# Public Open House #1

TRANSIT ORIENTED DEVELOPMENT

# MCKERNAN/BELGRAVIA STATION AREA PLAN

# TONIGHT'S AGENDA

- Welcome
- Project Overview
- The Big Picture
- The Station Area
- The Analysis
- Thoughts about Future Change
- Breakout Group Discussions
- Summation / Next Steps

# Project Overview

# Welcome

Study Purpose:
Support transit oriented development in the McKernan and Belgravia neighbourhoods

Goal:
Preserve and strengthen local neighbourhood character while capitalizing on the existence of the McKernan/Belgravia LRT Station

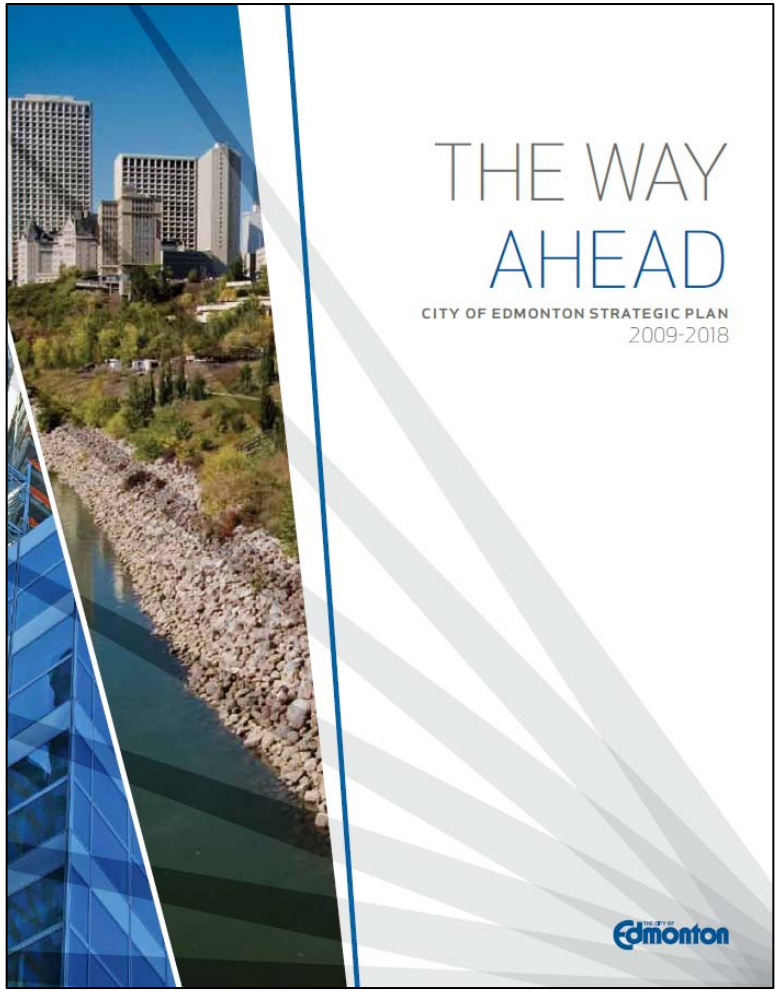
# Welcome

Objectives

- To determine a plan of action for managing growth/development in the area.
- To develop appropriate recommendations for the following:
  - Where and how redevelopment and infill development should occur in accordance with transit oriented development.
  - Location and design of new transit oriented land uses.
  - Amendments to or repeal of the existing community development plan; and,
  - Adoption of a new station area plan (Area Redevelopment Plan).

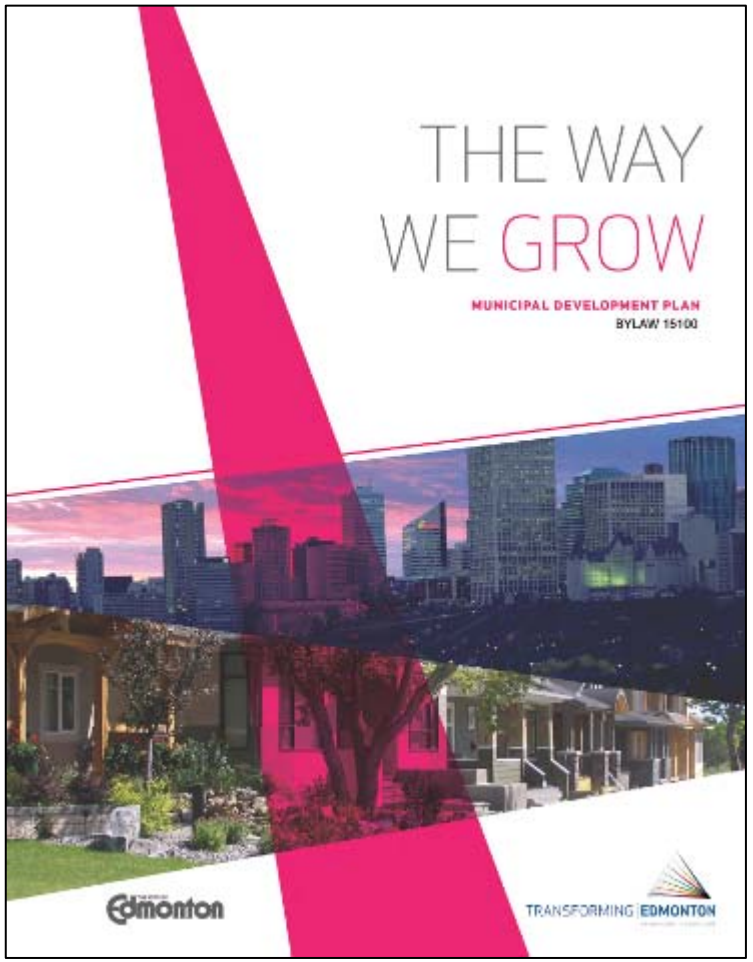
# Prioritizing TOD - City of Edmonton Strategic Plan

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



# Prioritizing TOD - Municipal Development Plan

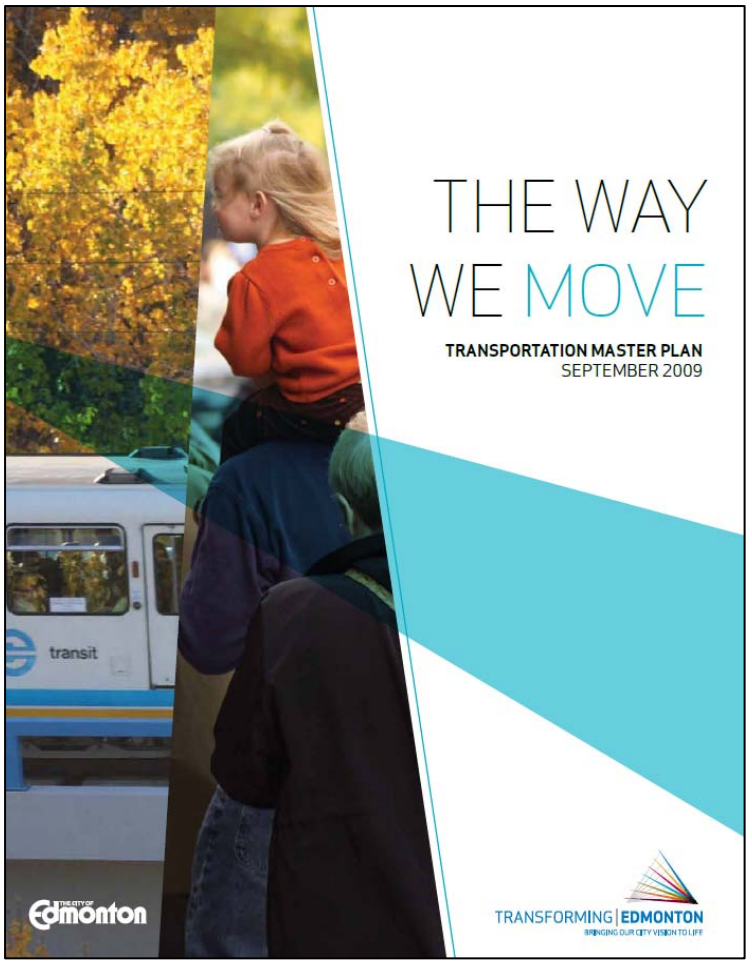
- Integrate higher density development with LRT stations and transit centres
- Goal: 25% housing unit growth as infill
- Prepare transit oriented development (TOD) plans around existing LRT nodes, and in association with expansion of the LRT system
- Facilitate partnerships and collaborative efforts to develop TOD



# Prioritizing TOD - Transportation Master Plan

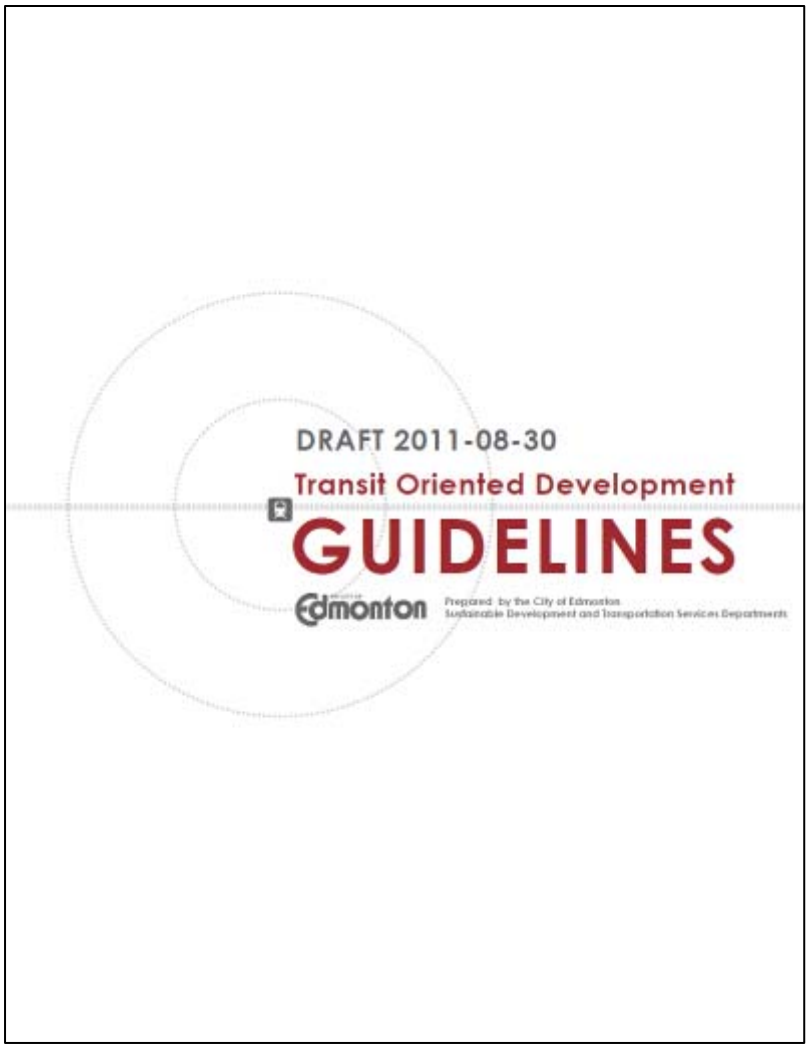
- Pursue expansion of the LRT to all sectors of the city to increase transit ridership and transit mode split, and spur the development of compact, urban communities

- Integrate land use planning and transportation to create an accessible, efficient and compact urban form



# Transit Oriented Development Guidelines

- Transit Oriented Development Guidelines
  - Draft document
  - Consultation complete
  - To Council in early 2012
- Transit Oriented Development Guidelines implementation
- Station Area Planning



# Station Area Planning

- Determines the location and design of new transit-oriented land uses
- Establishes a clear vision for future development within station area
- Council approved Plan

# The Project Team

**ParioPlan Incorporated**
Armin Preiksaitis, Sara McCartney

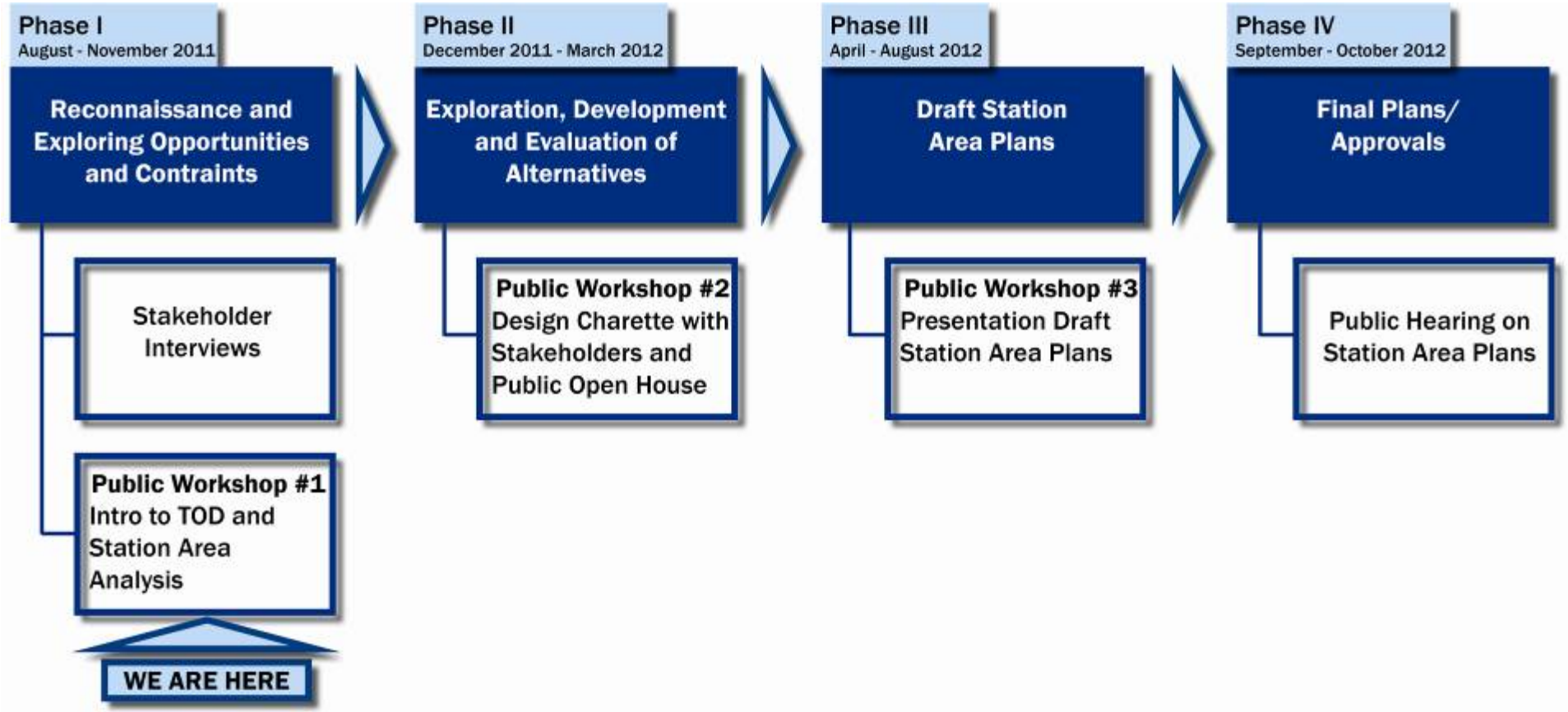
**Urban Strategies Incorporated**
Mark Reid, Pascale Dionne

