

MCKERNAN/BELGRAVIA

STATION AREA PLAN

Components of the station area framework

Access and Connectivity

In order to facilitate easy access in and around the station area, the road network should be well connected and accommodate a variety of street types which balance the needs of cars, buses, pedestrians and cyclist. The following strategic improvements could help make the most of the area's existing street network and movement systems.

Enhancing Connectivity

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

Road Network Extensions

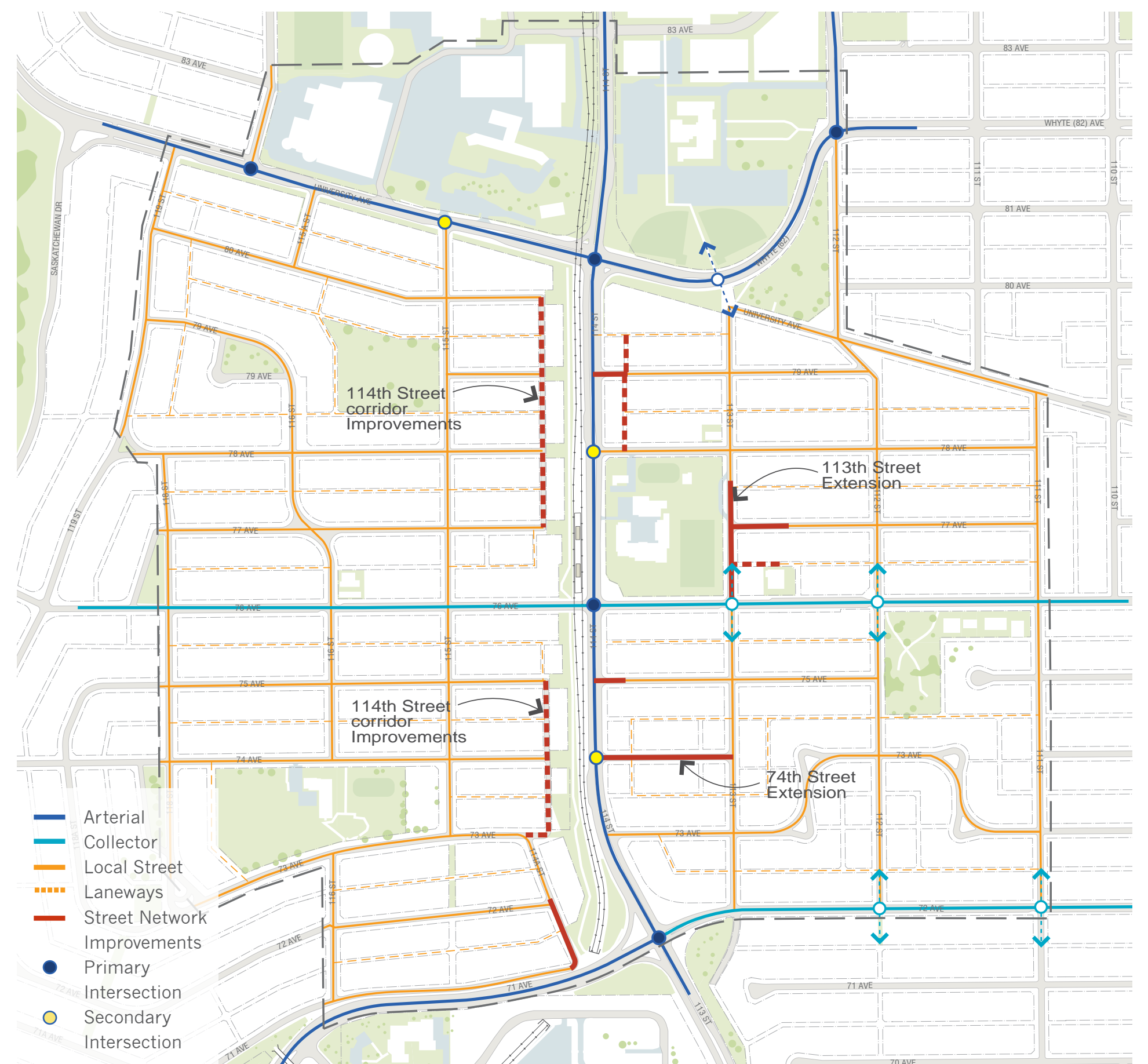
The potential extension of 113th Street and 74th Avenue would help improve connectivity in the area - both improvements being in close proximity to key transit access points. For the school site, this could be an opportunity to improve vehicle circulation and access to the school.

