

Draft Vision and Principles



The Draft Station Area Principles

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



The Draft Station Area Principles

Protect and stabilize the interior of the neighbourhoods.



The Draft Station Area Principles

Improve the public realm, enhance placemaking and access to transit and LRT.



The Draft Station Area Principles

Enhance mobility choices.



The Draft Station Area Principles

Strive for a more complete community.



The Draft Station Area Principles

Pursue design excellence.



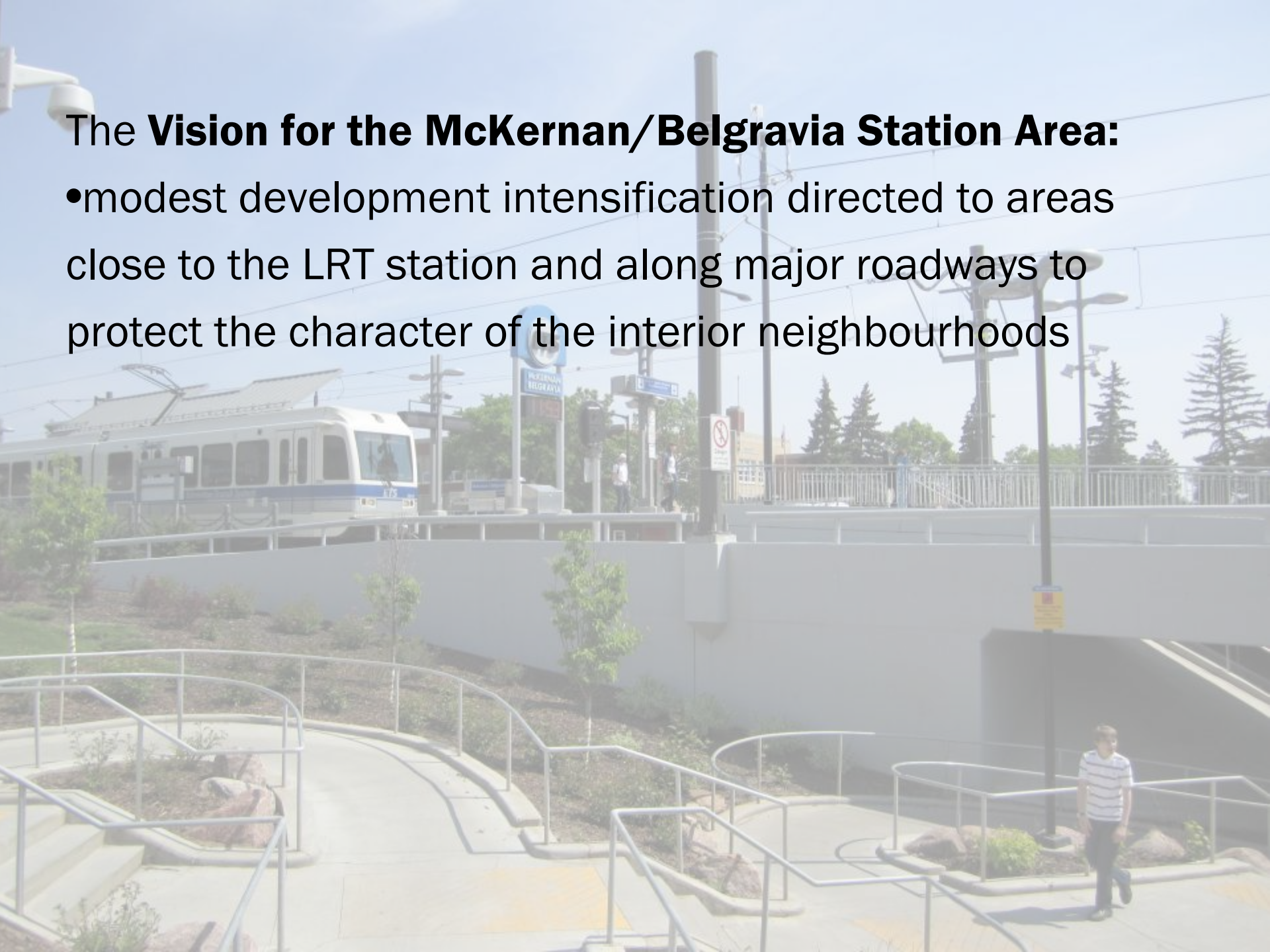
The Draft Station Area Principles

Encourage environmentally sustainable neighbourhood design.



