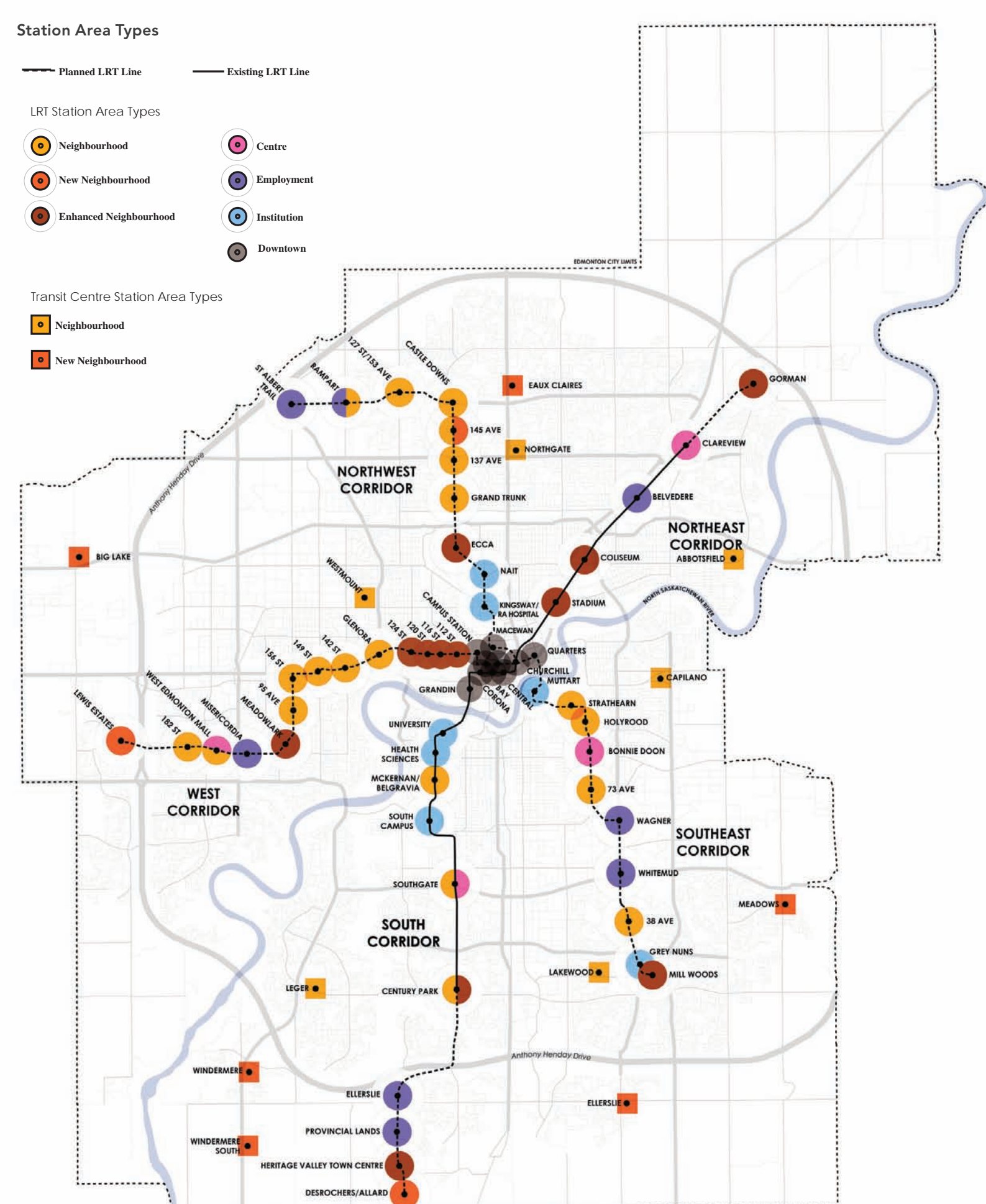## Edmonton's Vision and Plans for Transforming Edmonton

City of Edmonton is planning for a more sustainable future by encouraging transit oriented development (TOD) around existing and future LRT stations. To accomplish this goal, the City has initiated a planning process to engage communities and prepare plans around stations in the LRT network. This initiative is advancing the vision and direction established in the City's long-range plans and policies. Some of these are profiled below:

THE WAY AHEAD
CITY OF EDMONTON STRATEGIC PLAN 2009-2018

THE WAY WE GROW
MUNICIPAL DEVELOPMENT PLAN
TRANSFORMING EDMONTON
DRAFT

THE WAY WE MOVE
TRANSPORTATION MASTER PLAN
SEPTEMBER 2009
TRANSFORMING EDMONTON

The Way Ahead, Edmonton's Strategic Plan, envisions a more sustainable and livable city where more people walk, cycle and use transit.

The Way We Grow, Municipal Development Plan, outlines Edmonton's evolution into a more compact, transit-oriented and sustainable city.

The Way We Move, Transportation Master Plan, supports public transit as a means to decrease other public infrastructure investments.