Road Network Reconfiguration

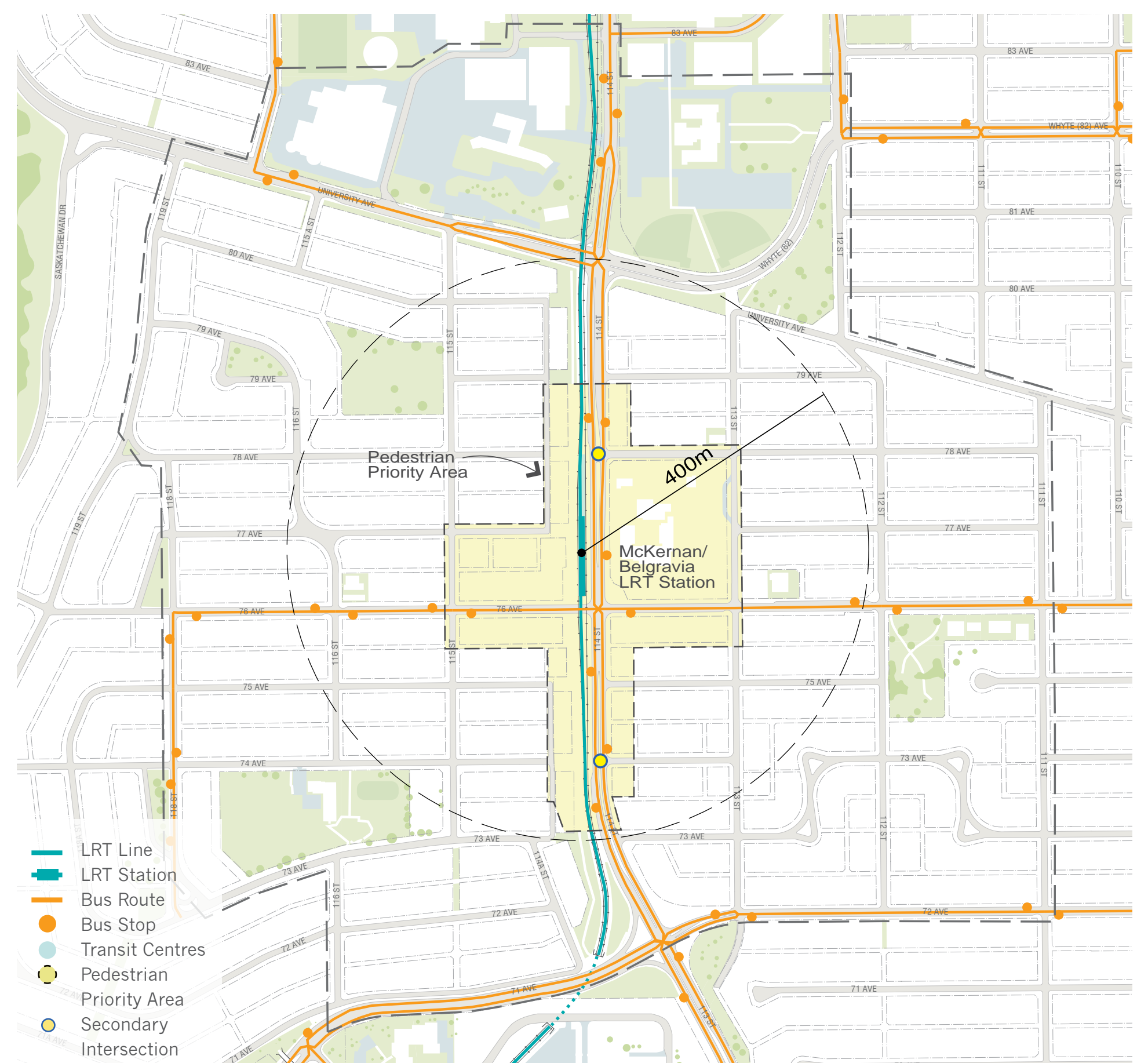
The condition of along the 114th Street corridor which consists of laneways and cul-de-sacs could be reconfigured to create a more attractive frontage and improve the relationship to the community's main green spine. This would occur in conjunction with the potential redevelopment of the flankage properties along the 114th street corridor integrating a new rear lane.