**Bunt & Associates**
Ray Davis

**Colliers International**
James Smerdon

**Associated Engineering Alberta Limited**
Graham Sterparn

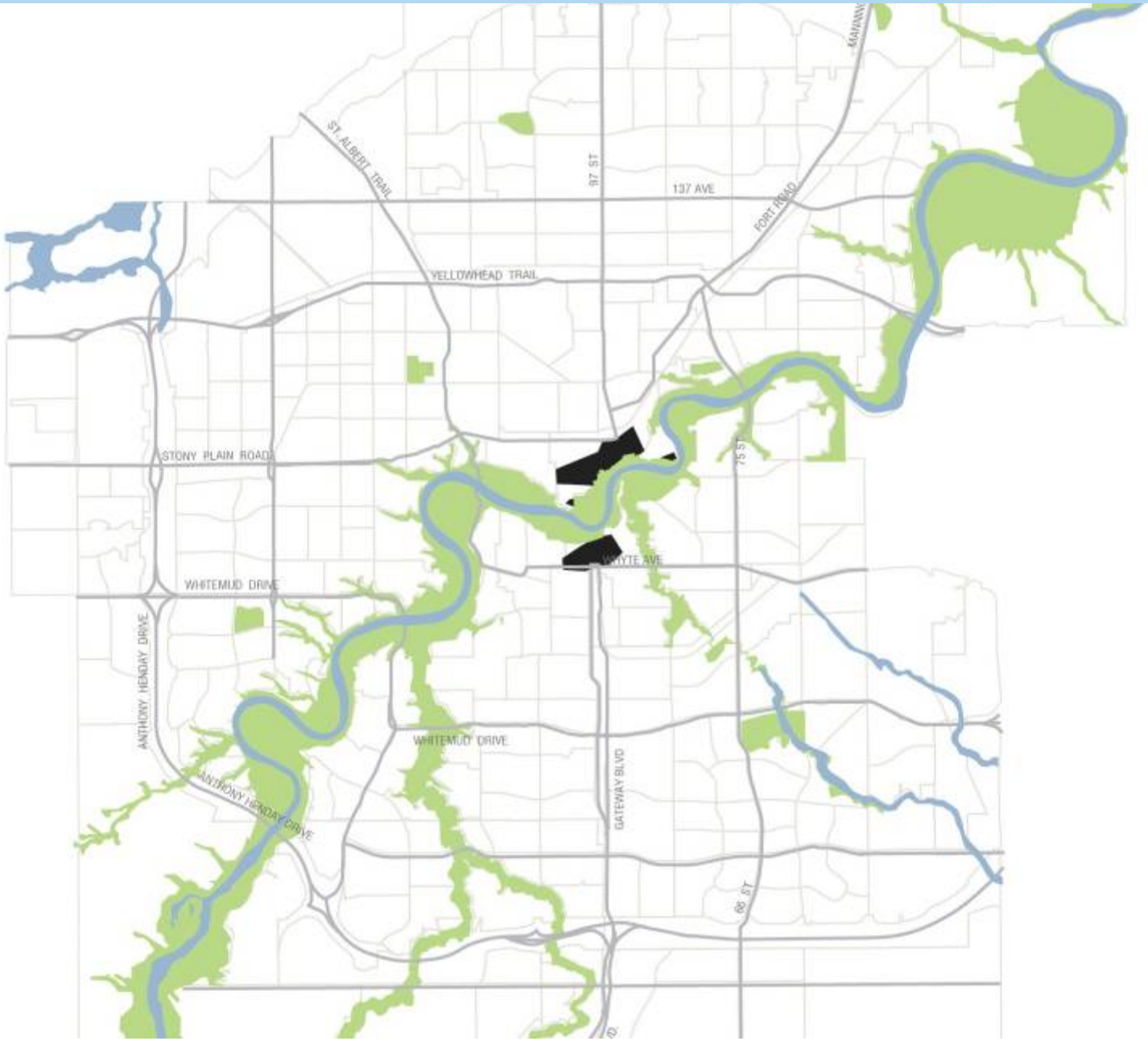
# The Process


Phase I
August - November 2011
Reconnaissance and Exploring Opportunities and Contraints
Stakeholder Interviews
Public Workshop #1
Intro to TOD and Station Area Analysis
WE ARE HERE
Phase II
December 2011 - March 2012
Exploration, Development and Evaluation of Alternatives
Public Workshop #2
Design Charette with Stakeholders and Public Open House
Phase III
April - August 2012
Draft Station Area Plans
Public Workshop #3
Presentation Draft Station Area Plans
Phase IV
September - October 2012
Final Plans/ Approvals
Public Hearing on Station Area Plans

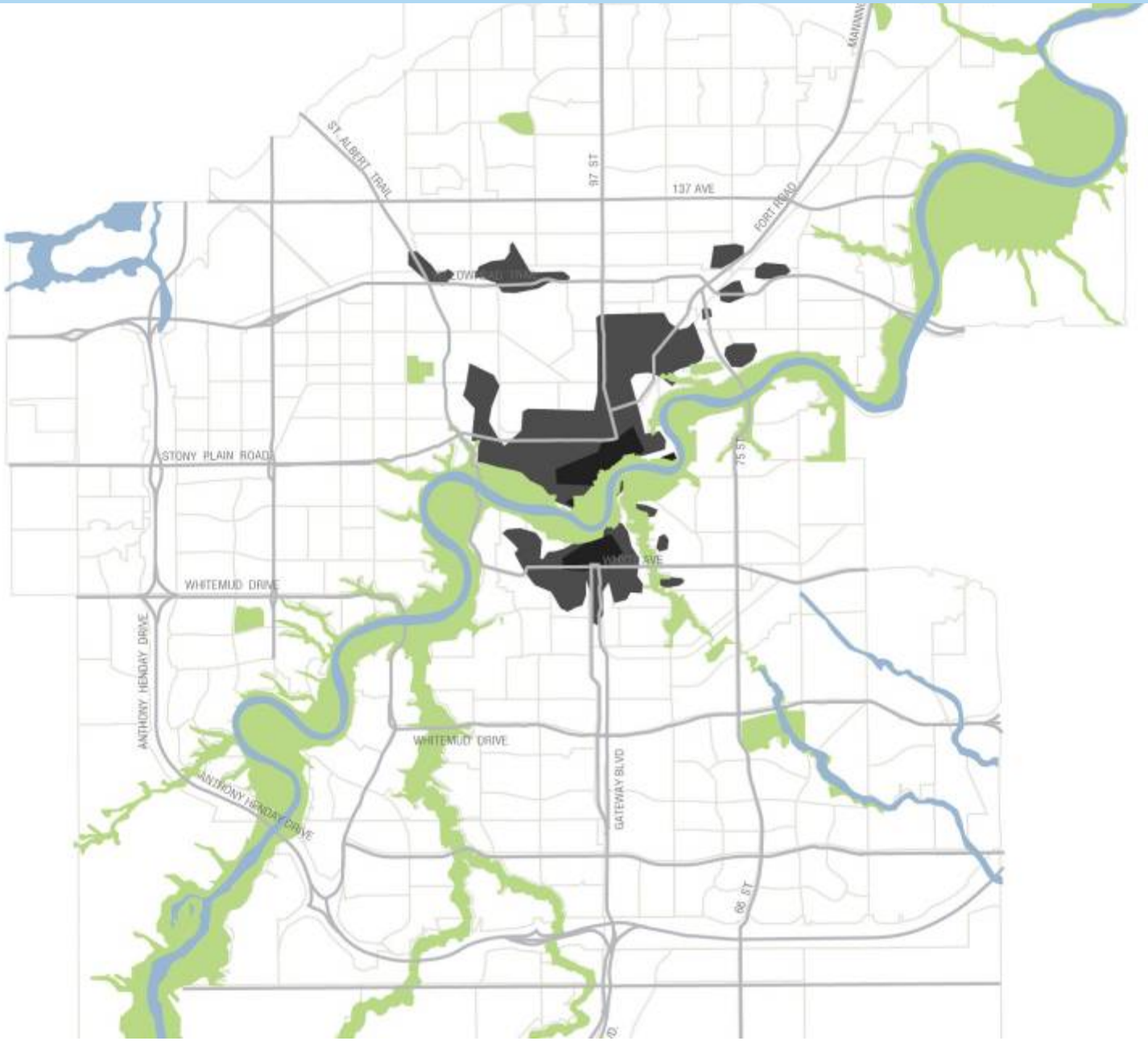
# The Big Picture

ST ALBERT TRAIL
97 ST
137 AVE
FORT ROAD
YELLOWHEAD TRAIL
STONY PLAIN ROAD
75 ST
WHYTE AVE
WHITEMUD DRIVE
ANTHONY HENDAY DRIVE
GATEWAY BLVD
85 ST

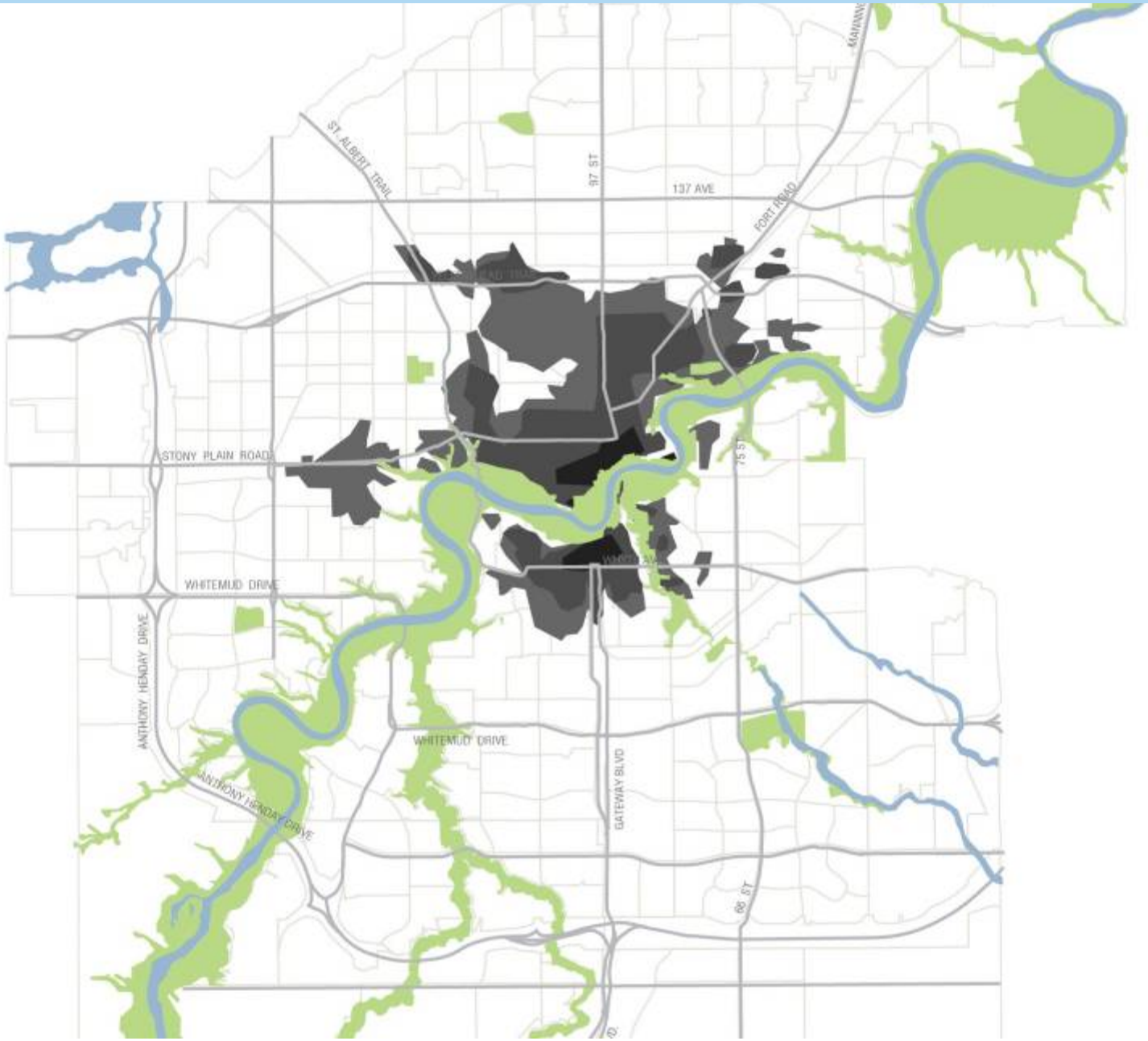
# How has the city grown over the years? 1903 / 6,995