The **Vision for the McKernan/Belgravia Station Area:**

- modest development intensification directed to areas close to the LRT station and along major roadways to protect the character of the interior neighbourhoods



Towards a Station Area Framework



The framework is built around **three complementary components**, each containing a bundle of initiatives that address different issues facing the Station Area today. The three components are:

Access and Connectivity



Streets and Open Space



Development Opportunities

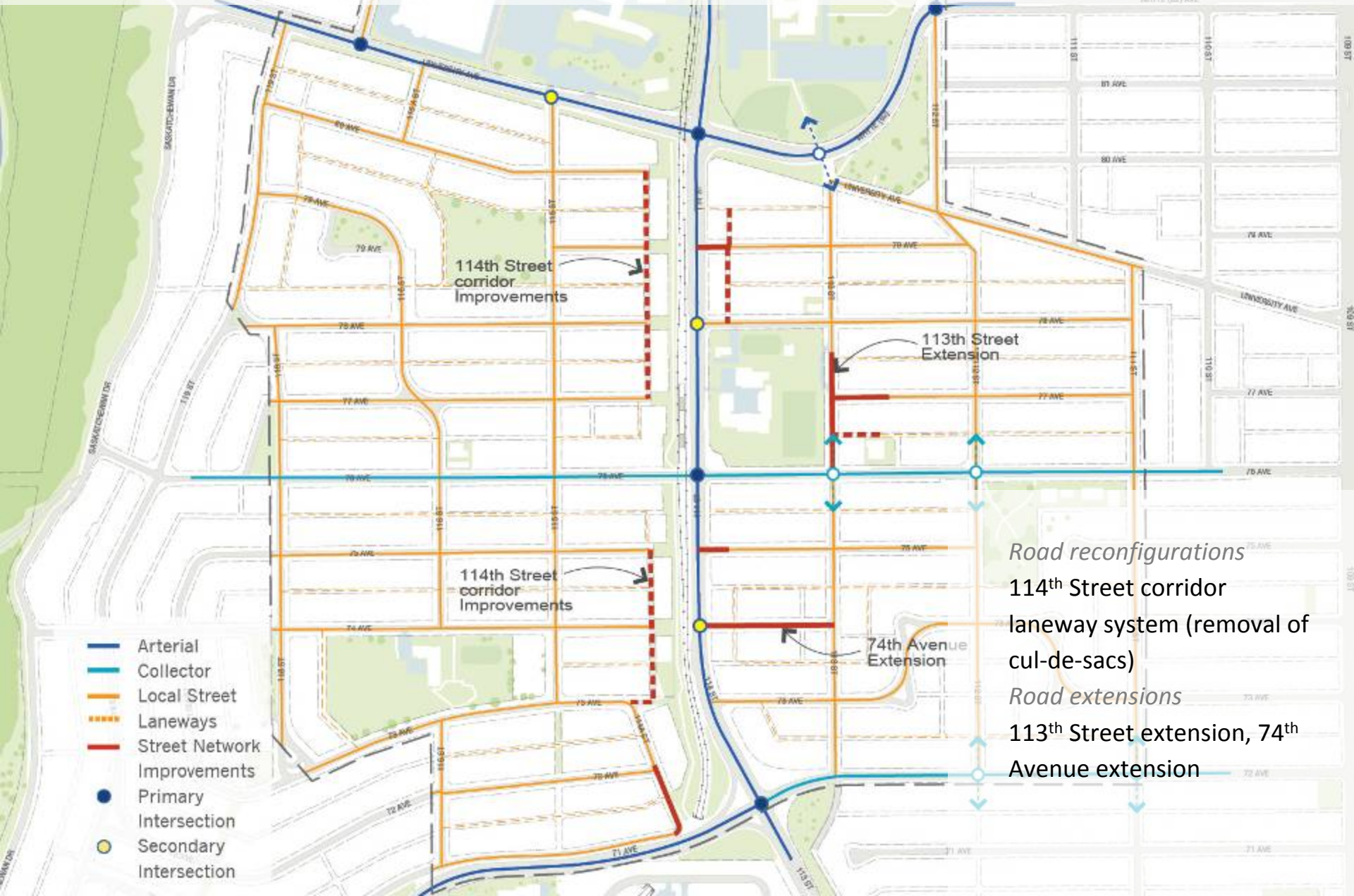


Access and Connectivity



Enhancing connectivity

The introduction of new or missing street segments will enhance the connectivity and will relieve pressure from the main collector roads



Creating a pedestrian priority area

A high quality zone at the LRT station which incorporates nearby bus stops will encourage additional amenities and enhance user experience.



Creating a pedestrian priority area

A high quality zone will encourage additional pedestrian crossings, pedestrian scale lighting, cycling routes and amenities, street furniture and signage