Creating a Pedestrian Priority Area

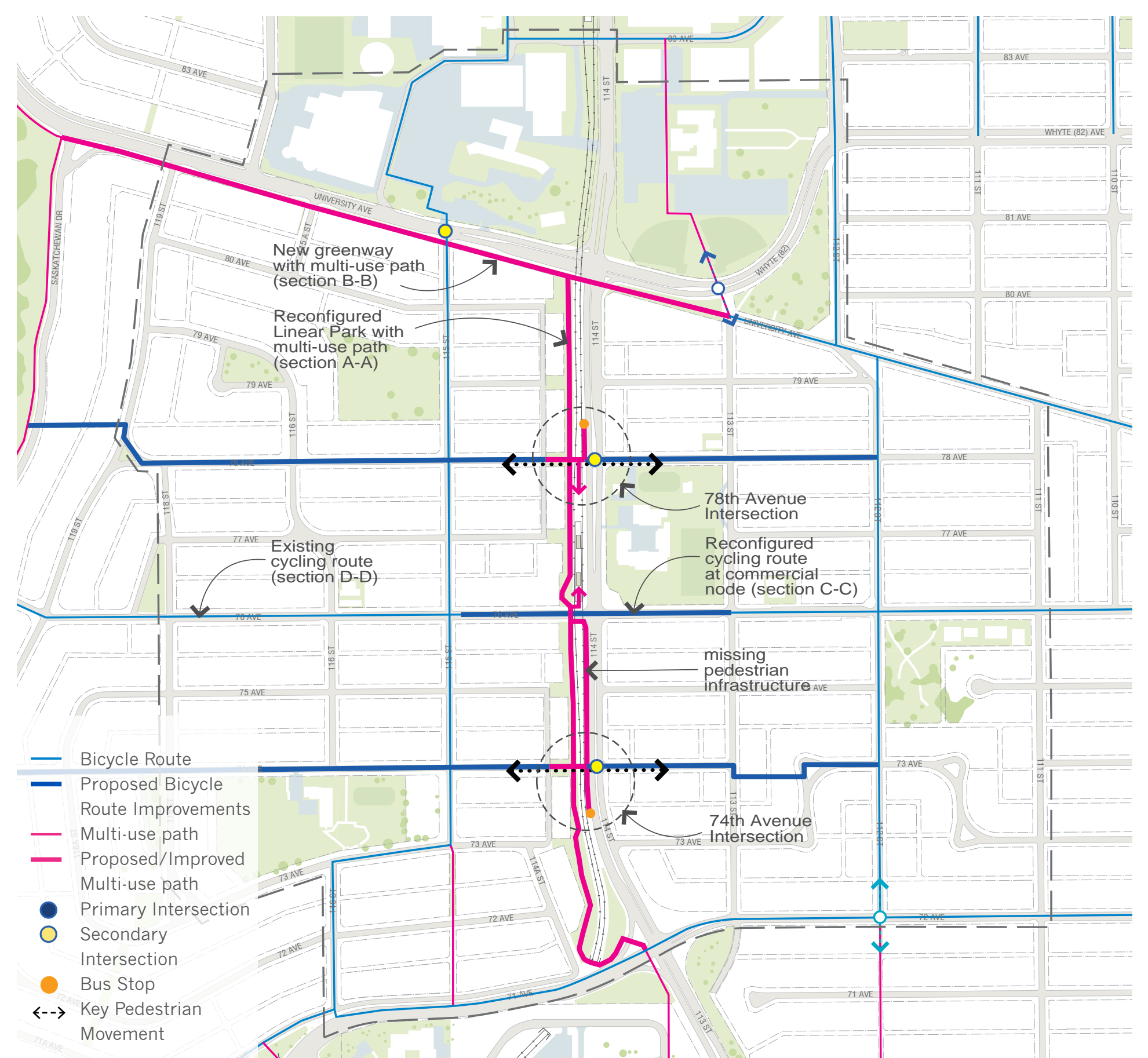
A high quality pedestrian zone would be created around the LRT station area and nearby bus stops. The pedestrian priority area will encourage the following: active uses at grade; additional pedestrian street crossings, pedestrian scale lighting, cycling routes and amenities, signage and wayfinding; appropriate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



Proposed Street Network: Improving Connectivity



Proposed Transit Network: A Pedestrian Priority Area



Proposed Active Transportation Network: Improving Active Transportation



Improving Active Transportation

A well connected and continuous pedestrian and cycling network will 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.

Cycling Network

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.



Pedestrian Network

The redesign of the 114th Street corridor at the intersections of 78th and 74th Ave removes the centre median 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.

