

MCKERNAN/BELGRAVIA

STATION AREA PLAN

Welcome!

The purpose of the workshop is to share the information and feedback we have received to date and to present alternative design concepts for the McKernan/Belgravia Station Area Plan. Workshop participants will be asked to review the alternative concepts and provide comments back to the consultant team. Feedback from this workshop will be used to refine the concepts and assist the consultant team in developing a preferred concept for the area.

Tonight's Agenda

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| 6:00 – 6:30 | Coffee, registration, and informal tour of display panels |
| 6:30 – 7:30 | Presentation
Introduction of Planning team, study goals, planning process
Presentation: TOD and station area planning and exploring preliminary station area framework and concepts |
| 7:30 – 8:45 | Table breakout group discussions:
Working through the Workbooks to discuss guiding vision and principles, the components of the framework and the initial station area concepts |
| 8:45 – 9:30 | Groups report back |
| 9:30 | Wrap up and next steps |

The Workbook

During the Break out Group discussion, we would like you share your thoughts and ideas with the Project Team and fellow community members. You can do this independently if you would like. **The work book is divided into three sections: The Vision and Guiding Principles; The Framework Components (Access and Connectivity, Streets and Open Spaces, Development Opportunities); and the Station Area Concepts.** Each section has a series of questions. Discussion at your table and recording of your opinions and thoughts in this workbook will help the planning team understand your aspirations for how the station area might evolve over time. Please answer these questions in any format you wish – whether point form or sentence form. When finished, you will have the option to share your workbook feedback with the larger group, or leave your comments with any member of our project team here today.



The Vision and Guiding Principles (15minutes)

The Vision Statement

The vision for the McKernan/Belgravia Station Area is to support moderate development intensification by directing change to the periphery of the neighbourhoods, along major arterials and adjacent to the LRT Station, while protecting and the fundamental character of the interior of the neighbourhoods by limiting the type and form of development to be consistent with the existing character of the neighbourhoods. This approach will serve to diversify the range of housing choices in these neighbourhoods, support increased transit use, add local commercial amenities and support the evolution of the neighbourhood as a more complete, sustainable community. At the same time, this will also lend a greater measure of certainty and stability to the interior of the neighbourhoods by limiting change in these locations. The Plan will also seek to enhance public realm and pedestrian amenities, improve connections, and link cycle network utilizing local streets. Over time this will enhance the physical character and image of the community, improve quality of life and permit greater opportunities for family oriented development and aging in place within the community, while preserving the fundamental nature of this well-loved and desirable community.

1. Are there any aspects of the Vision Statement you would like to see changed?

2. Are there any additional ideas or directions you would like to see incorporated in the Vision Statement?

The Guiding Transit Oriented Development Principles

Ensure transit oriented development is appropriately located and scaled to fit the community

- 1) Support transit use and walking to major institutional and employment centers through targeted opportunities for development intensification around the station area on 114th Street and 76th Avenue as well as along the peripheral arterials including University Avenue and 71st Avenue. Densities in the areas should not exceed 4 storeys, excepting the 'gateway location' at University Avenue in the north where some increase in height may be appropriate.
- 2) Reorient and utilize development along 114th Street to front onto this street creating a 'built form' buffer from noise, wind and dust to better protect the community while creating a re-imaged and attractive character for the neighborhood along this highly visible street frontage. Reorientation of buildings will also provide "eyes on the street" and align with Crime Prevention Through Environmental Design (CPTED) principles.

Protect and stabilize the interior of the neighbourhoods

- 1) The interior of the community, all areas not identified for development intensification opportunities, are not appropriate for significant change and their fundamental character and form will be preserved.

Improve the public realm and focus on enhanced place-making

- 1) Enhance the quality of the linear open space on the west side of 114th Street by making this a more attractive landscape feature within the community.
- 2) Improve green connections and linkages, increase the urban forest.

Enhance mobility choices

- 1) Enhance connectivity within the station area through a new street pattern and improved pedestrian crossings.
- 2) Improve access to transit through enhanced pedestrian and cycle amenities at the station area and improved connections between the LRT Station and buses.
- 3) Establish a connected cycle network utilizing local streets.