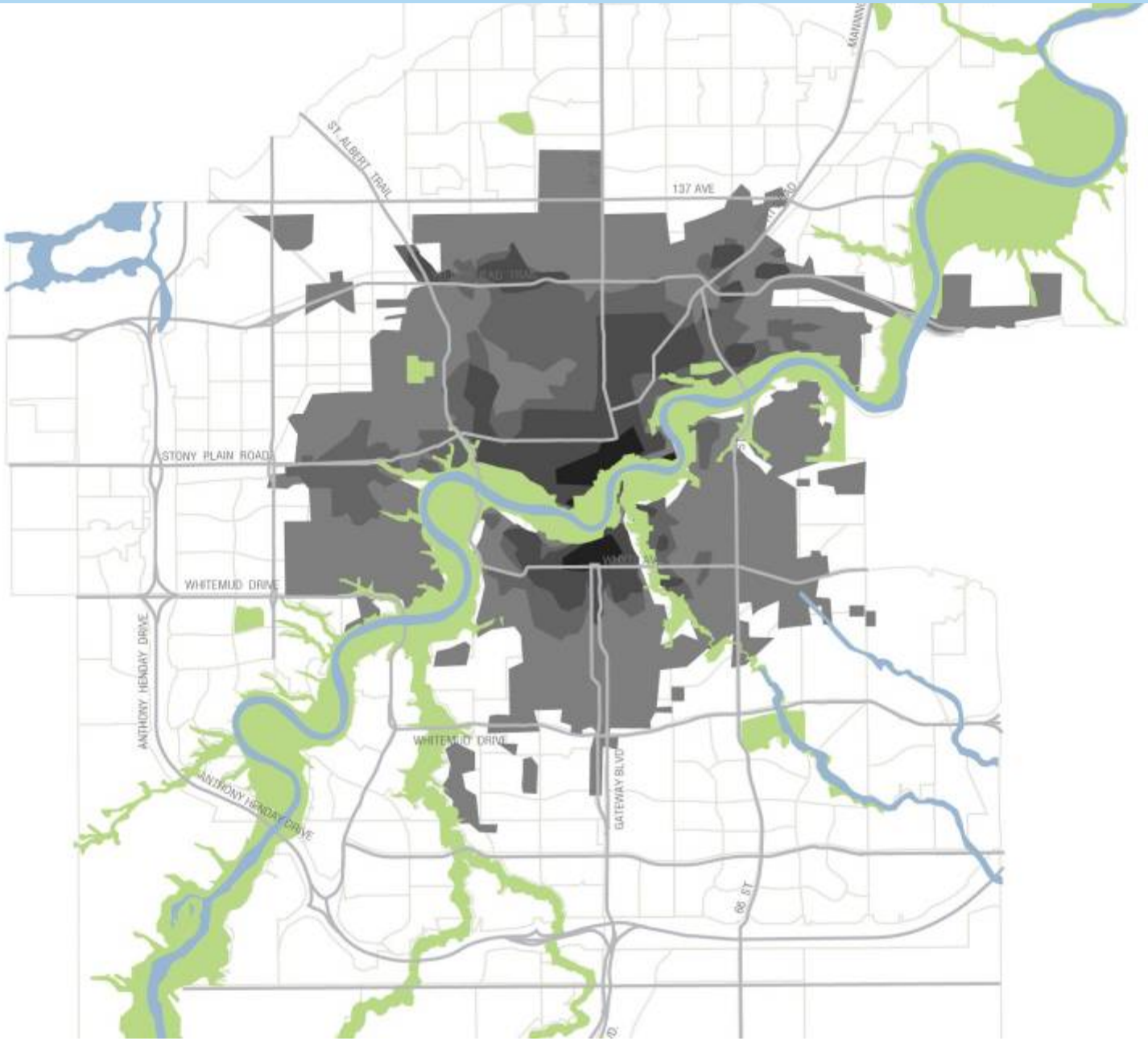
# How has the city grown over the years? 1924 / 63,160



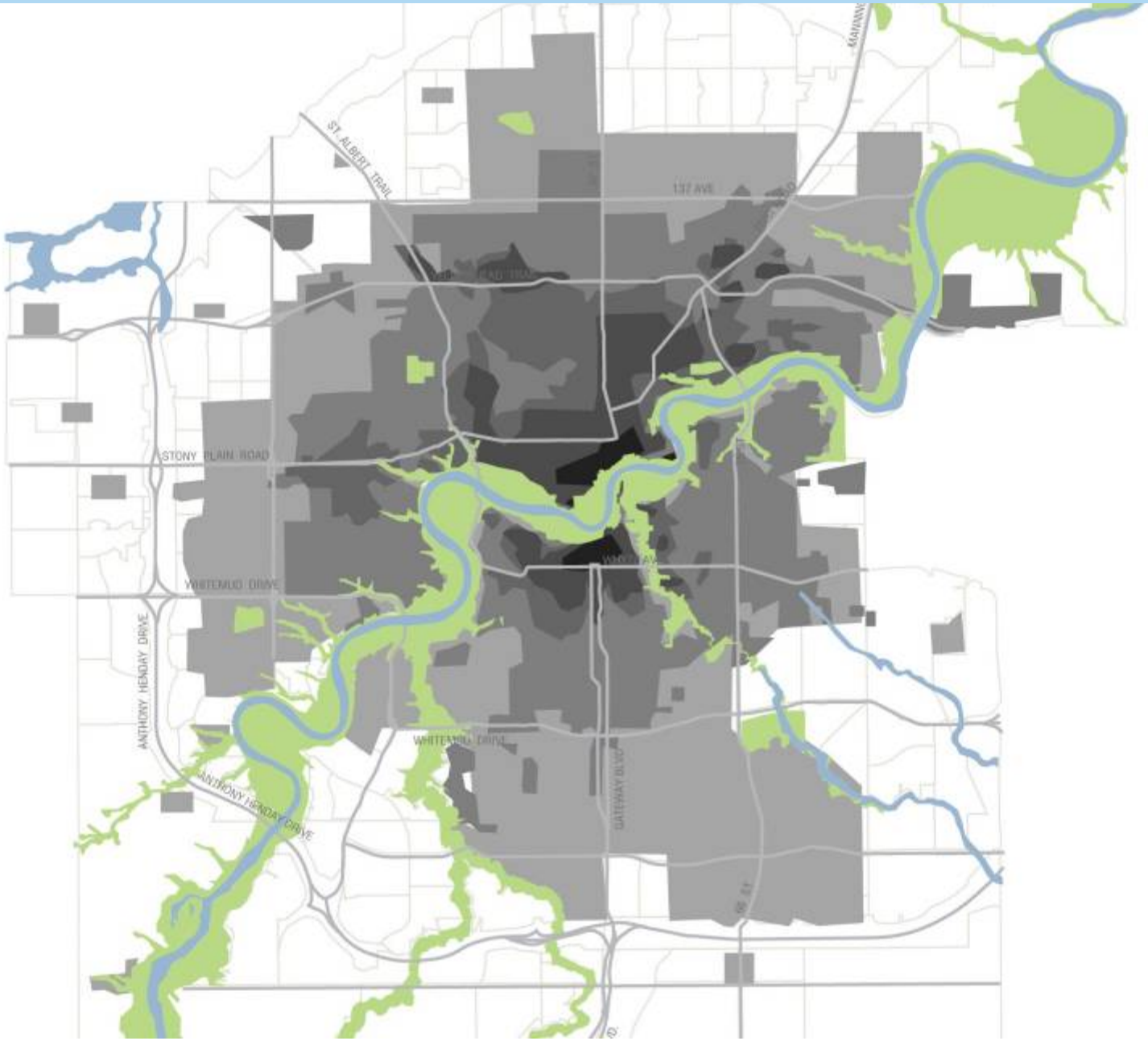
# How has the city grown over the years? 1947 / 118,541



# How has the city grown over the years? 1965 / 371,265



# How has the city grown over the years? 1981 / 521,205



# How has the city grown over the years? 2006 / 740,041

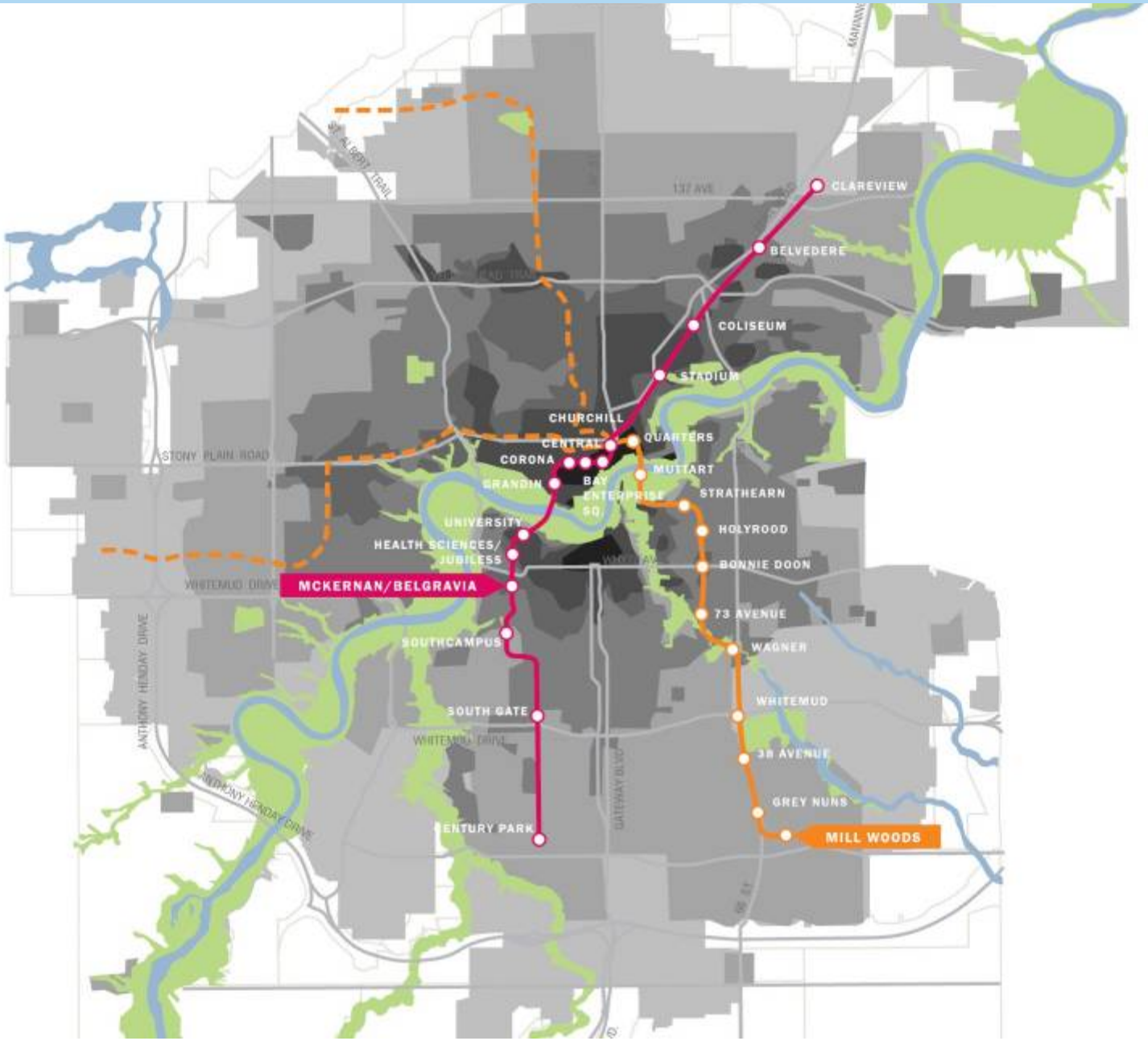
**Population:**
2006: 740,041
2040: 1,15 million

**Growth:**
400,000 over 30 years

From the Municipal Development Plan: The Way We Grow

# What does the LRT network look like today?

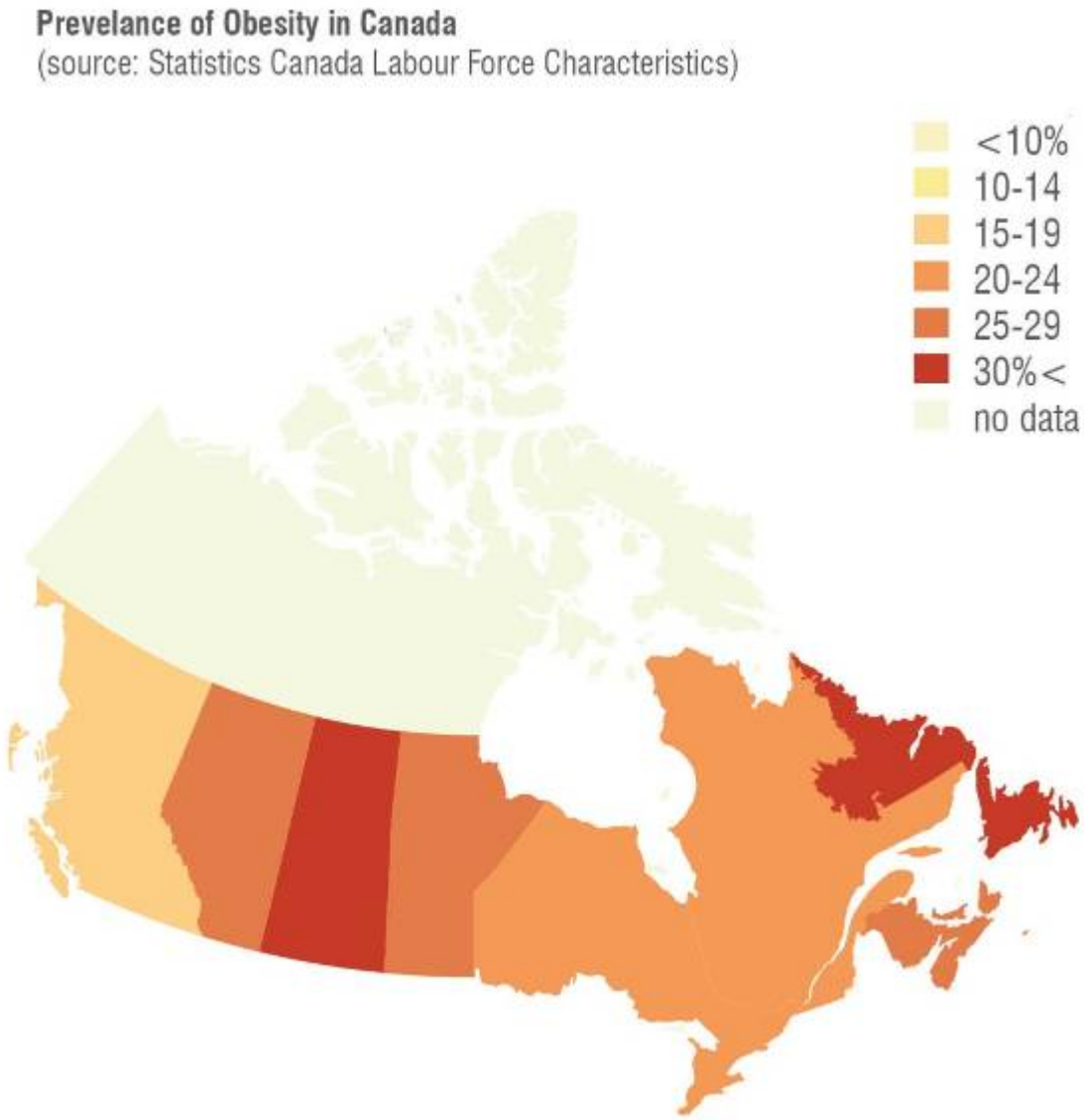
# What will the long-term LRT network look like?