TOD Guidelines

By encouraging TOD the City wishes to achieve the following:

1. Locate higher density development close to LRT station

2. Locate major trip generators (office buildings, shopping streets, schools, and entertainment facilities) close to transit

3. Encourage station-specific mix of land uses to let people live and shop near their jobs

4. Encourage high-quality projects

5. Provide facilities that ensures the efficient, safe, and convenient transfer of passengers between transit modes

6. Planning for the creation of an attractive green city

Existing/Future LRT Network
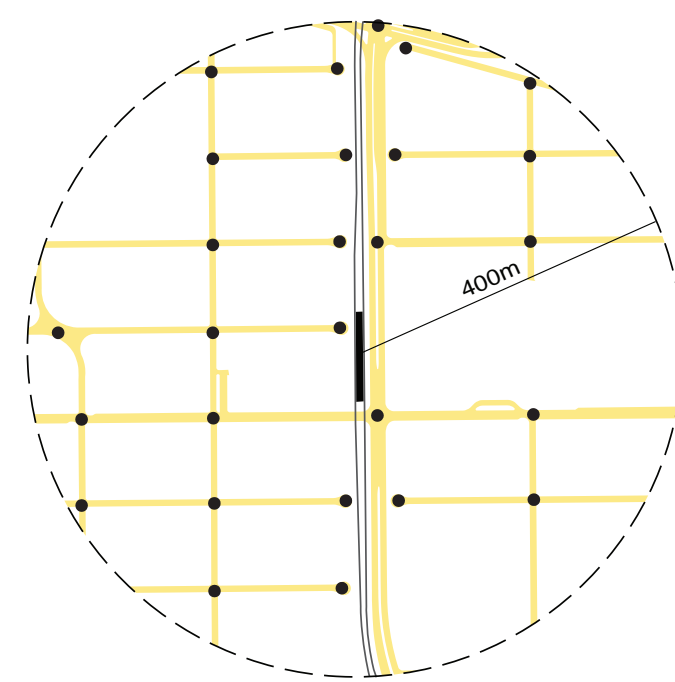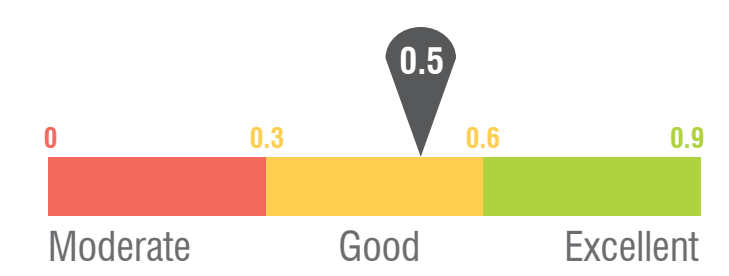
The Station Area Structure

To produce a viable long-term plan for any community, it is important to first understand the environments that influence the area. The following provides an overview of the physical components that define the station area's existing character and its future opportunities. Understanding the urban structure is a key starting point for the analysis of the physical form of the area and for the preparation of recommendations for how the area could evolve.
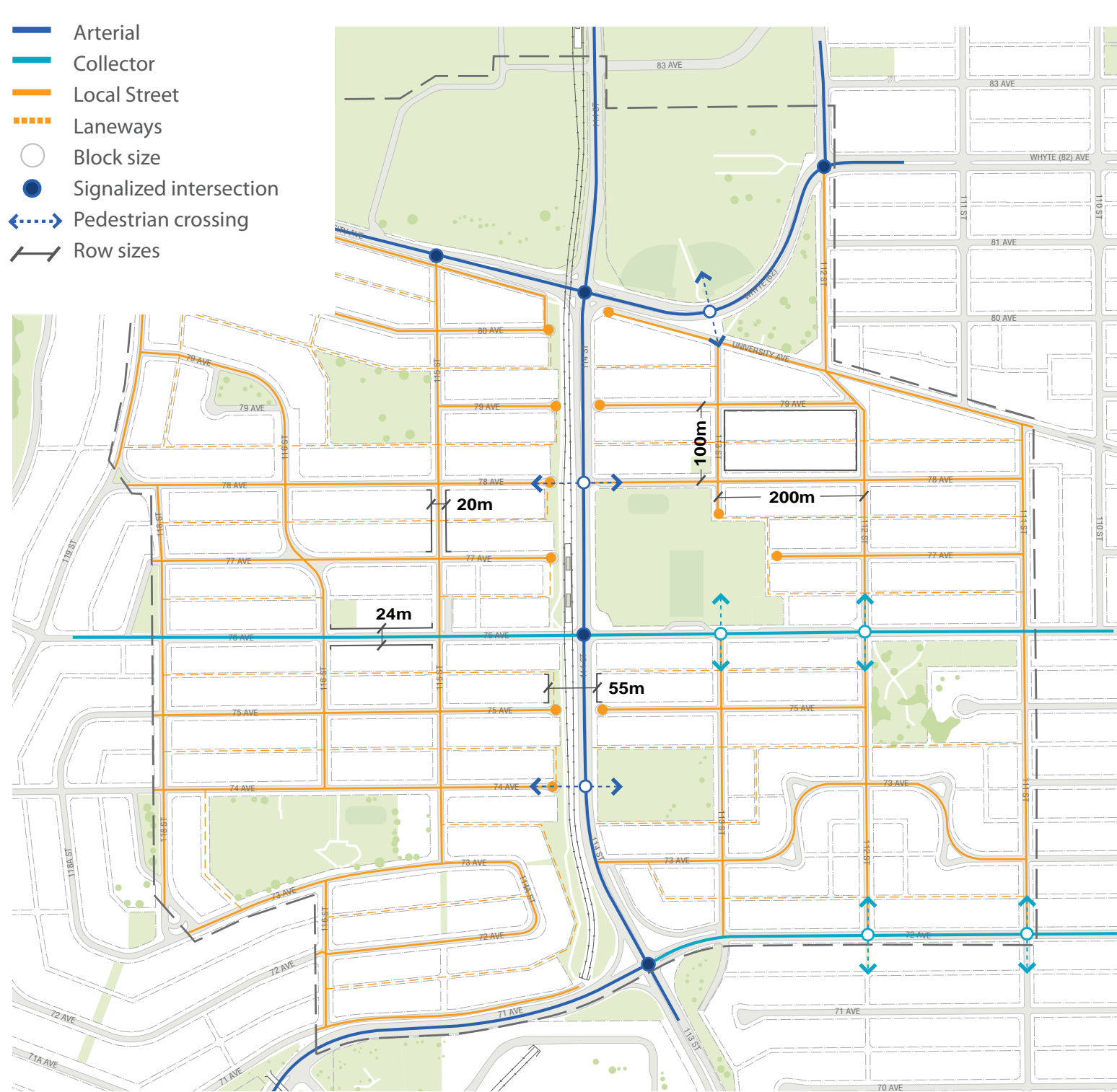
Street Network and Block Structure