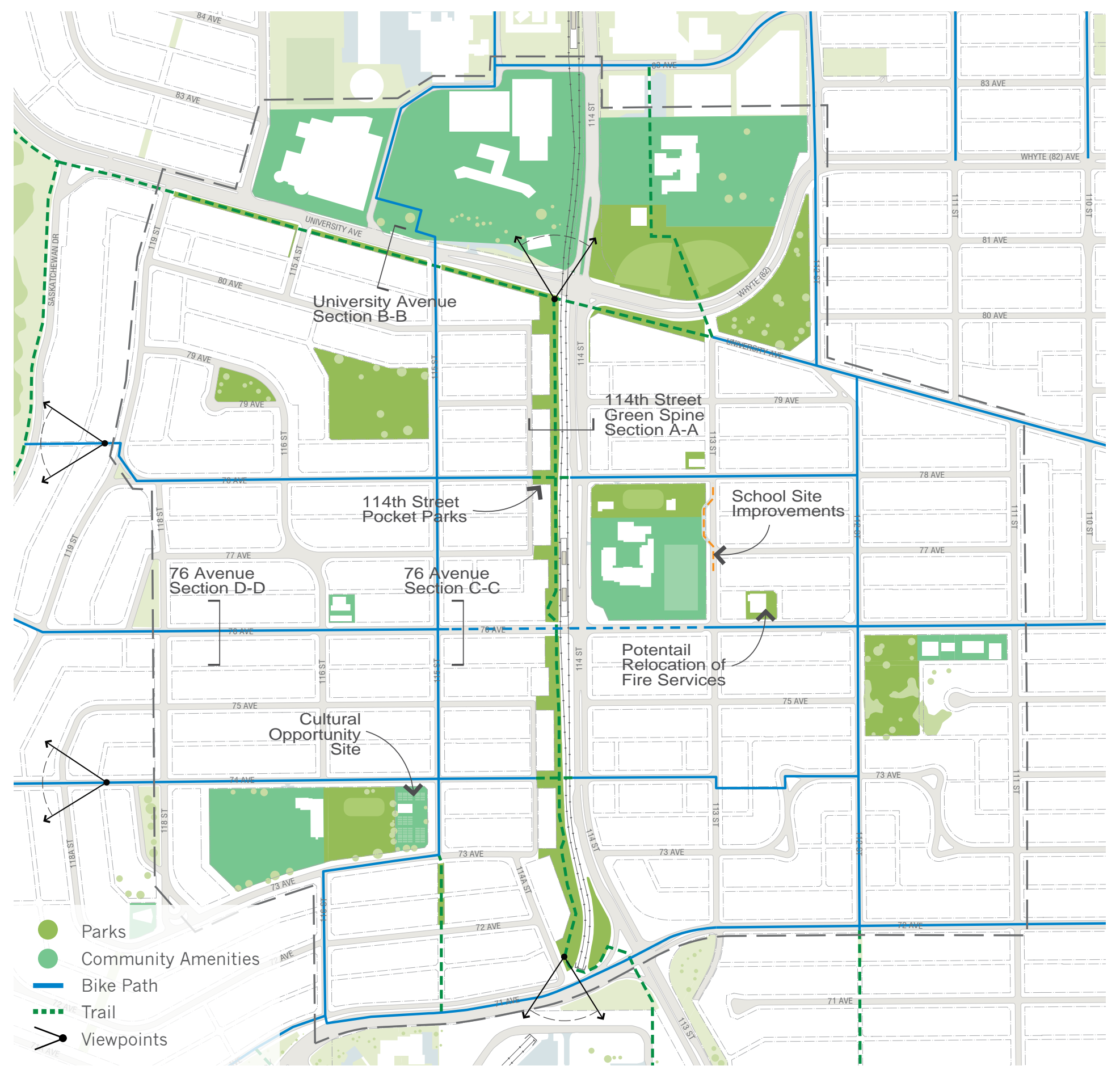
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Streets and Open Spaces

The open space network envisioned for the McKernan/Belgravia Station Area 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.



Proposed Open Space and Community Amenities Network

Enhancing the Park Spaces

One of the most important elements in making a vibrant, welcoming community is its network of open spaces. The presence of 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. A high quality public realm can improve the area's livability and also become focal points in a community.

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.



Rethinking the Main Streets

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.