# LRT is a smart alternative for getting around

# Cars take up a lot of space

# Active Transportation is good for people!



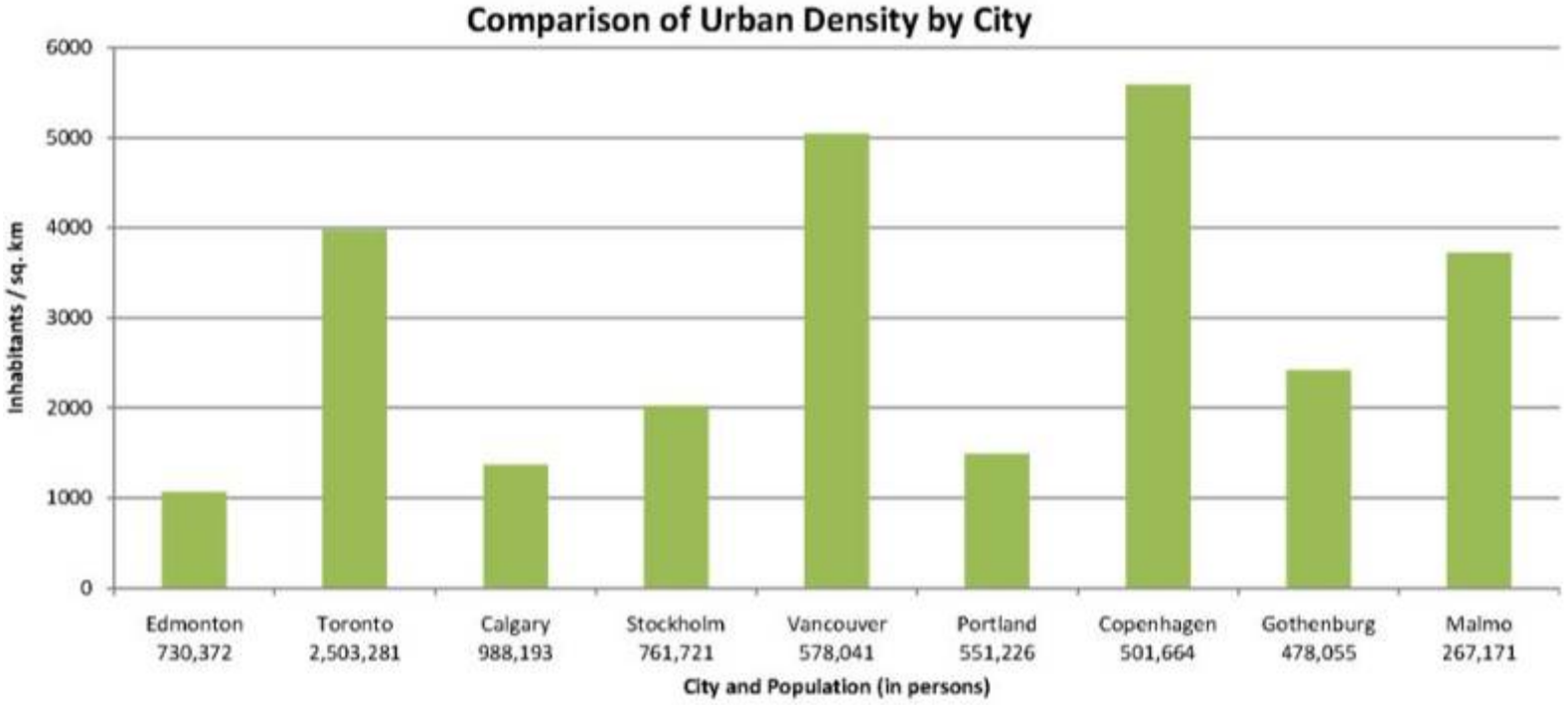
# Transit is a catalyst for neighbourhood reinvestment in leading cities

San Diego

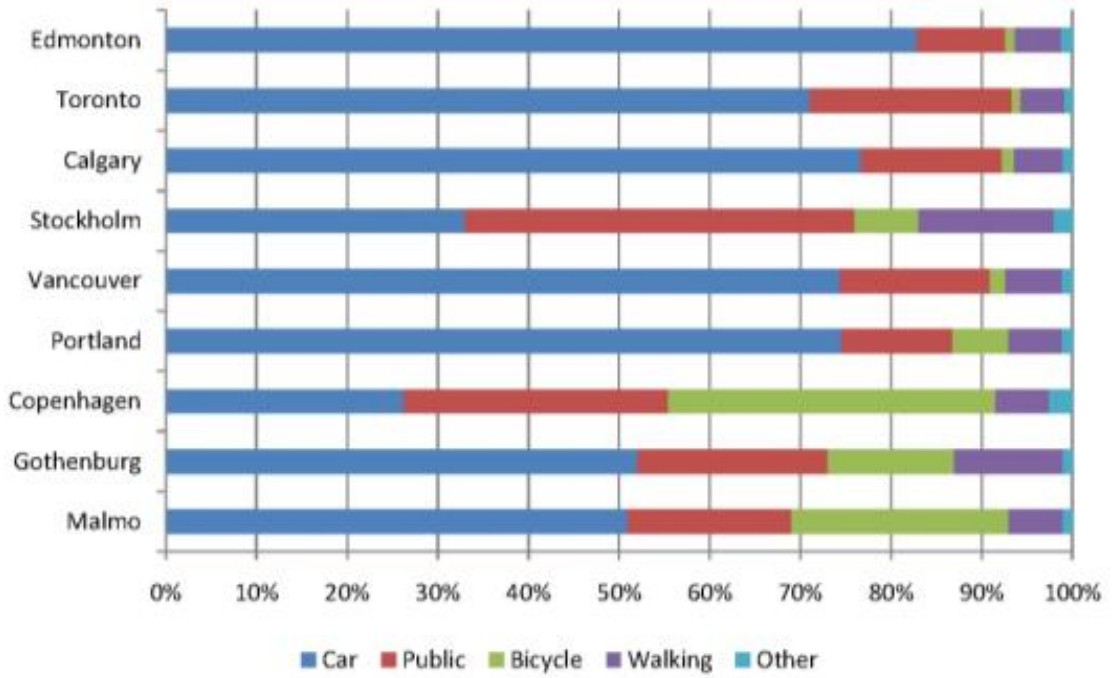
Toronto

Salt Lake City

# TOD can encourage more compact development



# Compact development encourages active transportation



# The goal is to create complete communities that support transit use

# And the benefits are significant…

- Efficient use of land and infrastructure to counter sprawl
- Supports sustainable urban development
- Safe and complete communities
- Mixed use and increased housing choice
- Creates opportunities to live and work
- Local economic and community development
- Vitality, energy and positive  change
- Improved public places
- Healthy lifestyle through active transportation