Additional cycling amenities at the station



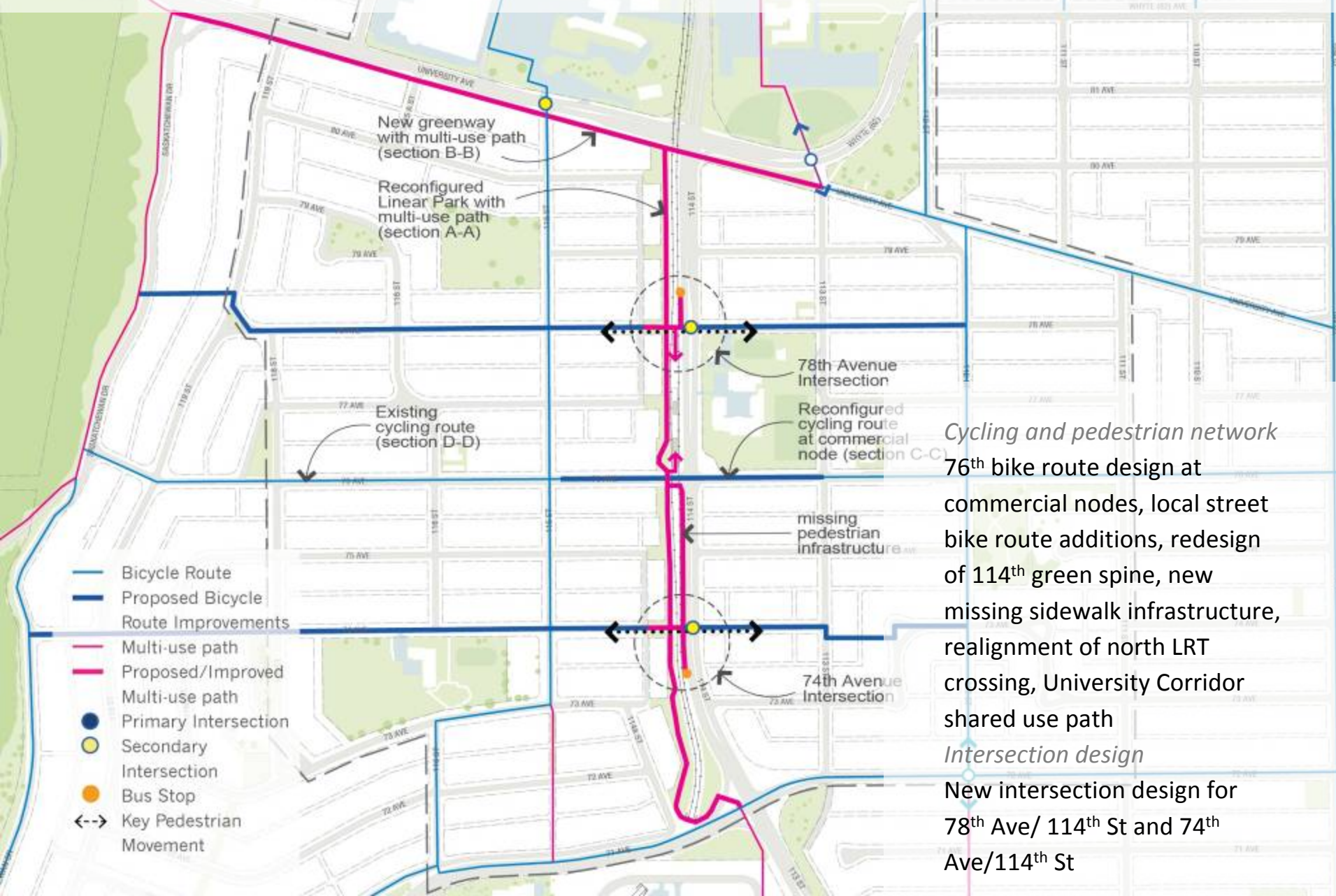
Accessible transit stops



High quality public realm on the main streets

Improving active transportation

A connected and continuous pedestrian and cycling network will improve transit use and include improved pedestrian walkway, cycling routes and amenities.