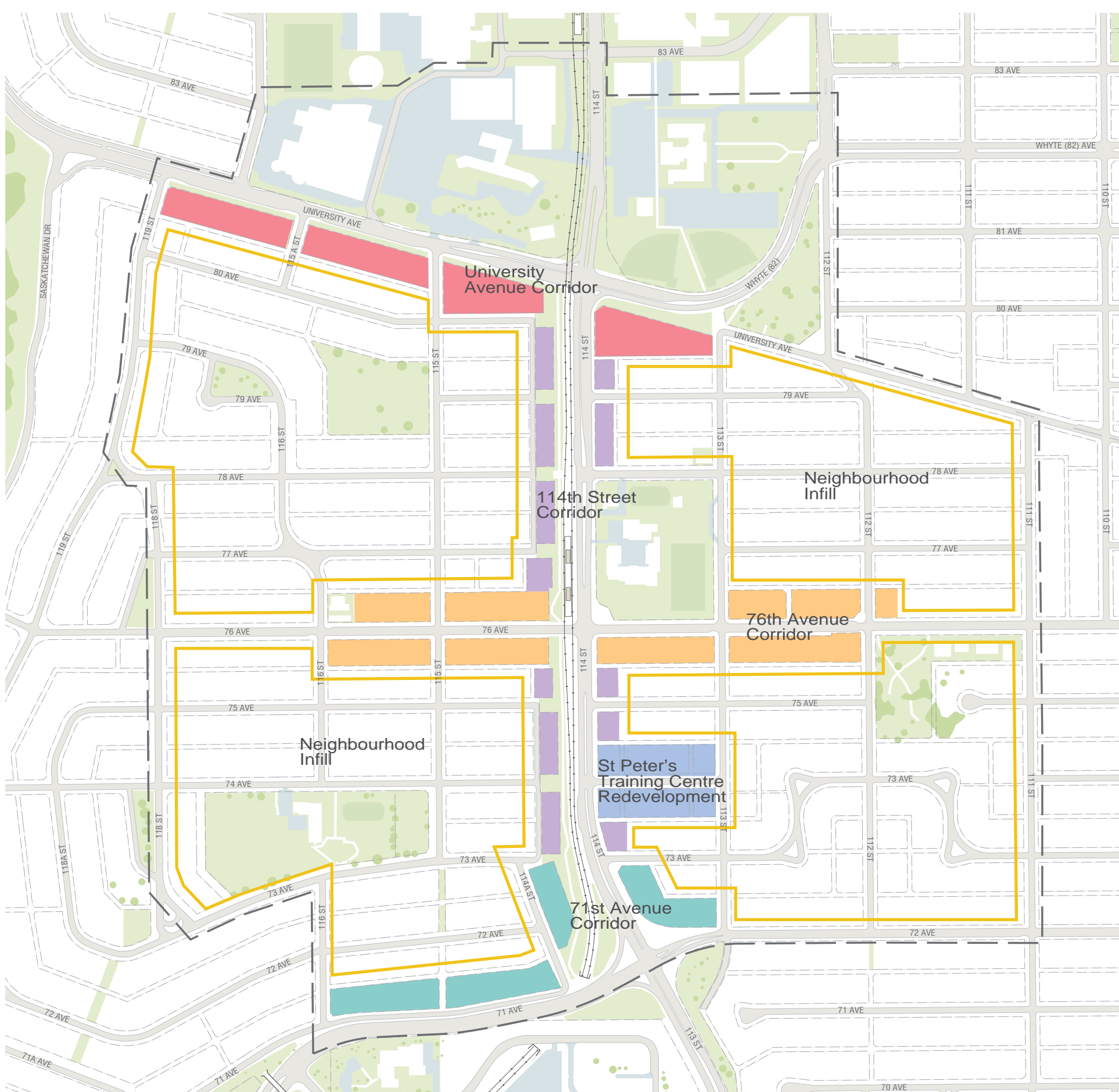
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Development Opportunities

Building on an understanding of areas of change, there are a range of targeted infill and strategic redevelopment opportunities which can support increased transit use, diversify the housing stock, add amenity and new commercial uses to support the neighbourhood, improve the image and character of primary street frontages and help protect the quality and character of low density neighbourhood areas.



Development Opportunity Areas



University Avenue Corridor

The parcels on the south side of University Avenue could be intensified over time. These parcels are situated on one of the city's key arteries, are in close proximity to University of Alberta's north campus. This is also an opportunity to create a new northern edge for the McKernan/Belgravia neighbourhood, one which can introduce intensification without compromising the character of the neighbourhood. The profile of these sites could also be elevated with the introduction of a University Greenway. A number of options will be suggested for the properties of historical interest in the area including adaptive reuse, integration, and relocation.