# The Station Area

# The Station Area Types

**Neighbourhood**

New Neighbourhood

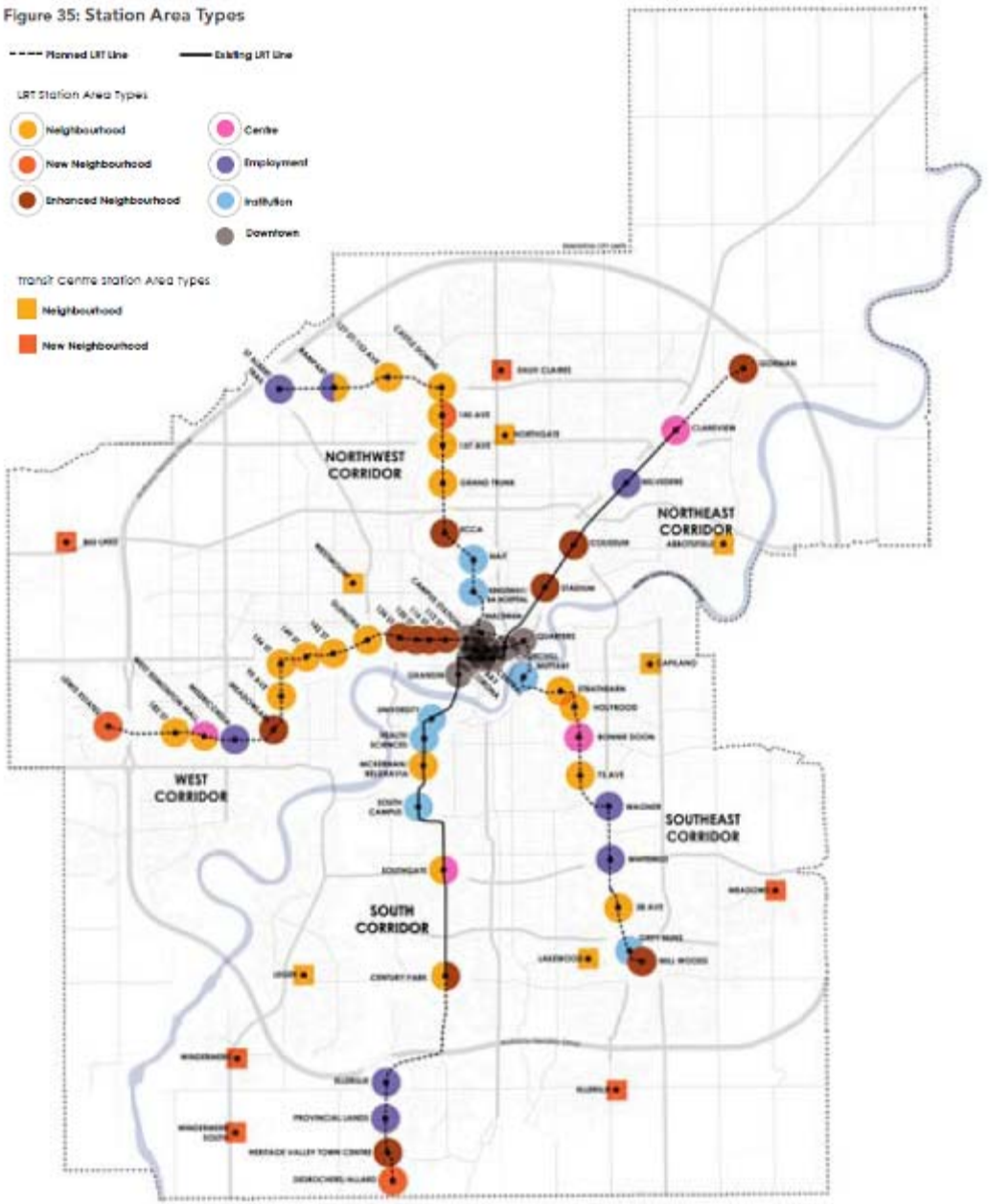
Enhanced Neighbourhood

Centre

Employment

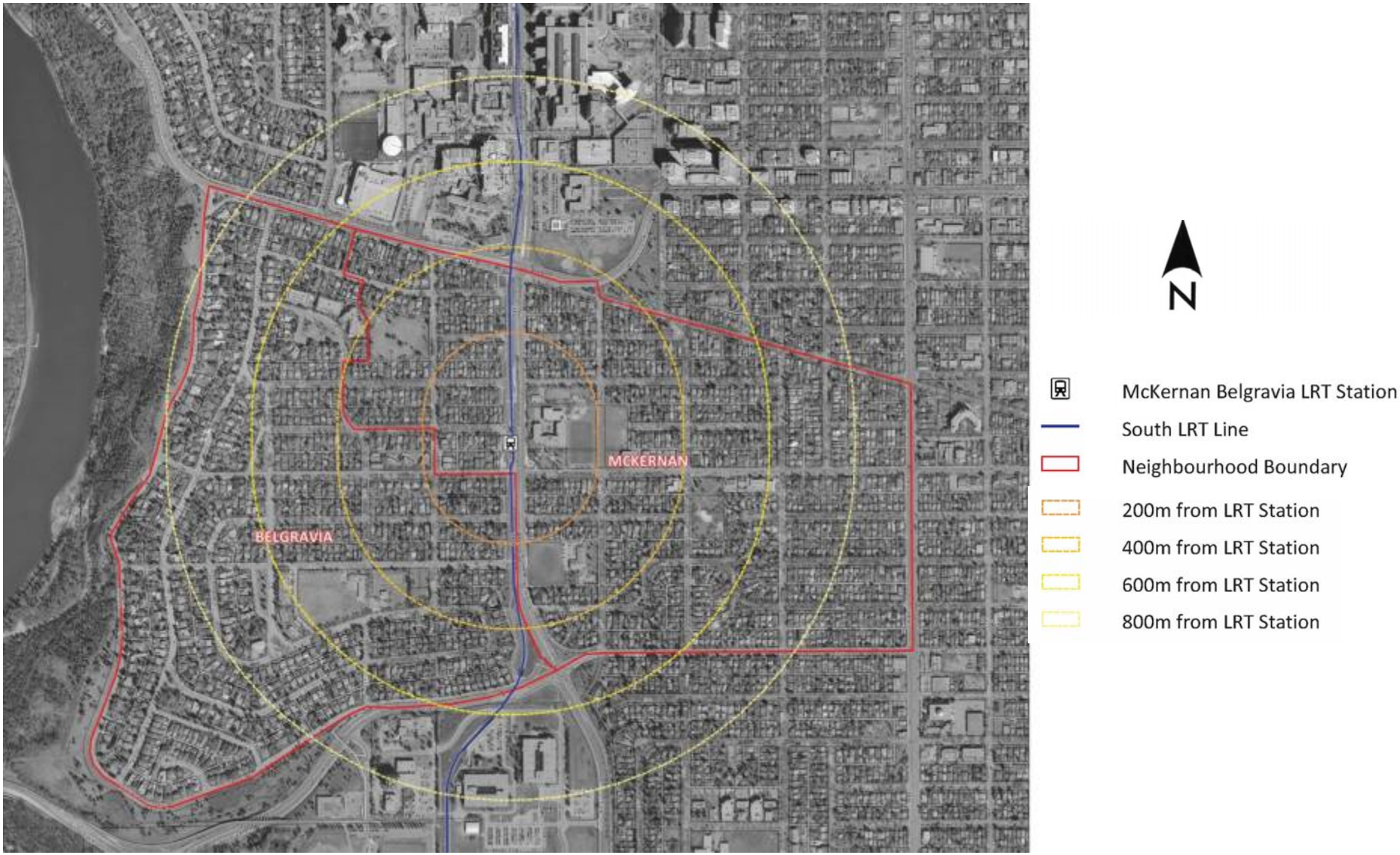
Institution/Recreation

Downtown



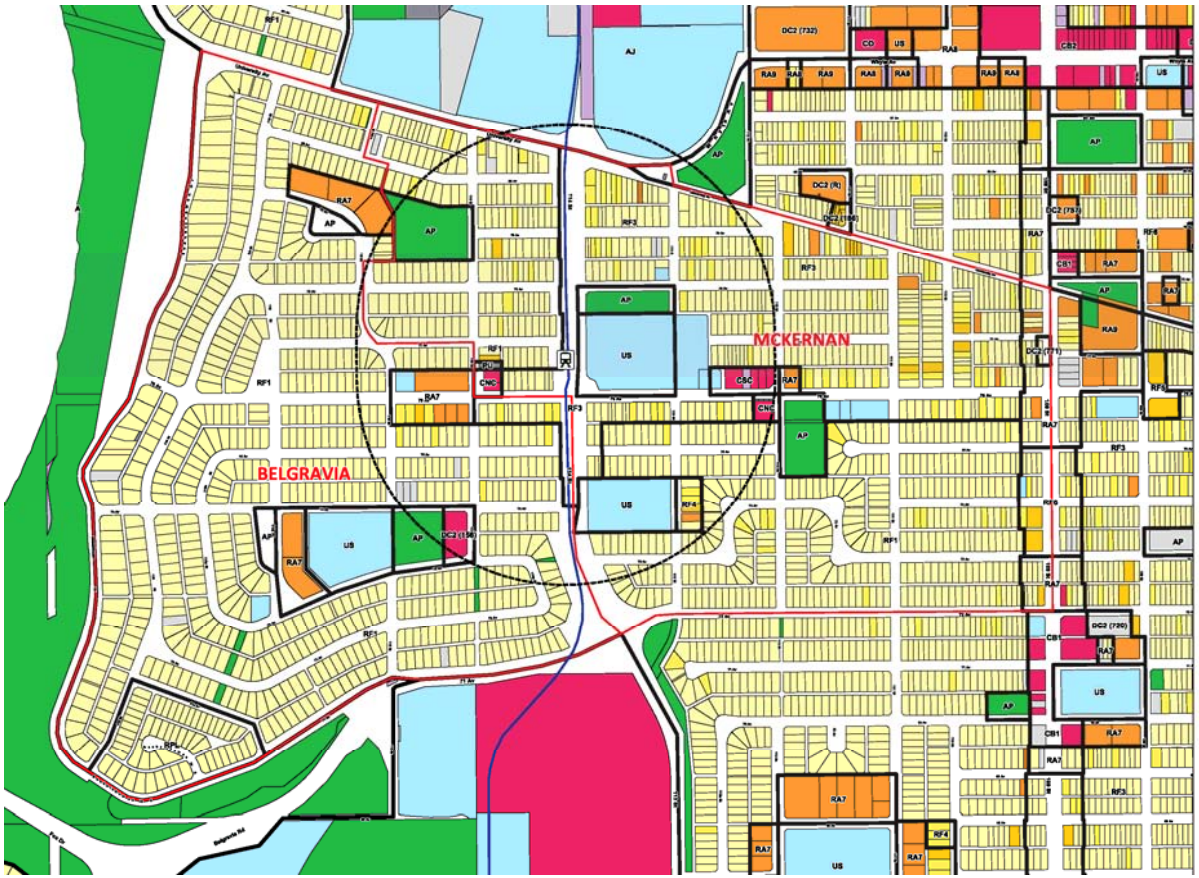
# Neighbourhood Image

# Neighbourhood Boundaries



# Historical Development

# Existing Land Use




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

# Building Development

# Station Area Profile

## Belgravia

Total Population*: 2,180
Largest Age Group (2006): 60+yrs
Gender Ratio (M/F): 44.2/55.8
Certificate, Diploma, Degree: 93%
Median Income: $117,958
Top 2 Dwelling Structure Types*:
- Single-Detached House: 79%
- Apartment under 5 Storeys: 20%

Dwellings Owned*: 74%
Dwellings Need Major Repair: 9%
2010 Unemployment Rate: 1.7%

## McKernan

Total Population*: 2,711
Largest Age Group: 20-29 yrs
Gender Ratio (M/F): 51.7/48.3
Certificate, Diploma, Degree: 96%
Median Income: $67,381
Top 2 Dwelling Structure Types*:
- Single-Detached House: 78%
- Duplex/Triplex/Fourplex: 14%

Dwellings Owned*: 49%
Dwellings Need Major Repair: 17%
2010 Unemployment Rate: 2.7%

*Population* within 400 metres of existing LRT Station: 1,543

*Note: Data source is 2006 StatsCan; * Source 2009 City Census Data.*

## What we've heard so far...

Residents like using LRT · There are concerns about non-residents are using the local streets for parking · Concerns about shortcutting through neighbourhood · Need for seniors and affordable, entry level housing · Great potential for 76 Avenue to become a walkable, mixed use corridor · Student housing exists within the neighbourhood · Additional student housing is planned at South Campus · Pedestrian connectivity across 114 Street is a challenge · Snow removal along sidewalks to the LRT Station has to be a City priority · Small scale infill and intensification opportunities

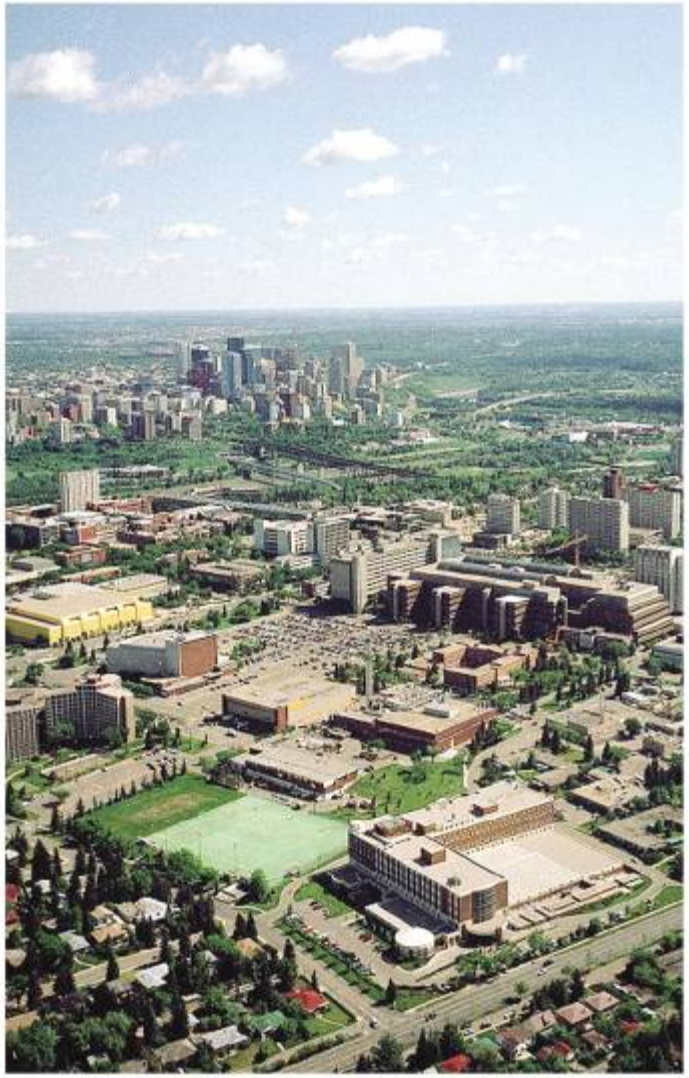
# The Analysis

# McKernan/Belgravia is a neighbourhood station type

# A station at the centre of a community

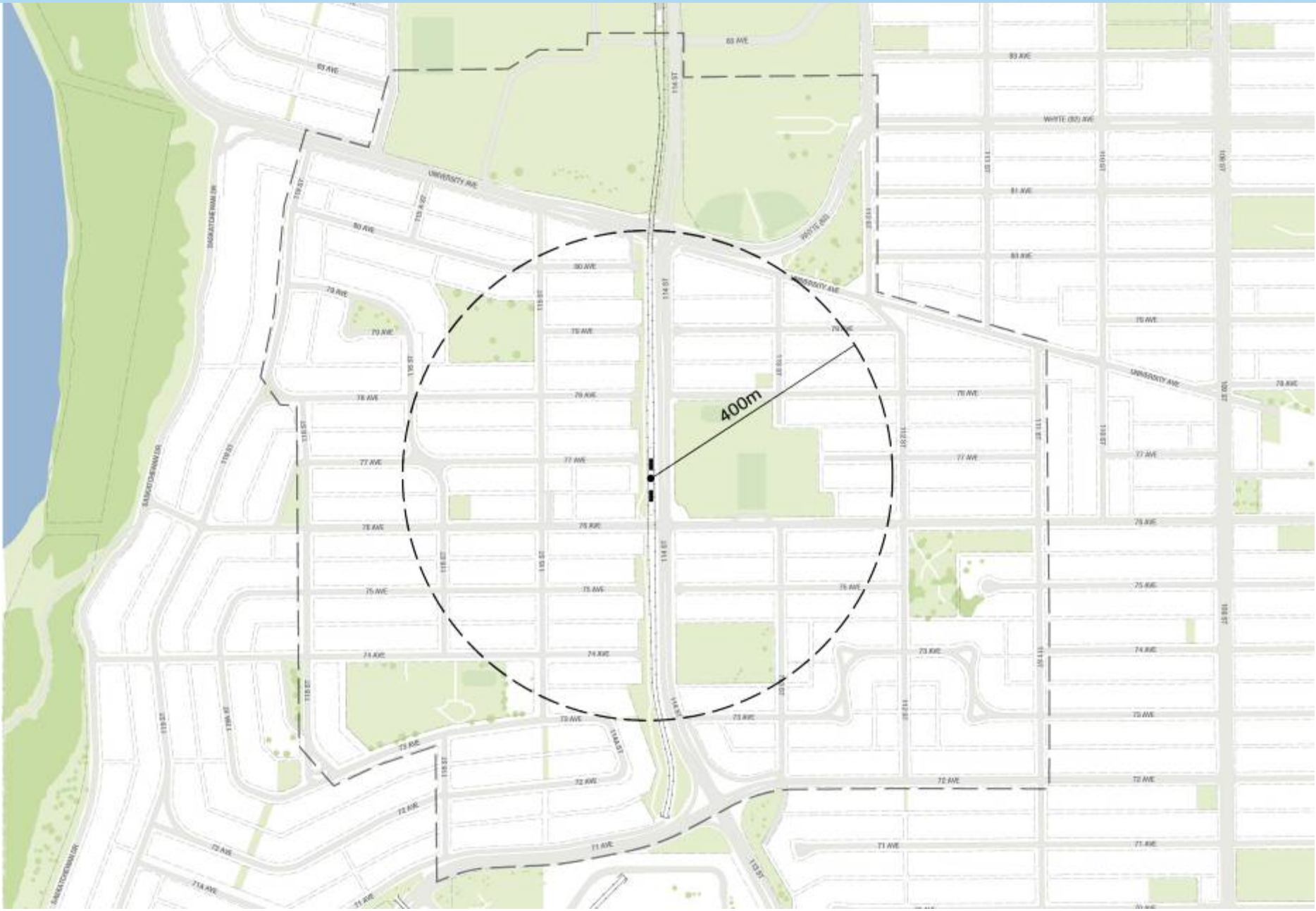
# And in close proximity to the downtown