Grid Density
Intersections within 400m radius

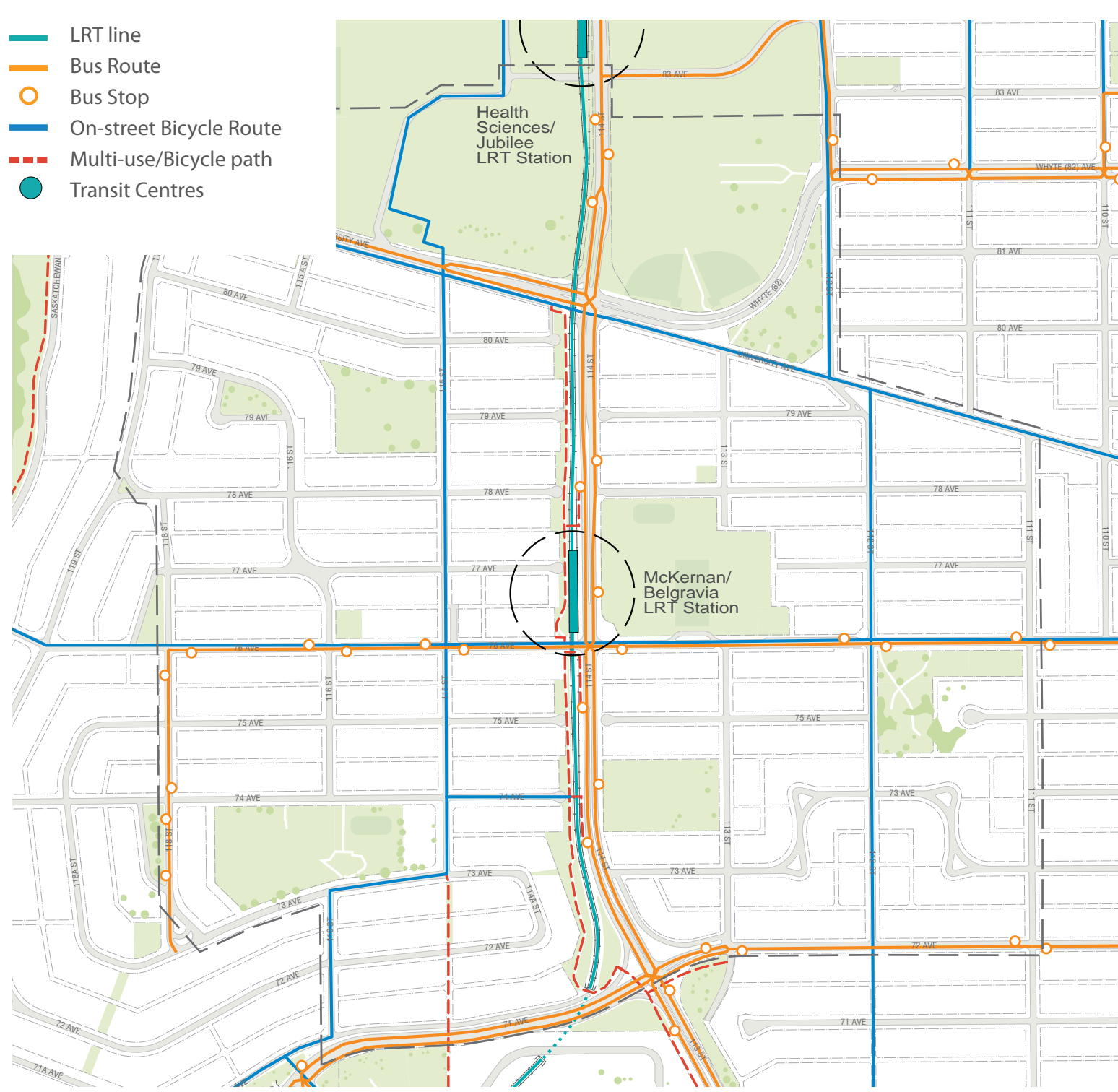| 0	0.3	0.5	0.6	0.9
Moderate		Good		Excellent