Cycling and pedestrian network

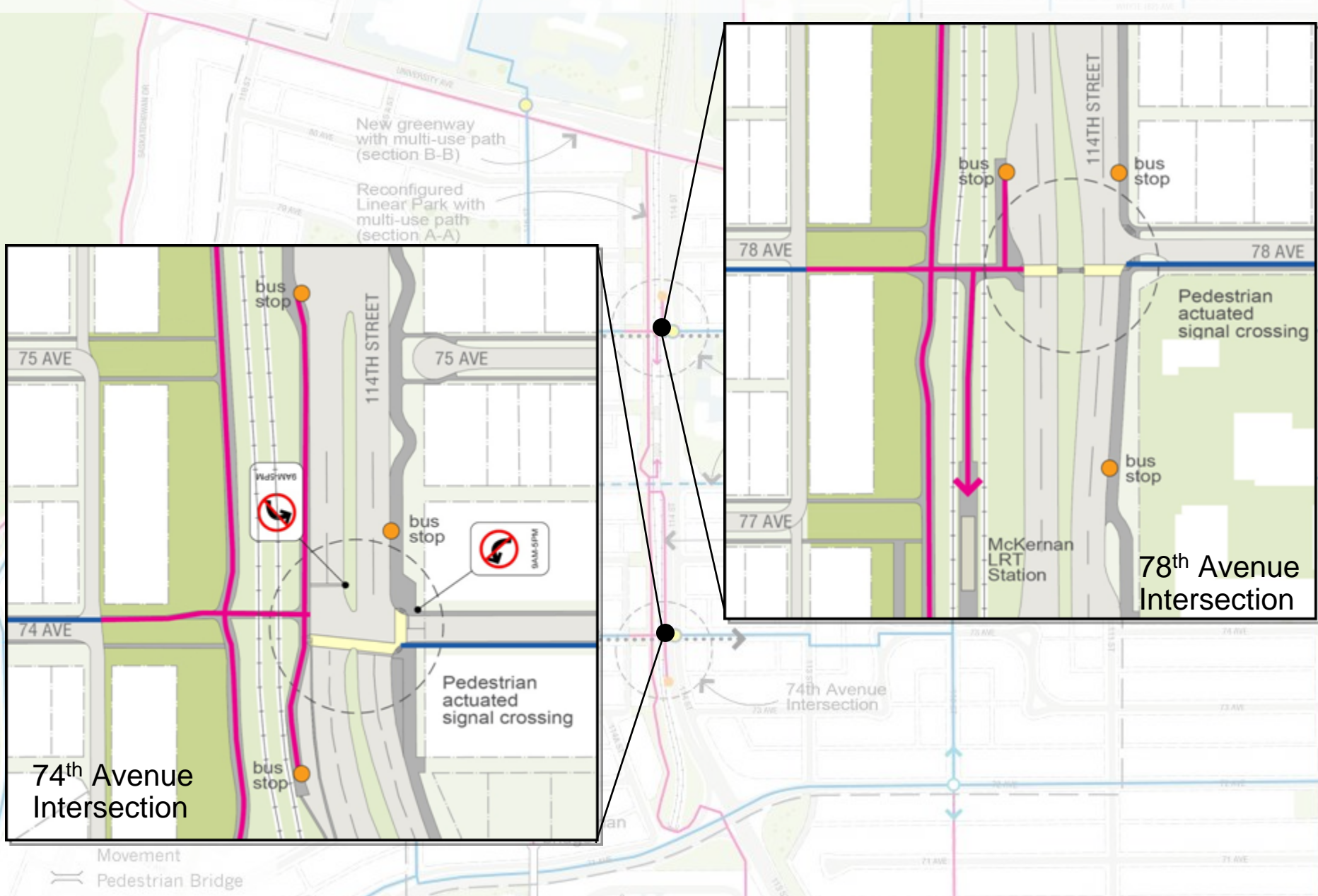
76th bike route design at commercial nodes, local street bike route additions, redesign of 114th green spine, new missing sidewalk infrastructure, realignment of north LRT crossing, University Corridor shared use path