# Significant numbers of students and jobs to the north and south

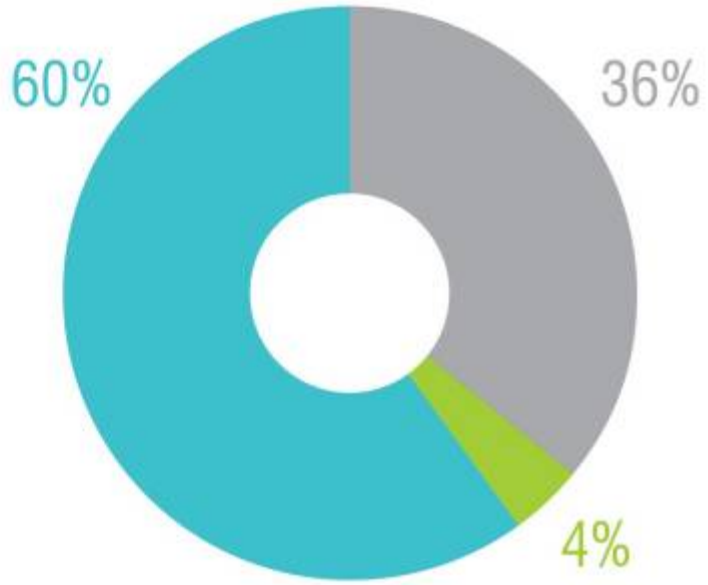


# Significant numbers of students and jobs to the north and south

# Traditional TOD catchment area



# What does the 400m radius consist of?

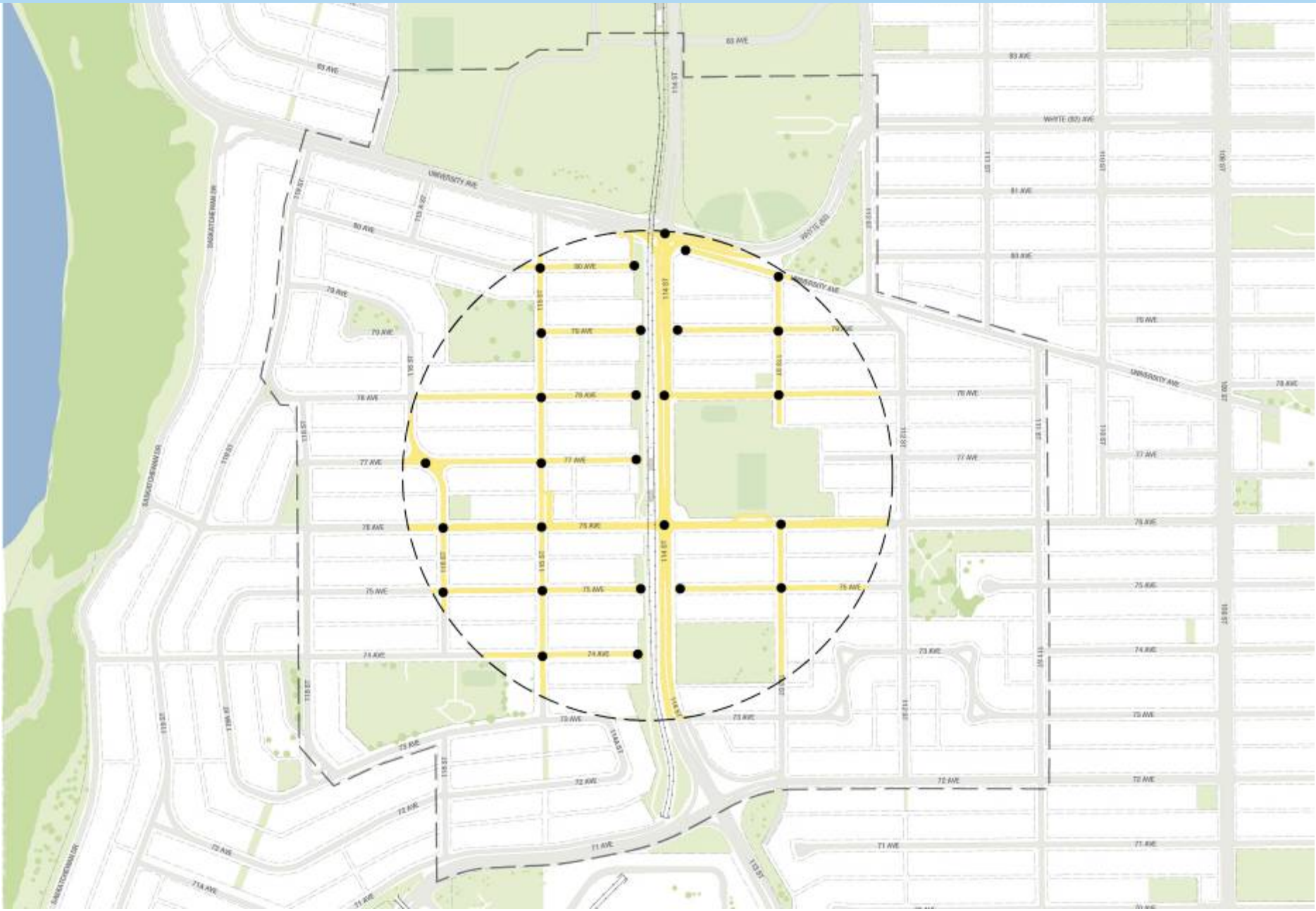



Land Composition

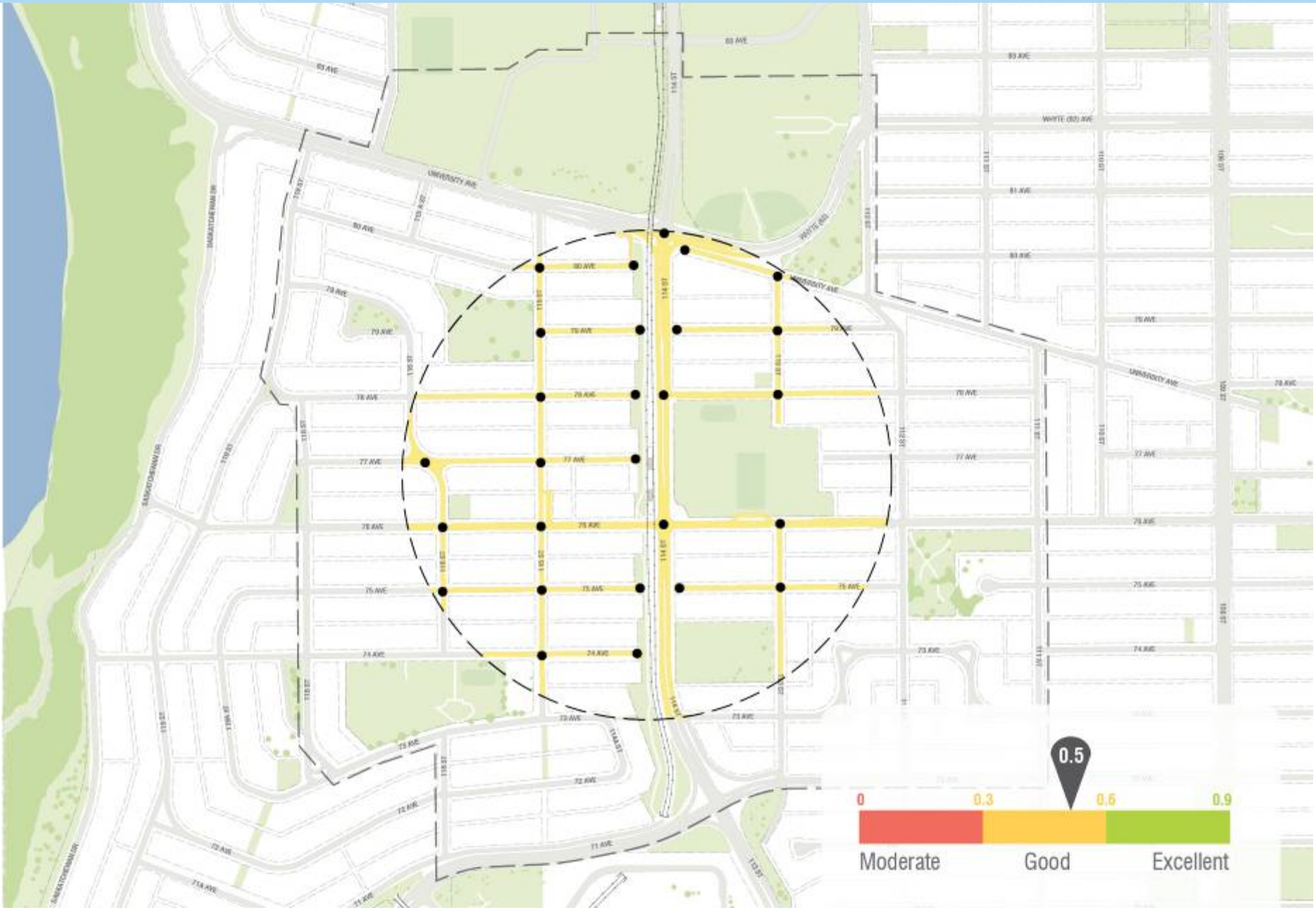
- Roads
- City Parks
- Development Parcels

# Good grid structure, block sizes, and mature trees

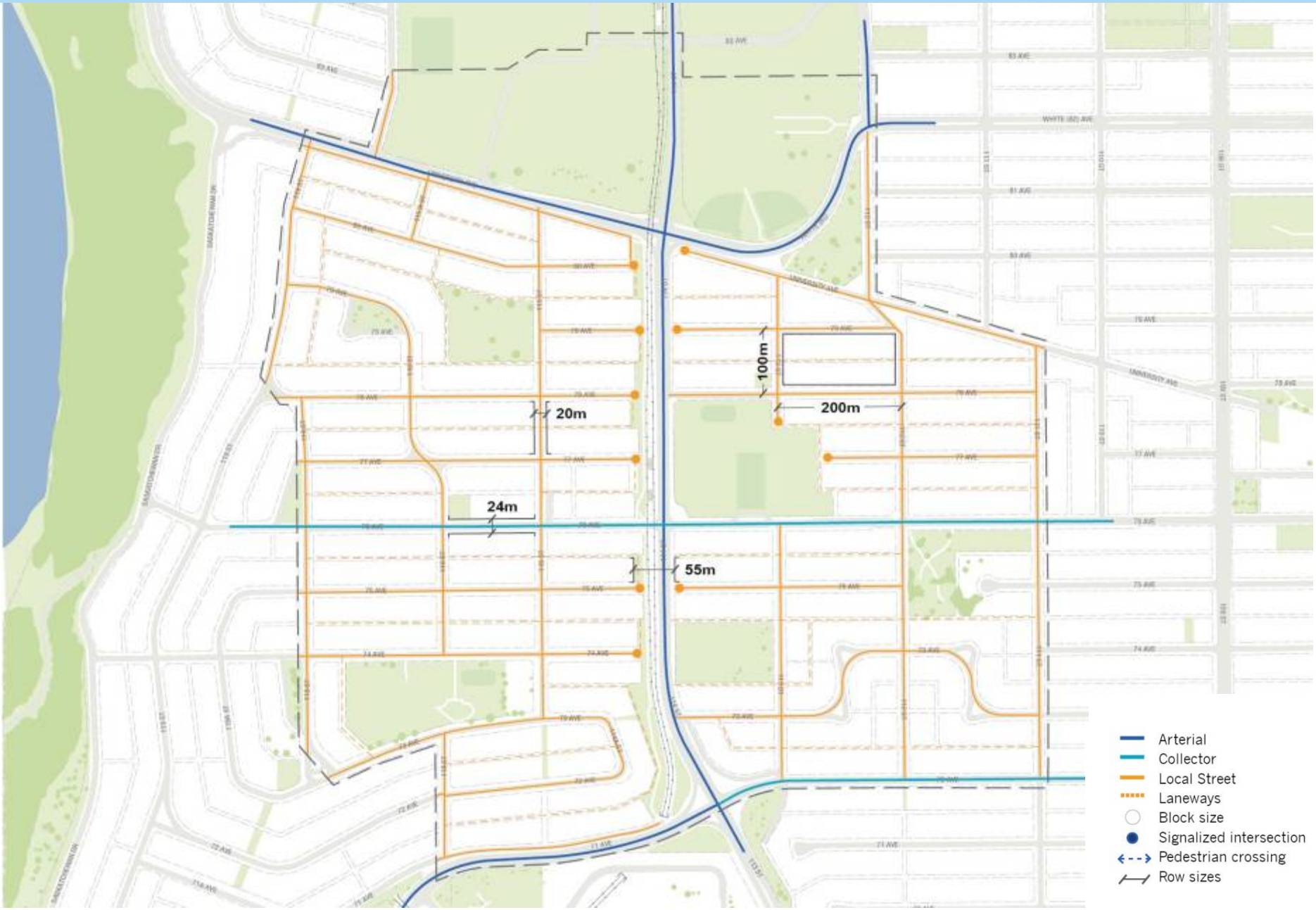
# Grid density



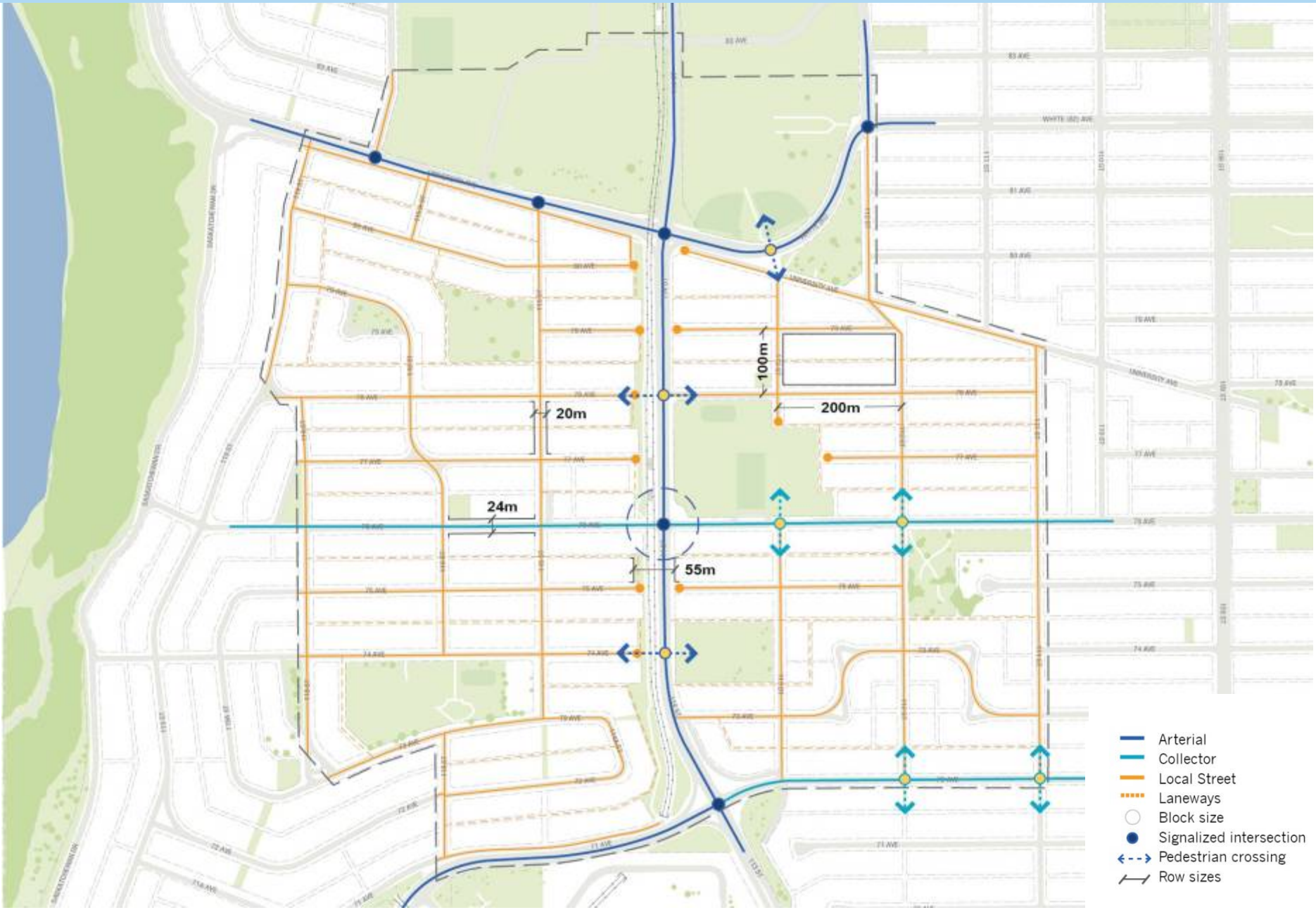
# Grid density – is quite good!