Grid Density
measuring the connectivity of the area

Street Network

The road network serving the station area is based on a traditional grid system; movement within the network is generally good. The 114 Street corridor and the LRT, which runs through the centre of the Station Area, interrupts the grid system creating a barrier to east-west connectivity in the area. Cul-de-sacs and laneway configurations create a challenge along 114 Street as there are limited opportunities to cross the LRT corridor.
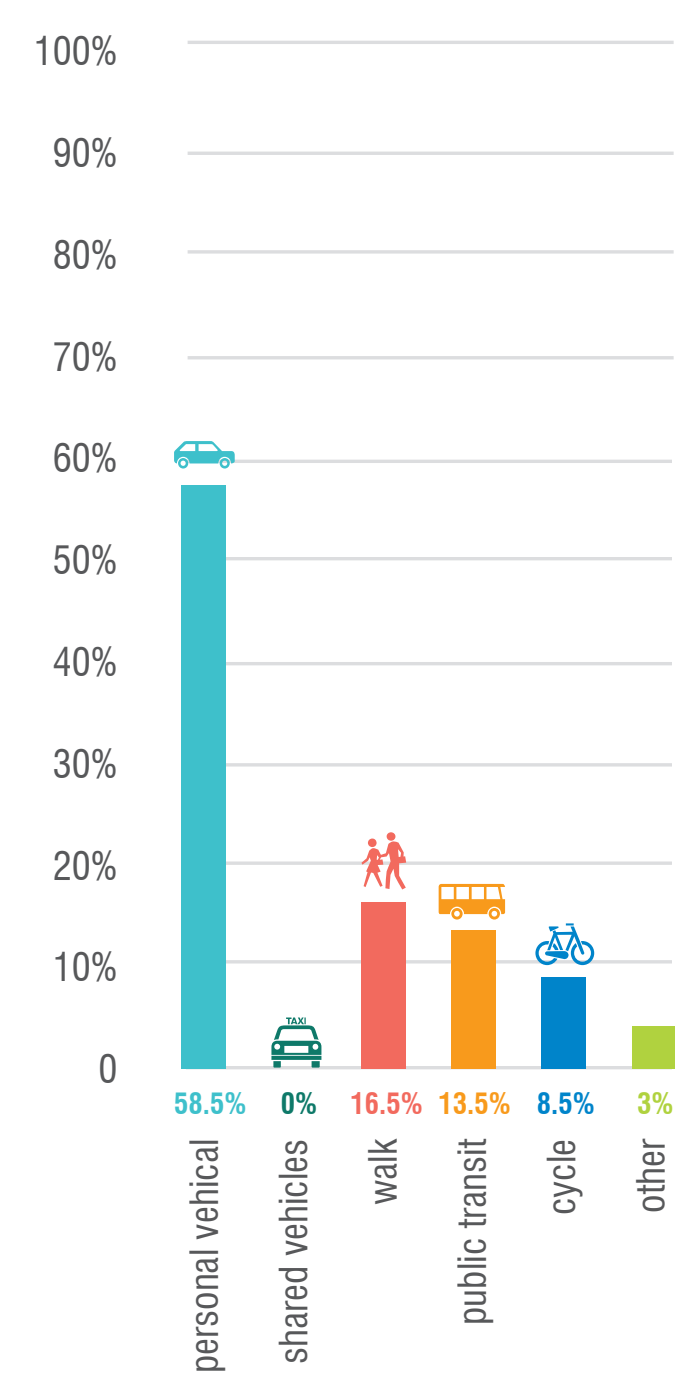
The grid density is an indicator of the level of connectivity of an existing street network, calculated through the number of intersections per hectare. With a grid density of 0.5, the station area is generally considered to be walkable and pedestrian friendly, although the lack of pedestrian connectivity across the LRT corridor makes pedestrian access somewhat difficult and arduous - especially in winter months.

Transit and Active Transportation Networks

personal vehical	shared vehicles	walk	public transit	cycle	other
58.5%	0%	16.5%	13.5%	8.5%	3%

Modes of Transportation
how people are moving around

Transportation Network

The existing mobility network in McKernan/ Belgravia is well developed and accommodates for all modes of movement. The area is well served by bus routes, on-street designated bicycle lanes and multi-use paths that link users to community amenities. The graphic on the left illustrates how people move around the community and indicates that a high number of people are choosing to walk, cycle and take public transit - however vehicular use is the predominant mode. Improvement to certain aspects of these systems, such as the interface between bus and LRT and repairing gaps in the sidewalk and trail network, will help to improve pedestrian, cycle and transit infrastructure.