Intersection design

New intersection design for 78th Ave/ 114th St and 74th Ave/114th St

Improving active transportation

A connected and continuous pedestrian and cycling network will improve transit use and include improved pedestrian walkway, cycling routes and amenities.





Well connected cycling infrastructure



Wayfinding maps

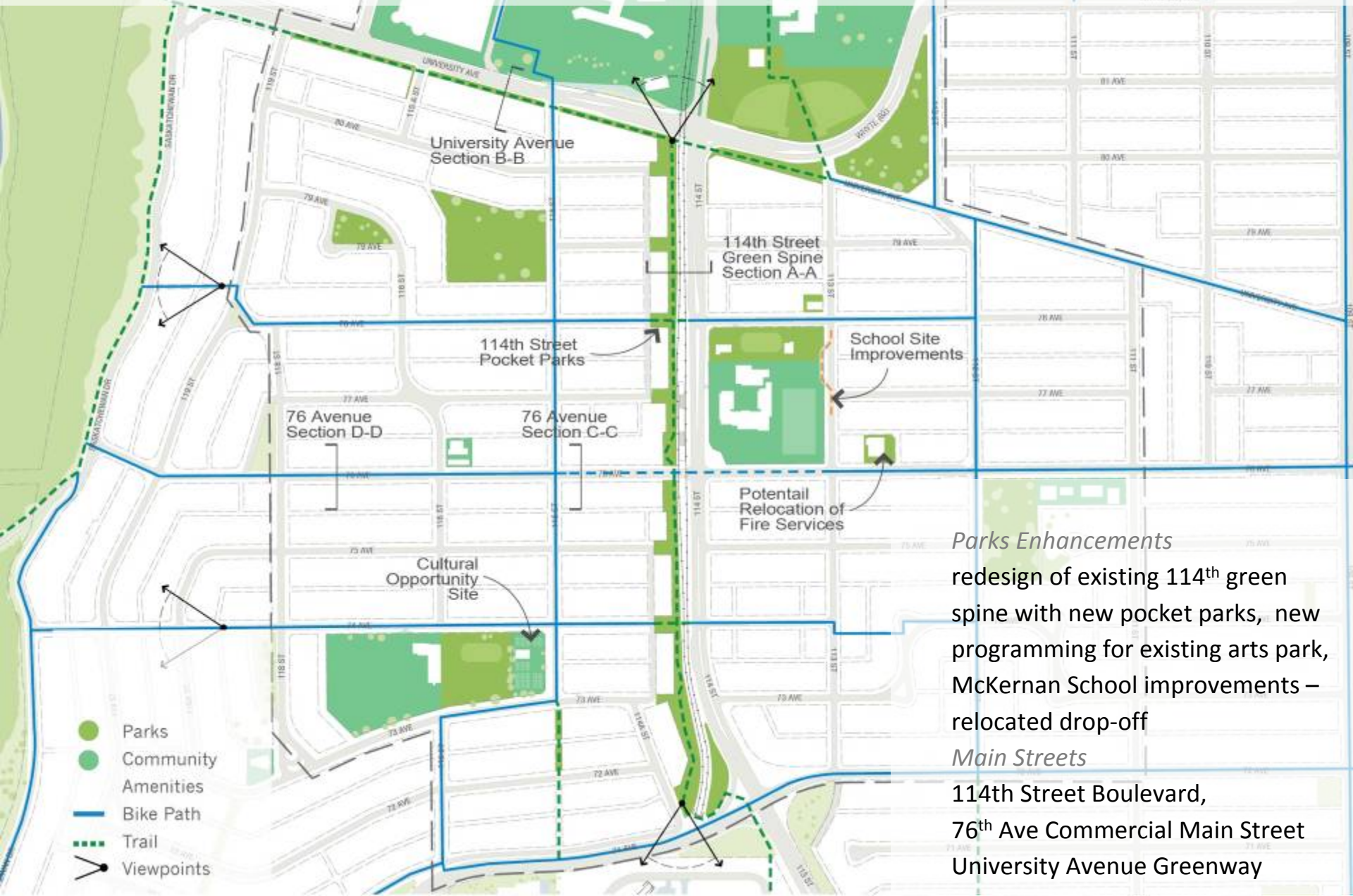


Well designed streets

Streets and Open Space



Enhancing the park spaces — Well designed and well programmed open spaces will act as gathering spaces, places for active and passive recreation and become focal points in the community.



Parks Enhancements
redesign of existing 114th green spine with new pocket parks, new programming for existing arts park, McKernan School improvements – relocated drop-off

Main Streets
114th Street Boulevard,
76th Ave Commercial Main Street
University Avenue Greenway



Southwest Cultural Centre



114th Street green spine redesign



Relocation of McKernan school drop off to local street

Rethinking the Main Streets The improvement of the area's main streets will create attractive and distinct streetscapes, enhance the area's image and complement future development.



Rethinking the Main Streets

A look the at 114th Street corridor today



Rethinking the Main Streets

An improved 114th Street corridor that will enhance the pedestrian, cyclist transit user and vehicular experience



Improvements

New boulevard on eastern side

Enhanced planted median

Redesigned green spine on western site

Consistent built form condition

Rethinking the Main Streets

A look at University Avenue today



Rethinking the Main Streets

A reinvented University Avenue that transforms the existing service street into a greenway and creates an attractive frontage for new development.



Improvements

- creation of linear greenway (in place of service road)
- new shared use path which connects to larger trail network
- Lay-by parking on south side