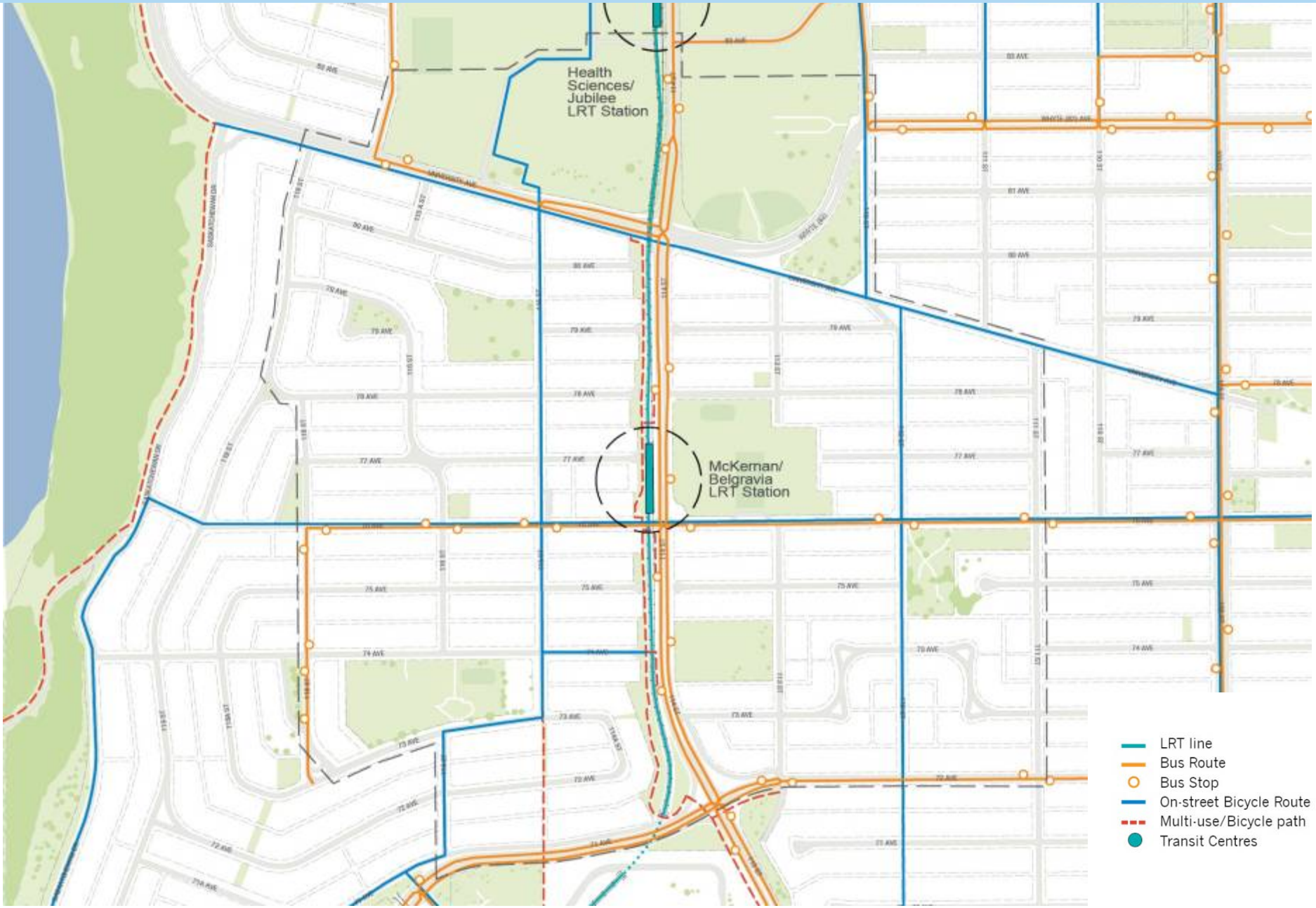
# Street Network and Block Structure



# Street Network and Block Structure



# Transit and active transportation networks

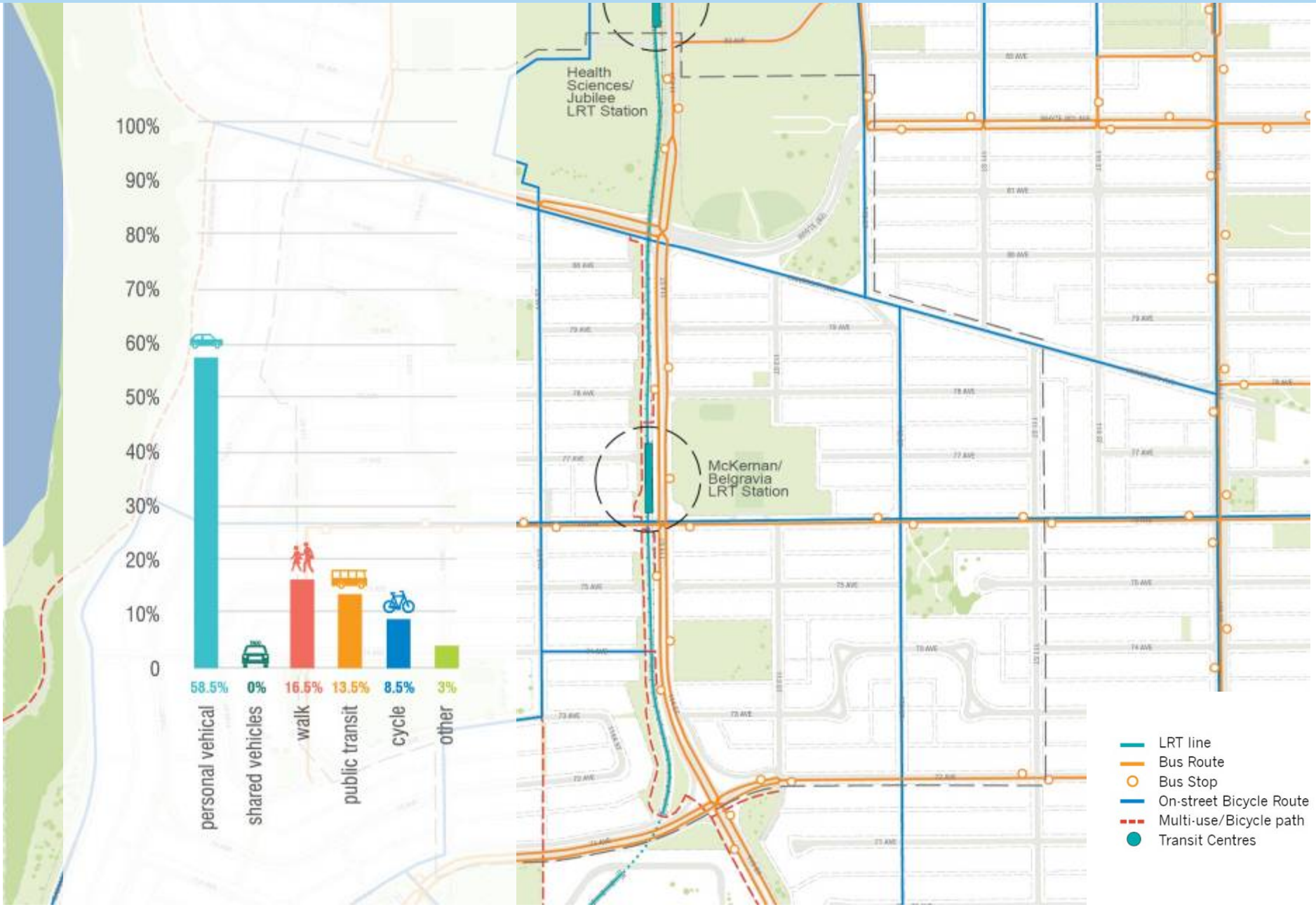


# Relationship between LRT and bus network needs to be improved

# 114th Street acts as a divider, disconnects the grid structure

# Corridor exhibits a preference for the movement of cars

# Mode Share – how are people getting around?



# Open Space and Community Amenities

# A shared use path runs parallel to the LRT corridor

# Great pedestrian and cycling infrastructure with access to the river

# Land Uses

Commercial
Industrial
Institutional
Residential
Transportation
Vacant

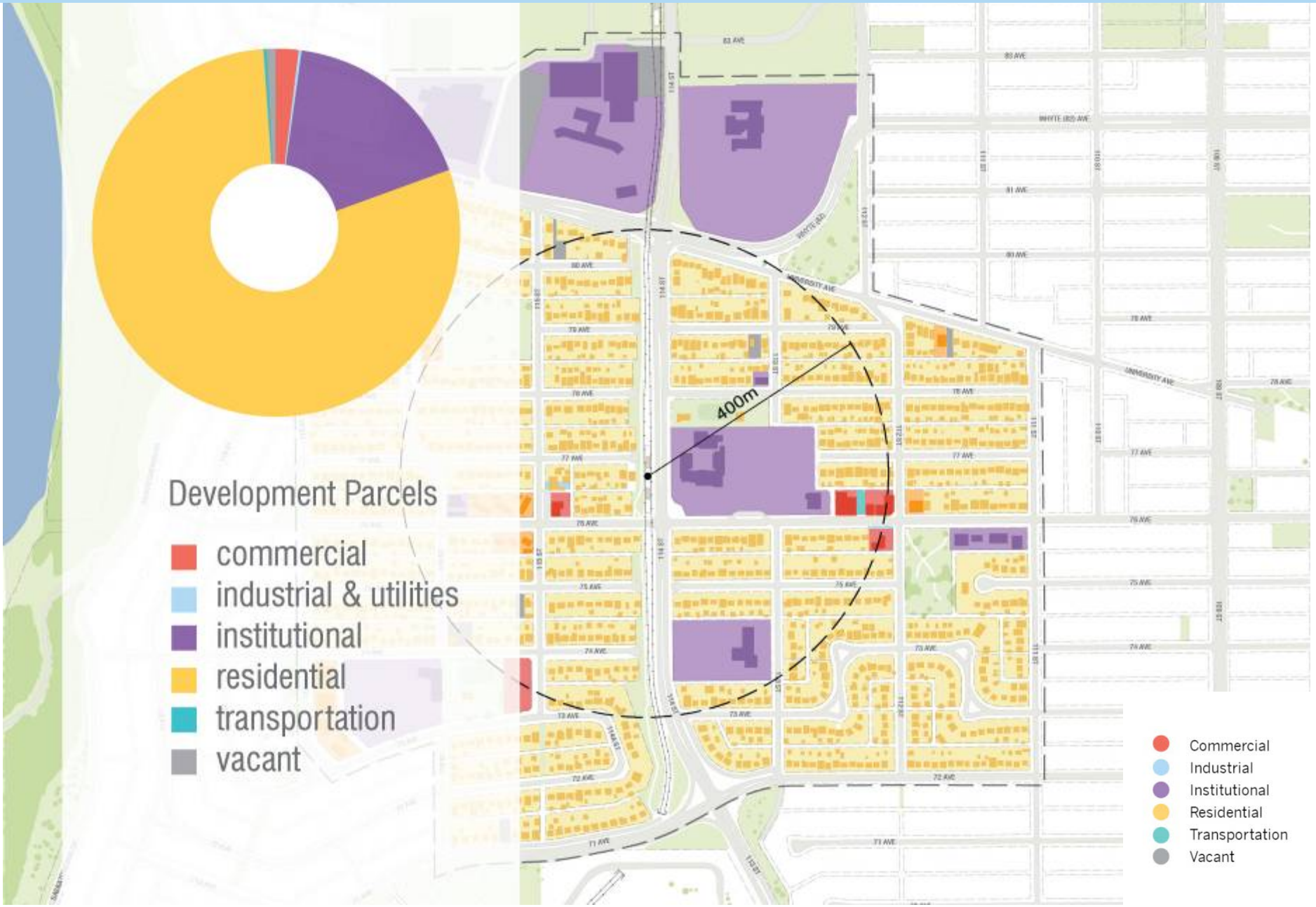
# Land Uses

Commercial
Industrial
Institutional
Residential
Transportation
Vacant

# Land Uses

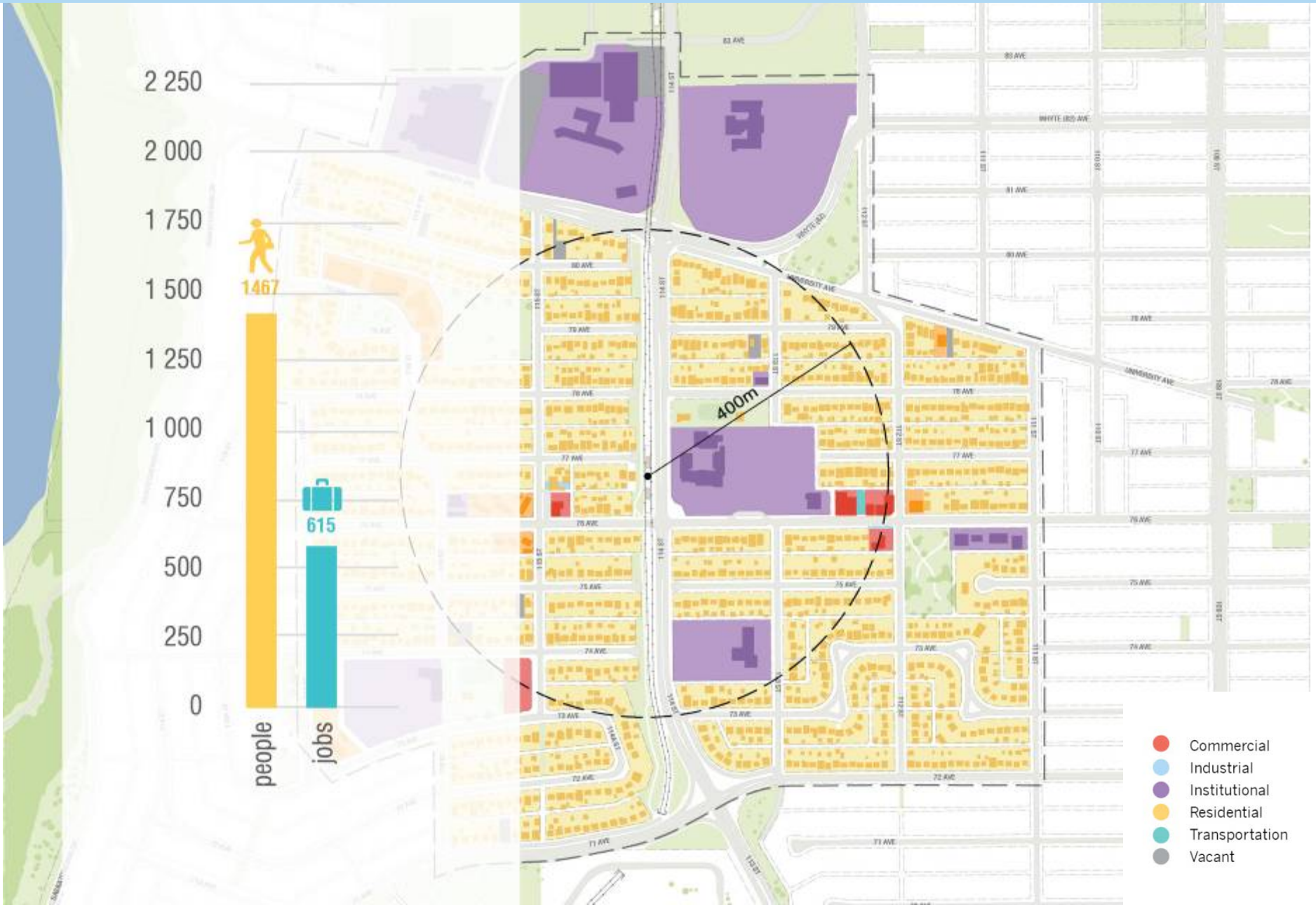
400m
Commercial
Industrial
Institutional
Residential
Transportation
Vacant