Parks, Open Spaces and Community Amenities
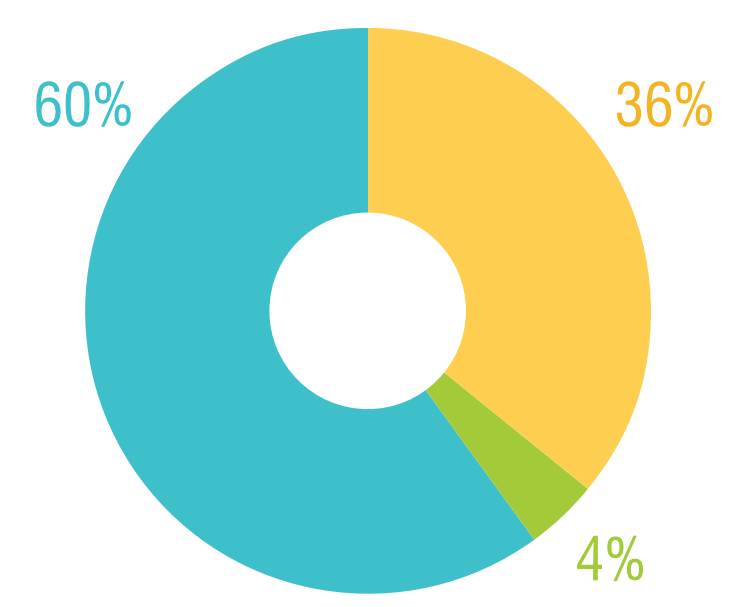

Land Composition
What does the 400m consist of?
- Roads
- City Parks
- Development Parcels

Parks and Open Spaces

McKernan and Belgravia are home to a number of parks, open spaces, and local institutions which are well-used and have become important community assets. With other nearby attractions such as the Edmonton River Valley and the University of Alberta campuses to the north and south, the area is lined with mature trees and interesting landscapes. The spine of the station area however, could benefit