114th Street Corridor

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.

Modest 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, developments should incorporate a variety of unit types and sizes



Greater Intervention

Land use: Residential with localized retail opportunities at key intersections
Built Form: max 8 storey at intersection of 114th Street and University, max 6 on adjacent parcel to the west, max 4 storey for remainder of precinct, stacked townhouses, apartment forms, developments should incorporate a variety of unit types and sizes



Modest Intervention

Land use: Remains as is
Built Form: Remains as is
Other Improvements: New intersections on 114th Street at 74th Avenue and 78th Avenue



Greater Intervention

Land use: Residential
Built Form: max 4 storey through the precinct, stacked townhouses, apartment forms, retrofitting of cul-de-sacs into connected street network



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76th Avenue Corridor

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.

Modest Intervention

Land use: Residential with localized retail opportunities at the corner of 76th Avenue and 114th Street
Built Form: max 4 storey throughout the precinct, stacked townhouses, apartment forms, live-work units and/or mixed-use buildings



Greater Intervention

Land use: Residential with localized retail opportunities at the corner of 76th Avenue and 114th Street and the corner of 76th Avenue and 112 Street.
Built Form: Max 4 storey throughout the precinct, stacked townhouses, apartment forms, live-work units and/or mixed-use buildings
Other Improvements: Suggested relocation of Fire Station



Sensitive Neighbourhood Infill

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.

Modest Intervention

Land use: Residential
Built Form: Limited amount (limited to area within 400m radius from LRT station) of townhouses, garage/garden suites or 'big house' development concept on consolidated larger properties



Greater Intervention

Land use: Residential
Built Form: Townhouses, garage/garden suites or "big house" development concept on consolidated larger properties



71st Avenue Gateway

Over the long term the single family properties fronting 71st Avenue and located along the gateway intersection at 114th street could be intensified given the proximity to the University of Alberta's south campus. The inclusion of the service road as part of a development parcel would reduce municipal operating costs and would create a larger more attractive development parcel.

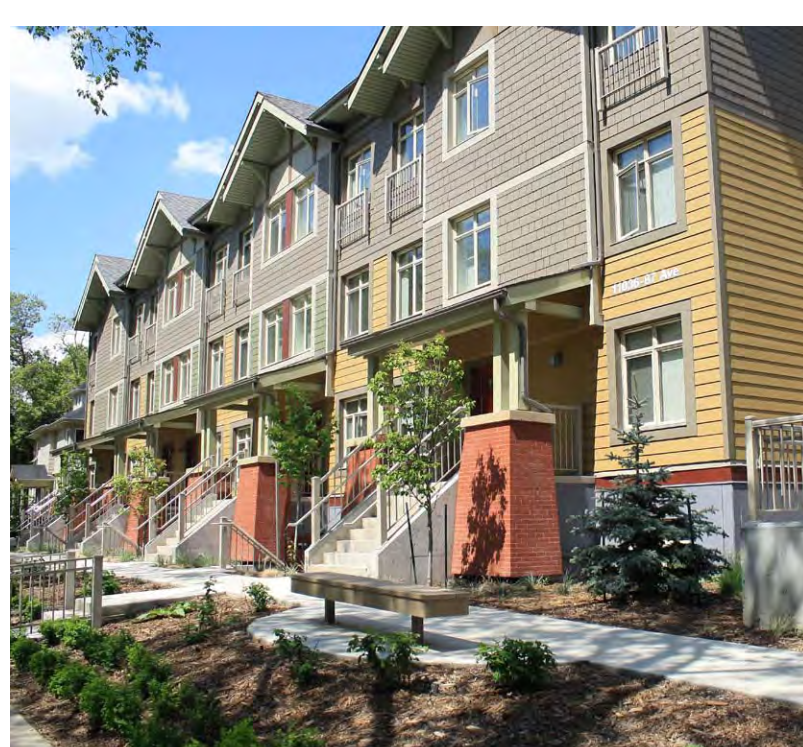
Modest Intervention

Land use: Remains as is
Built Form: Remains as is



Greater Intervention

Land use: Residential
Built Form: Max 4 storey throughout the precinct, townhouses, stacked townhouses, or apartment forms



St. Peter's Training Centre

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.

Modest Intervention

Land use: Residential
Built Form: Townhouses, stacked townhouses



Greater Intervention

Land use: Mix of Residential and employment
Built Form: Max 4 storey throughout the precinct, townhouses, stacked townhouses, 4 storey office building