Rethinking the Main Streets

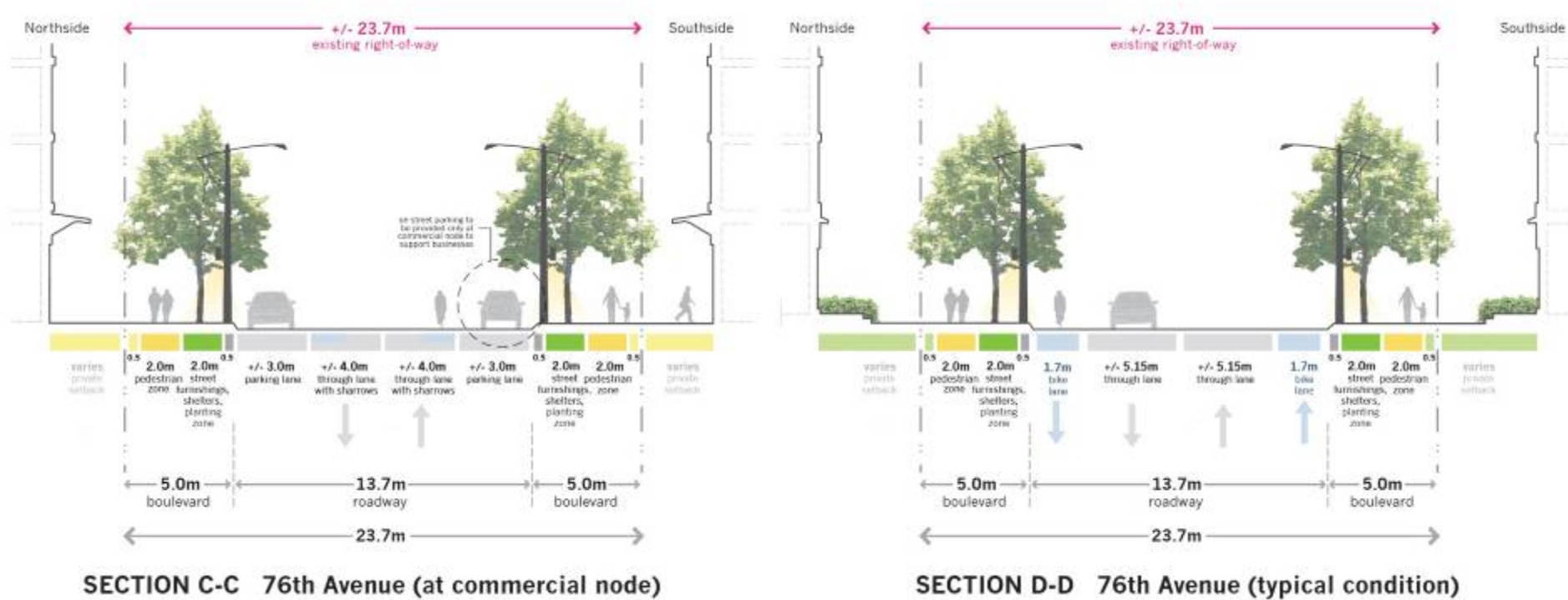
A look at 76th Avenue today



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Rethinking the Main Streets

A new design for 76th Avenue will reinforce the role of this east-west connector as a neighbourhood main street.