from additional greening. The graph on the left illustrates the amount of land used for streets, development areas and City parks within a 400m radius of the station area. Development parcels comprise the most significant percentage of the area, and largely reflect residential use. Only a small percentage of the station area is comprised of City parks although land owned by the Public and Catholic School baoard provide complementary open space.
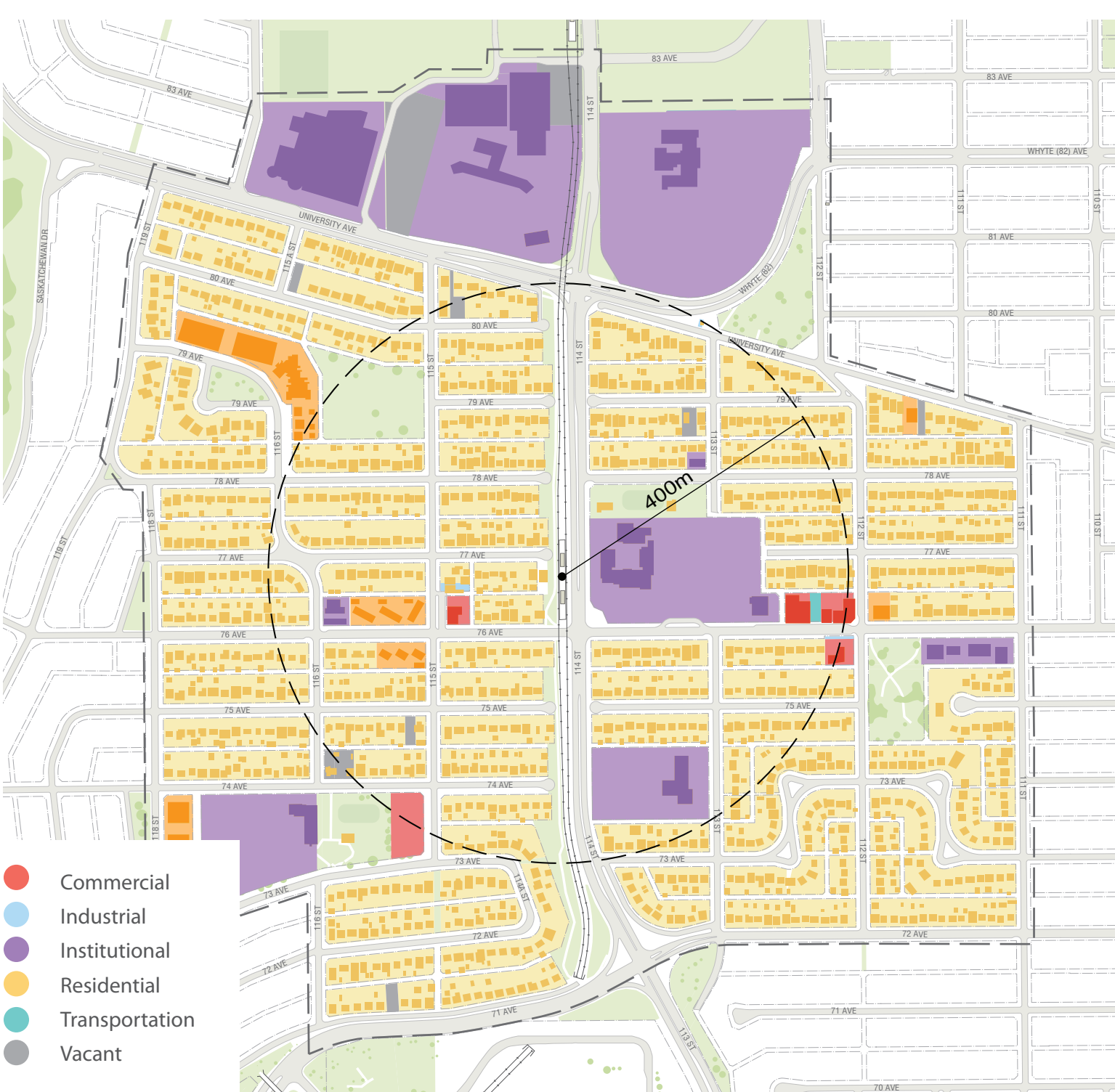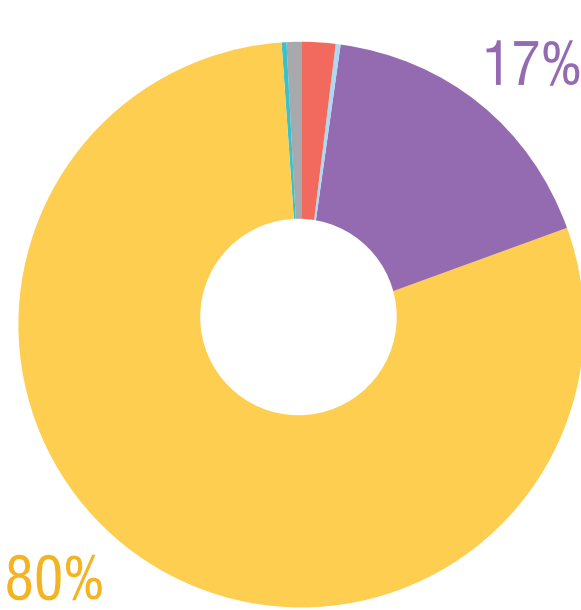
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STATION
AREA PLAN