Strive for a more complete community

- 1) Enhance local amenity through the provision of small scale commercial or live work establishments in the vicinity of the Station Area, along portions of 76th Avenue and 114th Street.
- 2) Utilize small scale commercial and employment opportunities to enhance the live/work balance of the community.

Pursue design excellence

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

Encourage environmentally sustainable neighbourhood design

- 1) Focus on sustainable development forms and patterns including the introduction of a mix of uses, housing types and higher densities around the transit station area.
- 2) Introduce a high quality system of connected public spaces which features a variety of stormwater management solutions including collection, filtering and reuse.
- 1) 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.

1. Are there any Guiding Principles which you would like to see revised or changed?

2. Are there any additional Guiding Principles which you would like to see incorporated or additional ideas which may support the above mentioned principles?

Access and Connectivity (15minutes)

In order to facilitate easy access in and around the station area, the road network should be well connected and accommodate the needs of cars, buses, pedestrians and cyclists. Using the illustrations at your tables as reference, please answer the following questions.

Enhancing Connectivity - refer to illustration on page 1

The introduction of new/missing street segments will enhance the connectivity in the station area and allow for the creation of a secondary road system that will relieve pressure from the main roadways such as 114th Street and 76th Avenue. The potential extension of 113th Street and 74th Avenue would help improve connectivity in the area - both improvements being in close proximity to key transit access points. This could be an opportunity to improve vehicle circulation and access to the school. The condition along the 114th Street corridor which consists of laneways and cul-de-sacs could be reconfigured to create a more attractive frontage and improve the relationship to the community's main green spine. This would occur in conjunction with the potential redevelopment of the flankage properties along the 114th street corridor integrating a new rear lane.

1. Do you agree with the proposed improvements to the street network and why?

2. Are there any other streets in the station area which you would like to see improved?

Pedestrian Priority Area - refer to illustration on page 1

A high quality pedestrian zone would be created around the LRT station area and nearby bus stops. The pedestrian priority area would encourage the following: active uses at grade; additional pedestrian street crossings, pedestrian scale lighting, cycling routes and amenities, signage and wayfinding; appropriate street furniture; improved standards for street design, and pedestrian walking areas.

1. Do you agree with the proposed boundary for the 'pedestrian priority area'?

2. Are there other elements you would like to see included in the development of the 'pedestrian priority area'?

Improving Active Transportation - refer to illustration on page 2

A well connected and continuous pedestrian and cycling network would improve transit use and should include improved pedestrian walkways, cycling routes and amenities. Sidewalks within the station priority area should connect to new intersections and key community amenities. The cycle network builds on the existing system and locates additional routes on local streets (74th and 78th Avenue) which will be supported by redesigned pedestrian crossings on 114th Street. The existing bicycle route along 76th Avenue will be reconfigured along the commercial segment of the street to accommodate sharrows and on-street parking. These improvements will enhance user experience, minimize the pedestrian-vehicular conflicts and better link transit, schools, and important open spaces such as the river valley. Additional cycling amenities at the station are also encouraged such as additional locks, and shelters and wayfinding. The redesign of the 114th Street corridor at the intersections of 78th and 74th Ave improves access to transit and permits off-peak vehicular movements to reduce vehicular cut through patterns in the neighbourhood and improve station access. This will enable transit users and residents to move around the area more safely and efficiently.

1. Do you agree with the proposed pedestrian and cycling network and why?

2. Are there specific areas which you feel are underserved by trails and cycling routes that haven't been address with the proposed network?

Streets and Open Spaces (10minutes)

The open space network builds on the existing community assets by focusing on the improvement of 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 will create attractive addresses for strategic infill. Using the illustrations at your tables as reference, please answer the following questions.

Proposed Open Space and Community Network - refer to illustration on page 2

One of the most important elements in making a vibrant, welcoming community is its network of open spaces. The presence of high quality, well designed and well programmed open spaces can act as gathering spaces, places for contemplation, places for active and passive recreation and also places that showcase community expression. Three key open space improvements are proposed:

Green Spine

The existing shared use path could be transformed into a linear open space and become an attractive community amenity that would strengthen the community's green identity and create an inviting street address along 114th Street. It would act as a gathering space and well utilized pedestrian and cyclist thoroughfare for transit users and residents alike. The existing cul-de-sacs could become extensions of the park space and be programmed as pocket parks and/or play spaces.