Improvements

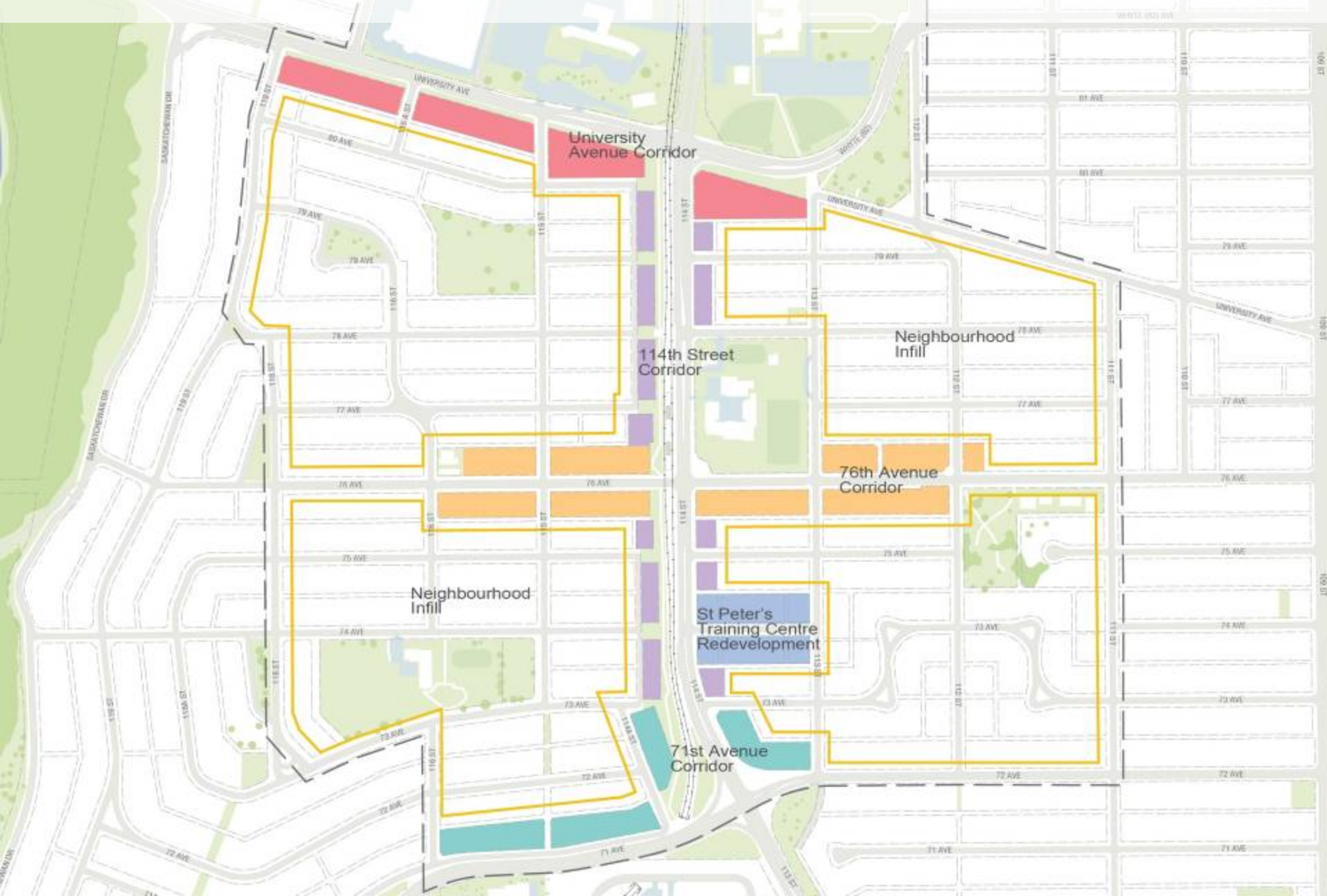
- On street parking (off-peak) at commercial node
- Introduction of alternate bike route design at commercial node (sharrow system)
- Improved boulevard design which includes lighting and street furniture at the station