Land Use Concentrations and Patterns

Legend:
- Commercial
- Industrial
- Institutional
- Residential
- Transportation
- Vacant

17%

80%

Land Use Concentrations
Concentrations of land uses within a 400m radius from the LRT station

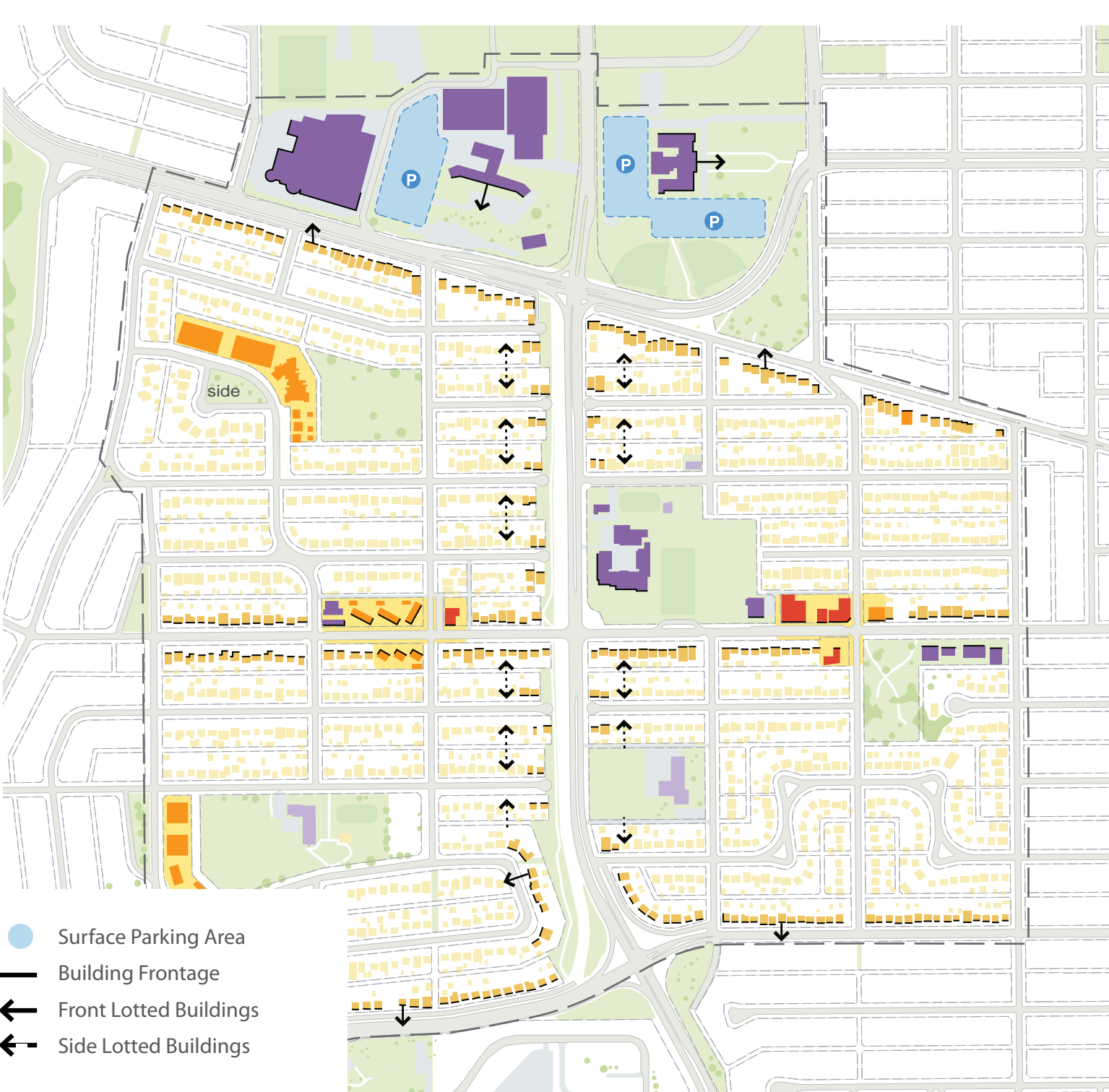- Commercial
- Industrial and Utilities
- Institutional
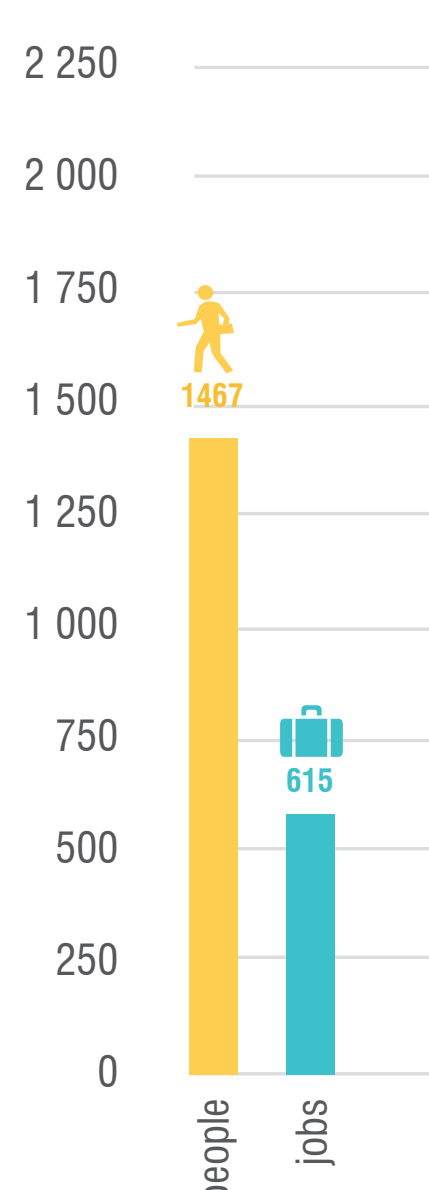- Residential
- Transportation
- Vacant

Land Use

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. The graph on the left indicates that residential use is the predominant use within the 400m radius surrounding the station. There is very little commercial development to support the station and the neighbourhood in general.