Southwest Cultural Centre

The existing art park located at the south-west corner of 74th Avenue and 115th Street could, in the long-term, be transformed into other potential community uses such as community gardens, a community centre, daycare, etc. This public space would be conveniently located along two cycling routes, in close proximity to transit and embedded in the neighbourhood fabric.

McKernan School

Explore opportunities created through the extension of 113th Street. The improved circulation and access around the McKernan School may support the relocation of the school pickup/drop-off from 76th Avenue to the proposed extension of 113th Street. This improvement could help with traffic and movement concerns in the area and enhance user safety.

1. Do you agree with the proposed public realm improvements?

2. Are there any additional open space improvements which you would like to see in the station area?

Rethinking the Main Streets - refer to illustration on page 3

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 setting for people, activity and reinvestment. The improvement of three of the area's main streets will create attractive and distinct streetscapes which will enhance the area's image and complement the future development potential of these corridors.

114th Street Boulevard

As the station area's central spine, improvements to the 114th Street corridor would enhance the pedestrian, cyclist and vehicular experience. Some options could include an improved planted median, a new pedestrian boulevard on the east side, redesigned intersections at 74th and 78th Avenue and a connected sidewalk network on the west side of the street would contribute to improved connectivity in the station area.

76th Avenue Main Street

A new design for 76th Avenue will reinforce the role of this east-west connector as a neighbourhood main street. Additional parking would be introduced, where possible, to support the mixed-use nature of this main street. The existing cycling route on 76th Avenue will be supplemented by new cycling routes on local streets, 74th Avenue and 78th Avenue.

University Avenue Greenway

A reinvented University Avenue will capitalize on its proximity to the University and its role as a key connector to the river valley. The existing service street located south will be transformed through the development process into a green boulevard which features a shared use path and lush landscaping. This green neighbourhood edge will connect to the river valley, create an attractive frontage for new development, reduce infrastructure redundancy and could take on stormwater management functions.

1. Do you agree with the proposed ideas for the area's main streets and why?

2. Are there other streets in the station area which you feel need special design attention?

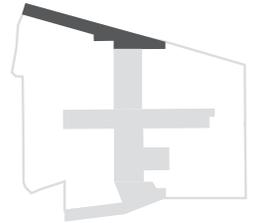
Development Opportunities (20minutes)

Please review the precinct overview as well as the use and built form descriptions in the modest and greater levels of intervention for each precinct and then answer the questions below.

University Avenue Corridor - refer to descriptions on page 4

The parcels on the south side of University Avenue could be intensified over time. This is an opportunity to create a new northern edge for the McKernan and Belgravia neighbourhoods which can introduce intensification without compromising the character of the neighbourhood. The profile of these sites could be elevated with the introduction of a University Greenway.

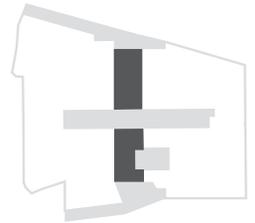
1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?



114th Street Corridor - refer to descriptions on page 4

The long-term potential for a new condition along the 114th corridor could establish a renewed frontage for the community. Reorienting development to face the street provides an added sound barrier and natural sheltering of the neighbourhood from LRT noise and vibration. This would require land assembly which would be tied to the improvement and expansion of the green spine on the west side of 114th Street and result in the introduction of a new rear lane to permit access.

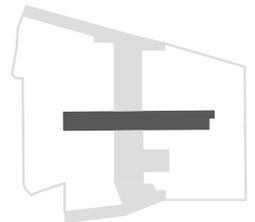
1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?



76th Avenue Corridor - refer to descriptions on page 5

There is an opportunity to introduce small concentrated retail development along 76th Avenue around the station area which would provide valuable local amenities to the area. Commercial buildings with active ground floors would be supported by the introduction of new parking, where possible, along 76th Avenue and the existing laneway system at the rear of the parcel. Retail would be permitted throughout this zone but would be required in specific locations, particularly at the station area location.