Development Opportunities



Exploring development opportunities

Six development opportunity precincts have been identified – each possessing a different character, role and development potential



University Avenue Corridor



Modest Level of Intervention

Land use: residential

Built form: max 6 storey at intersection of 114th Street and University, max 4 storey for remainder of precinct, stacked townhouses, apartment forms

Greater Level of Intervention

Land use: residential with localized retail opportunities

Built form: max 8 storey at intersection of 114th Street and University, max 6 storey on adjacent parcel, 4 storey for remainder of precinct, stacked towns, apartment forms

114 Street Corridor



Modest Level of Intervention

Land use: remains as is

Built form: remains as is



Greater Level of Intervention

Land use: residential

Built form: max 4 storey throughout the precinct, stacked townhouses, apartment forms, retrofitting of cul-de-sacs into connected street network

76th Avenue Corridor



Modest Level of Intervention

Land use: residential with localized retail opportunities at 76th Ave and 114th Street

Built form: max 4 storey throughout precinct, stacked townhouses, apartment forms, live-work units and/or mixed-use building

Greater Level of Intervention

Land use: residential with localized retail opportunities at 76th Ave and 114th Street and 76th Ave and 112 Street

Built form: max 4 storey throughout precinct, stacked townhouses, apartment forms, live-work units and/or mixed-use building

Sensitive Neighbourhood Infill



Modest Level of Intervention

Land use: residential

Built form: garage/garden suites, duplexes or townhouses development on consolidated larger properties – limited to generally within 400m of LRT station location



Greater Level of Intervention

Land use: residential

Built form: garage/garden suites, duplexes or townhouses development on consolidated larger properties throughout the broader station area

71st Avenue Gateway



Modest Level of Intervention

Land use: remains as is

Built form: remains as is



Greater Level of Intervention

Land use: residential

Built form: max 4 storey throughout precinct, townhouses, stacked townhouses or apartment forms

St. Peter's Training Centre



Modest Level of Intervention

Land use: residential

Built form: max 4 storey throughout precinct, townhouses, stacked townhouses or apartment forms



Greater Level of Intervention

Land use: mix of residential and employment

Built form: max 4 storey throughout precinct, townhouses, stacked townhouses, apartment forms or 4 storey office building