Building Form and Orientation

The majority of the area's housing consists of single-family homes. Some examples of apartment and semi-detached housing can be found, but there is a lack of diversity in housing types - especially in proximity to the LRT station. The way in which buildings are oriented also contributes to the experience of a place. With an assortment of homes facing, backing and flanking some of the major streets in the area, the community retreats from its primary public roadways and creates a poor pedestrian experience on these streets.
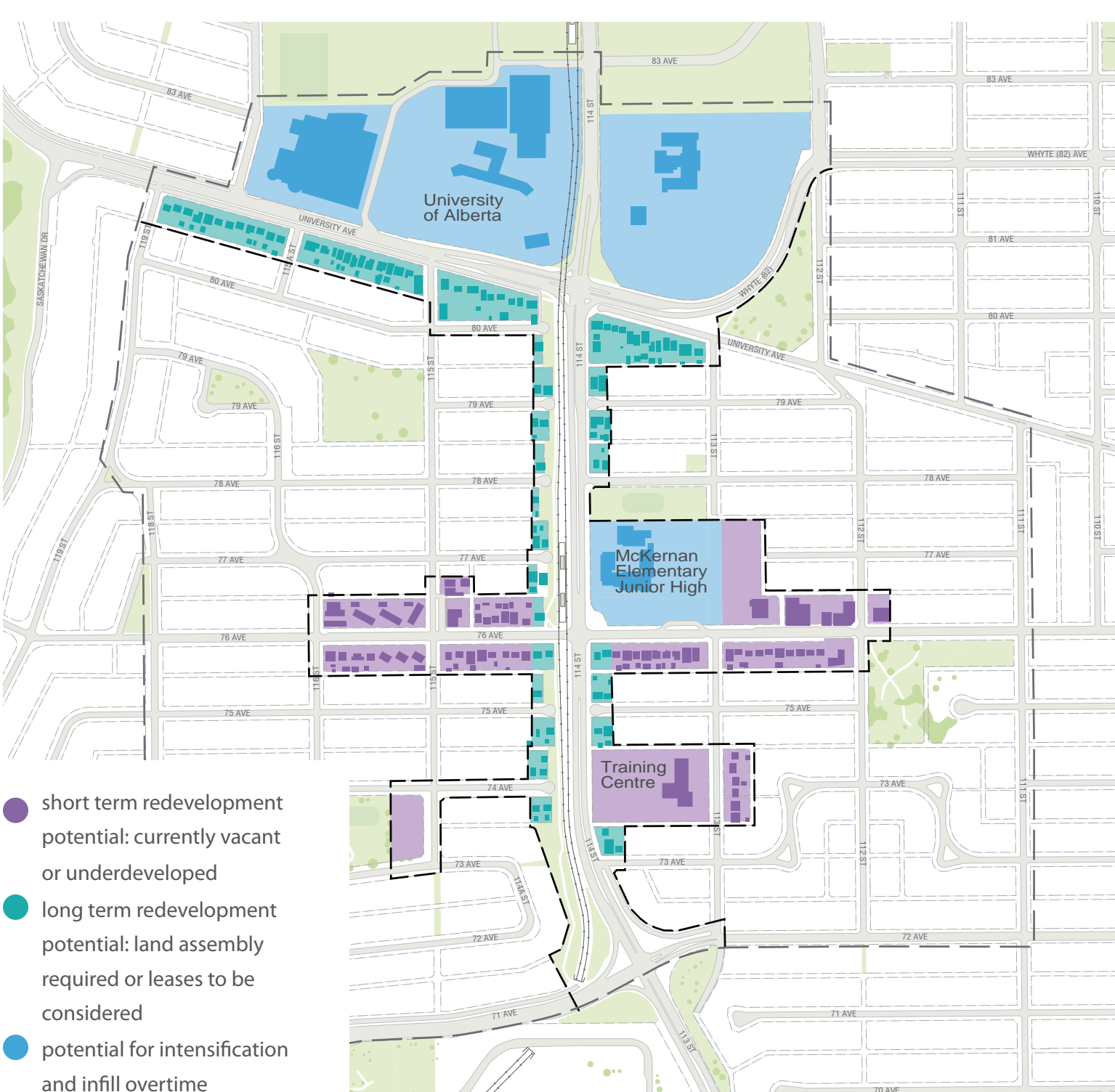

Built Form and Building orientation

Legend:
- Surface Parking Area
- Building Frontage
- ← Front Lotted Buildings
- ←' Side Lotted Buildings

2 250
2 000
1 750
1 500   1467
1 250
1 000
750
500   515
250
0
people   jobs

People and Jobs
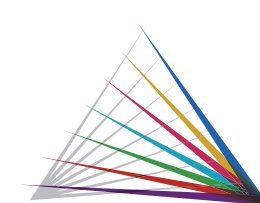People living and working within a 400m radius from the LRT station

Areas of Stability and Change

Understanding where and how to grow in the station area requires a clear appreciation of the areas of stability and change. Not all areas are appropriate or desirable for change. The areas of stability include established communities surrounding the LRT, their parks and their amenities. The character of these place will remain the same, but due to their proximity to the station, potential improvements to the open spaces and pedestrian and cycling connections could be considered. The area of stability provides important context and is seen as the supportive community fabric which is to be respected and integrated with any future improvements proposed for the area.

The areas of change are the locations where redevelopment may be appropriate to achieve the vision of a complete community. The areas of change may include underutilized parcels of land (including surface parking lots and low density commercial uses), sites along key arterials and certain institutional lands in close proximity to the LRT corridor as well as the University of Alberta land which will continue to intensify and undergo change over time.

Areas of Change (opportunities for reinvestment and future growth)

Legend:
- short term redevelopment potential: currently vacant or underdeveloped
- long term redevelopment potential: land assembly required or leases to be considered
- potential for intensification and infill overtime

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How We See the Area

The Strengths and Challenges. Below is a summary of the area's strengths, which the Station Area Plan will aim to protect and enhance, as well as the area's challenging elements which the Station Area Plan will seek to address and transform into opportunities for positive change.

The Station Area's Strengths

1. A centre-of-the-line LRT Station at the centre of a community. Close 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 Station Area's Challenges

1. There is a lack of east-west vehicular, pedestrian and visual connectivity along the 114th, and the corridor has become a barrier to pedestrian at grade movement in the community.

2. The building frontage along key roads such as 114 Street creates an awkward condition and does not present a strong image of the community to the street.

3. The intersection of 114 Street and 76 Avenue struggle to balance the needs of pedestrians, cyclists and vehicles with frequent LRT crossings.

4. Relationship between modes of transit needs to 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.

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