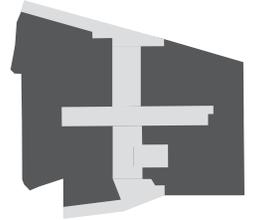
1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?



Sensitive Neighbourhood Infill - refer to descriptions on page 5

Growth should be encouraged and supported in the right locations. Interior residential lots are not appropriate for significant change. In these locations redevelopment should be limited to construction of duplexes, semi-detached dwellings, townhouses and garden/garage suites. All new developments should be required to match the scale of existing single family dwellings.

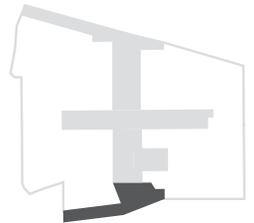
1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?



71st Avenue Gateway - refer to descriptions on page 5

Over the long term single family properties fronting 71th Avenue and located along the gateway intersection at 114th Street could be intensified given the proximity to the University of Alberta's south campus.

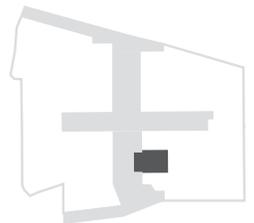
1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?



St Peter's Training Centre - refer to descriptions on page 5

Redevelopment of this large parcel could support transit oriented development goals through the introduction of residential or employment use. This also presents an important opportunity to improve local connectivity through the introduction of a street connecting the neighbourhood to the 114th Street LRT corridor.

1. Which level of intervention would you like to see modest or greater level of intervention (please check one)? Are there any other uses or built form considerations that you would like to see in this precinct?



Station Area Concepts (15minutes)

Two draft concepts have been created for the McKernan/Belgravia station area which each strive to achieve the Vision and TOD principles but differ in their level of intervention, density and extent of redevelopment. The final concept for the station area plan may draw elements from both of these concepts. Please share with us what you like and dislike about these early concepts.

Concept A: Modest Level of Intervention - refer to illustrations on page 6

This concept anticipates that this area requires a well developed strategy for neighbourhood protection and the accommodation of some targeted infill and redevelopment given that this is a desirable neighbourhood and is adjacent to the University of Alberta's main and south campuses. The station area concept introduces mixed use commercial infill along 76th Avenue in the immediate vicinity of the station to improve local amenity; additional parking is also introduced, where possible, to support the retail uses. Large available development sites including the training site and portions of the school property are intensified with town house developments located within a 5 minute walking distance from the station. University Avenue affords the highest level of intensity accommodating 4 storey apartments or stacked townhouses to the west increasing to 6 storeys at the 114th Street intersection. Sensitive infill, in scale with existing single family dwellings, will be permitted within the interior residential area in close proximity to the transit station.

1. What do you like about this concept?

2. What do you dislike about this concept?

Concept B: Greater Level of Intervention - refer to illustrations on page 7

Similarly this concept anticipates that this area requires a well developed strategy for neighbourhood protection and the accommodation of some targeted infill and redevelopment given that this is a desirable neighbourhood and is adjacent to the University of Alberta's main and south campuses. The station area concept introduces mixed use commercial infill along 76th Avenue in the immediate vicinity of the station and strengthens the existing commercial node at 76th Avenue and 112th Street to improve local amenity; additional parking is also introduced, where possible, to support the retail uses. The 114th corridor has been re-imagined with 4 storey development that has been oriented to front 114th Street and function as a buffer and sound barrier for the community. The training centre site is intensified with a mix of office uses, located along 114th Street, and residential uses on the remainder of the site. University Avenue affords the highest level of intensity accommodating 4 storey apartments or stacked townhouses to the west increasing to 8 storeys at the 114th Street intersection. Sensitive infill, in scale with existing single family dwellings, will be permitted within the interior residential area within the entire station area.

1. What do you like about this concept?

2. What do you dislike about this concept?

3. Which concept do you prefer and why?



Let us know what you think!

If you have any further comments or feedback on the information presented today, please feel free to include it below.

Contact Information

name _____

email address _____

Address

Additional Comments

Signature & Date _____

Thank you!