# Land Uses


Development Parcels
commercial
industrial & utilities
institutional
residential
transportation
vacant
400m
Commercial
Industrial
Institutional
Residential
Transportation
Vacant

# Lack of mixed-use and mid density development, small parcels

# People and jobs



# Building orientation: fronts, backs and sides

# Development along 114th does not respond to the corridor

# Areas of stability –minimal change

# Areas of stability –Forms that fit the character of the community

# Areas of stability –Potential for laneway housing

# Several underutilized sites present opportunities for redevelopment

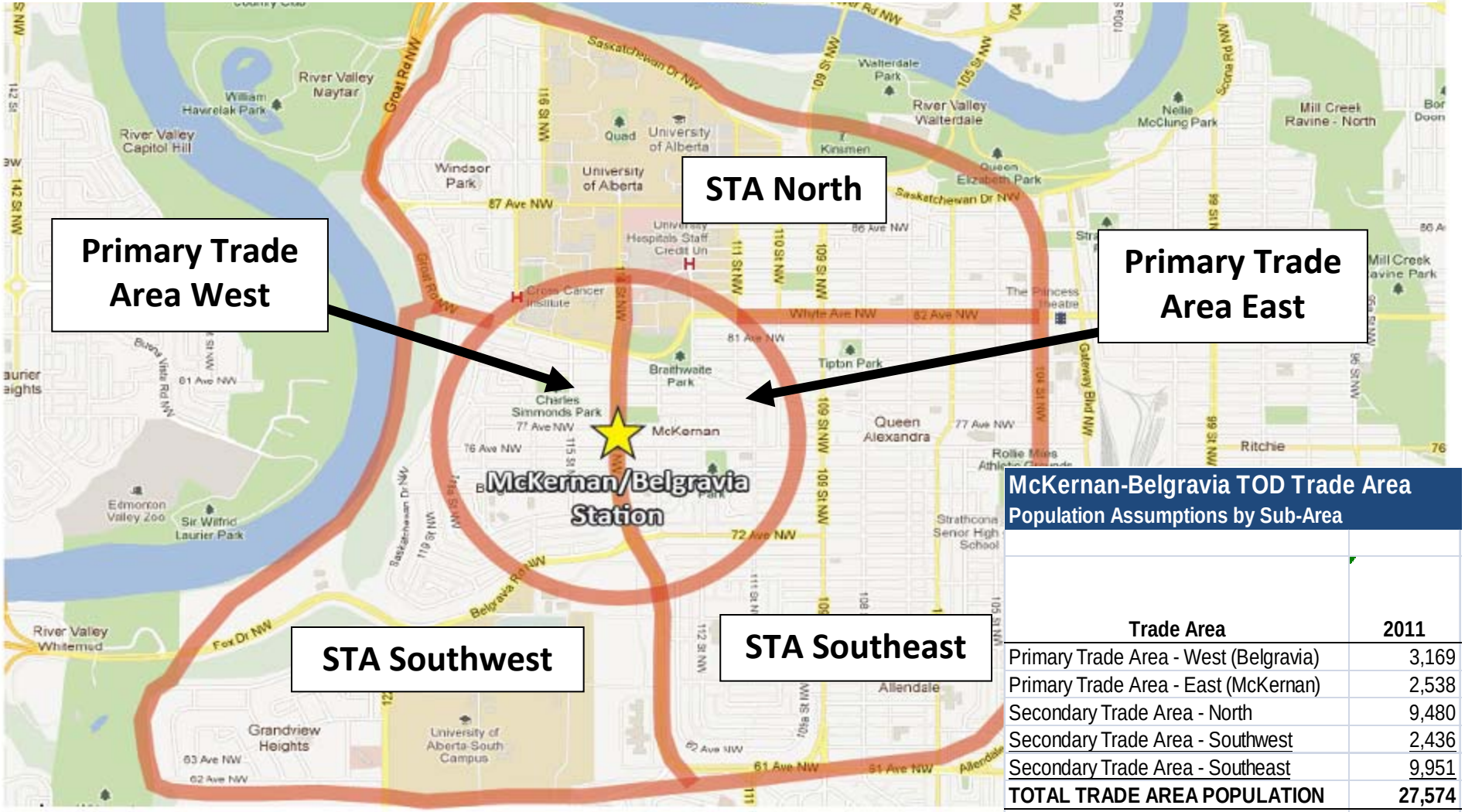
# Change is starting to happen already

# Areas of change – or have the potential to change over time

# Market Potential

# Market Trends and Potential: trade area

Colliers has delineated the following trade area with a strong focus on an 800-metre radius primary trade area – split to reflect neighbourhood differences east/west of 114th St.:




**McKernan-Belgravia TOD Trade Area**
**Population Assumptions by Sub-Area**

| Trade Area | 2011 |
|---|---|
| Primary Trade Area - West (Belgravia) | 3,169 |
| Primary Trade Area - East (McKernan) | 2,538 |
| Secondary Trade Area - North | 9,480 |
| Secondary Trade Area - Southwest | 2,436 |
| Secondary Trade Area - Southeast | 9,951 |
| **TOTAL TRADE AREA POPULATION** | **27,574** |

Source: Colliers, Environics 2011 data, Colliers assumption assumptions for PTA analysis.

# Underserved by walkable retail goods and services

**McKernan-Belgravia TOD Trade Area**
**TOD Area Retail-Commercial Floor Area Support**

| Detailed Category Breakdown | 2011 |
|---|---|
| Total Retail Floor Area | 35,124 |
| Service Commercial Floor Area | 12,645 |
| Food & Beverage Floor Area | 5,040 |
| Total Warranted Retail- Commercial Floor Area | 52,808 |

Source: Colliers International Consulting.

# Opportunities for small scale community serving offices

Larger office development challenging

# Over the long term infill opportunities exist

- Cost of land assembly makes it difficult to compete with suburban locations
- Incentives needed to  encourage infill development

# Thoughts about future change

# The Greenway could be enhanced and strengthened

# Opportunities for place making, pedestrians and cycle amenities

# Opportunities for place making, pedestrians and cycle amenities

# Opportunities for place making, pedestrians and cycle amenities

# Key redevelopment sites supported by a strong street network

# Opportunities for moderately scaled residential infill

# Perhaps live-work and commercial opportunities next to the station

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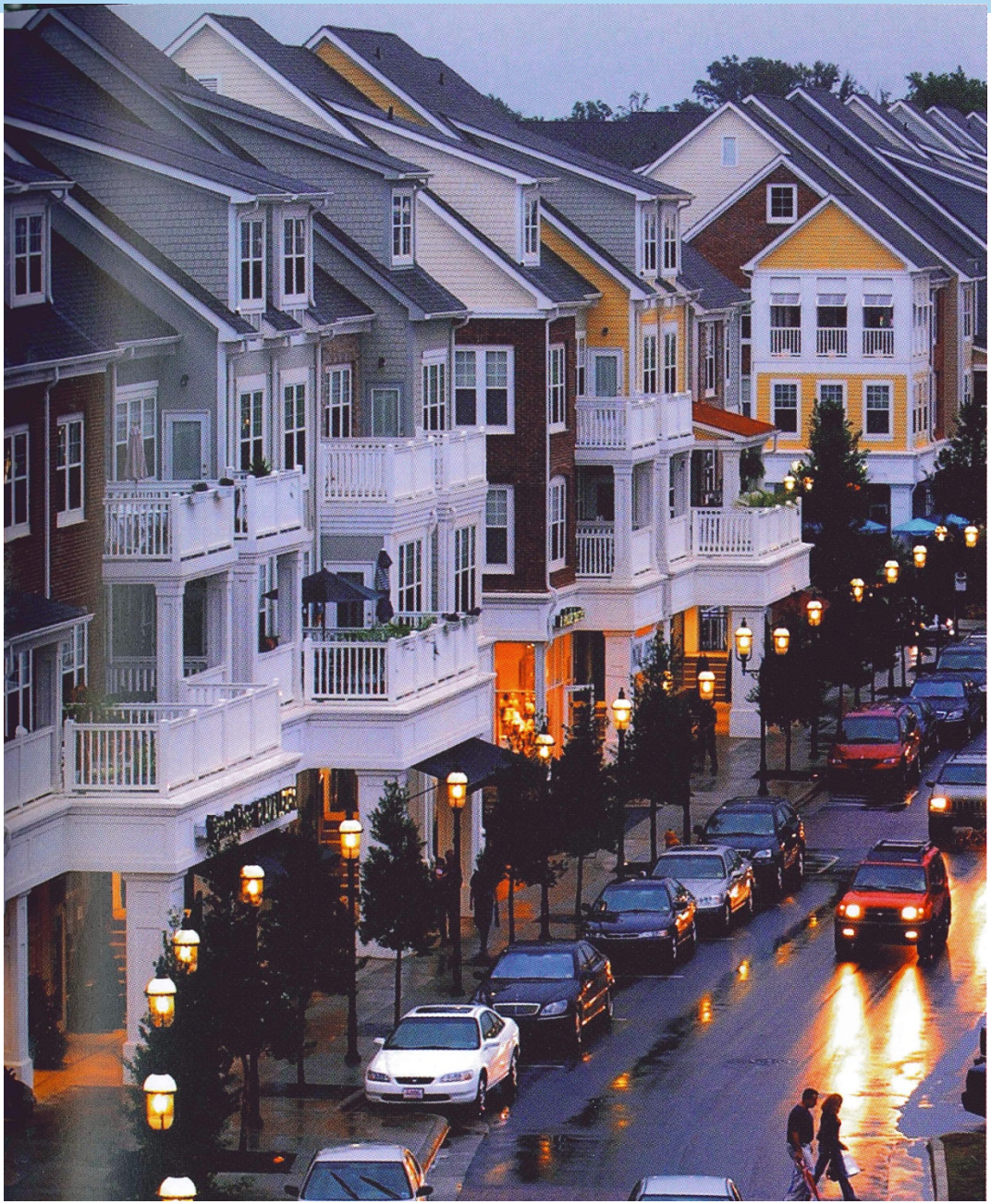


# Could we improve the face of the neighbourhood along 114th

# Town housing fronting the shared use path

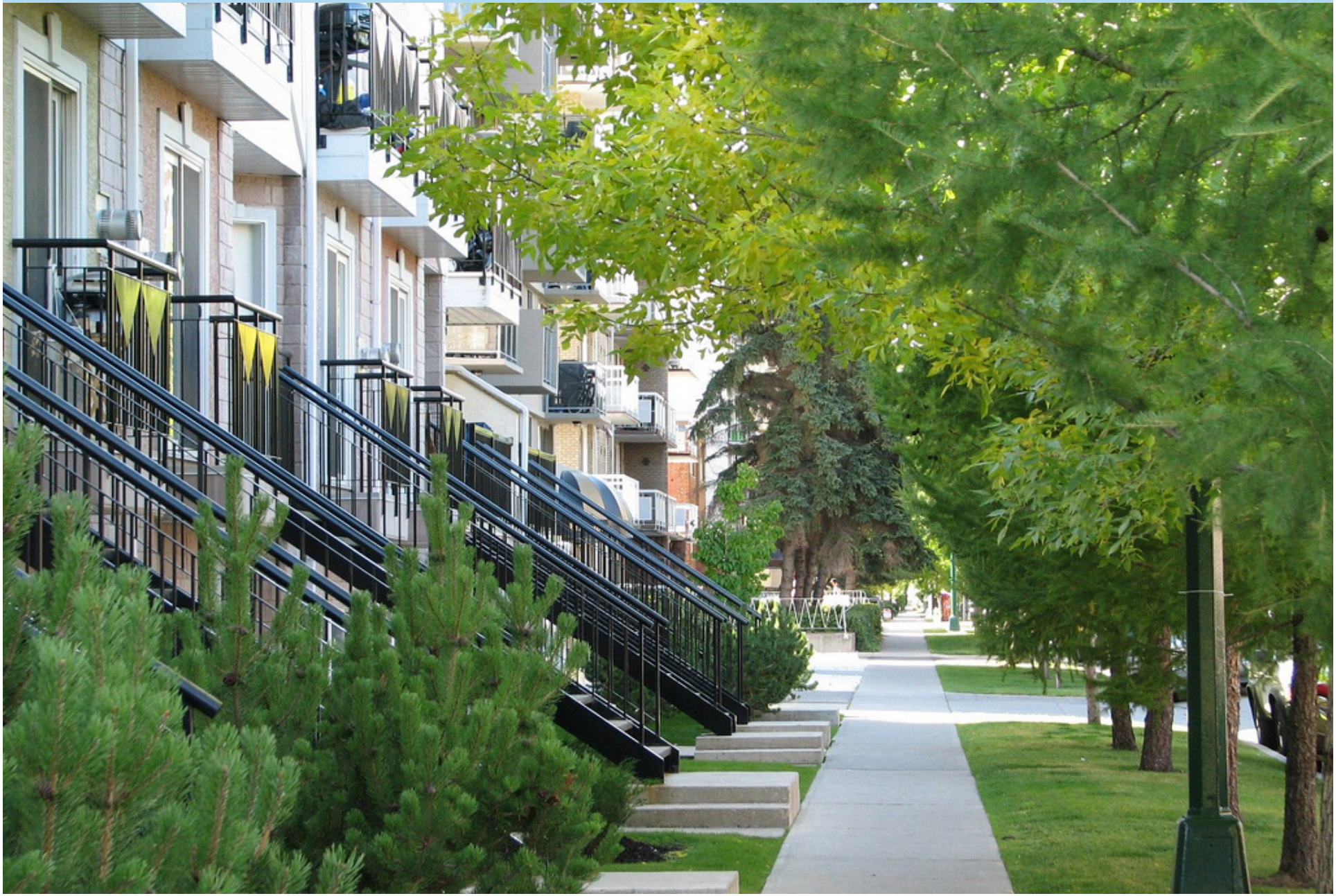
# Town housing fronting 114 Street

# Interesting rear lane conditions

# Possibly ‘stacked’ town house units

# An opportunity to explore intensification along University Ave

# And its potential to accommodate different forms of development



# A new face for the community that can add amenity & enhance value

# We want to hear from you…

# Break-out Session

**Introductions**
Break into assigned groups
Introduce yourselves to your team members
Select a speaker who will be responsible for reporting back for your group

**Brainstorming**
Work your way through the workbook questions (spending 20min per questions)
Record your thoughts in your workbooks
Please leave your Workbooks at the tables

**Reporting**
The speaker will report back on the highlights of the group's discussion

**Next Steps**
The project team will wrap up the session and discuss next steps