

# Attachment #3 - Emerging Considerations for Potential LUB Amendments

## Low Density Residential (LDR) District

The **Low Density Residential (LDR)** District covers the majority of neighbourhoods in St. Albert, as shown on the map.

### WHAT IS BEING CONSIDERED?

Reduced minimum **lot width** for **single detached & semi-detached** dwellings, to allow for lot splitting on slightly smaller lots.

Single Detached	Current	Draft
Interior lot	8.60 m (with lane) 9.82 m (no lane)	8.00 m (all lots)
Corner lot	11.35 m (with lane) 12.72 m (no lane)	10.75 m (with lane) 11.35 m (no lane)

Semi-Detached	Current	Draft
Interior lot	7.35 m (with lane) 8.00 m (no lane)	7.35 m (all lots)
Corner lot	10.00 m (all lots)	10.10 m (all lots)

New dwellings with front-attached garages on narrow lots may only have **single-wide or tandem garages** and **single-wide driveways**.

### WHAT WOULD STAY THE SAME?

All: Building height, lot coverage, setbacks.

Duplexes (two attached units on same lot):  
Minimum lot width **13.00 m** (interior lot) and **15.00 m** (corner lot).

Secondary suites:  
Max 2 suites on a duplex lot or a single detached lot meeting **current** smallest width.  
Max 1 suite otherwise.

Townhouses:  
Discretionary, maximum 4 units, and only on corner lots with rear lane.

**No other housing types are being considered.**

# Trail Corridor Commercial (TCC) District

The **Trail Corridor Commercial (TCC)** District covers areas along St. Albert Trail currently dominated by commercial uses, but envisioned to have more residential and mixed uses in the long-term.

	Current Regulation	What is Being Considered?
<b>Permitted Residential Uses</b>	Mixed-use buildings	Mixed-use buildings and apartment buildings. Townhouses as part of a mixed-use or apartment building; otherwise at discretion of City staff.
<b>Site Density</b>	(New regulation)	Must be <b>between 50 to 300</b> dwelling units per net hectare.
<b>Building Height</b>	Maximum 22.00 m.	Maximum <b>25.00 m</b> (approx. 6 storeys with mixed-use).
<b>Building Setback When Adjacent to Residential</b>	Minimum 6.00 m.	Minimum <b>10.00 m</b> for an apartment or mixed-use building when <b>directly next to a low-density residential lot</b> . City staff has discretion to require other setbacks or step-backs to mitigate impacts.
<b>Building Façade Length</b>	Should not exceed 100.00 m.	<b>Should</b> not exceed <b>80.00 m</b> if facing a public street, residential site, park, or natural area.
<b>Urban Design Evaluation</b>	(New regulation)	Each development must submit a <b>conceptual site development plan, traffic impact assessment</b> , and details on <b>architectural theme</b> .  It will be assessed on how well it <b>contributes to and fits</b> within the <b>streetscape</b> and with <b>surrounding sites and buildings</b> , and how well it is <b>designed for pedestrians</b> .

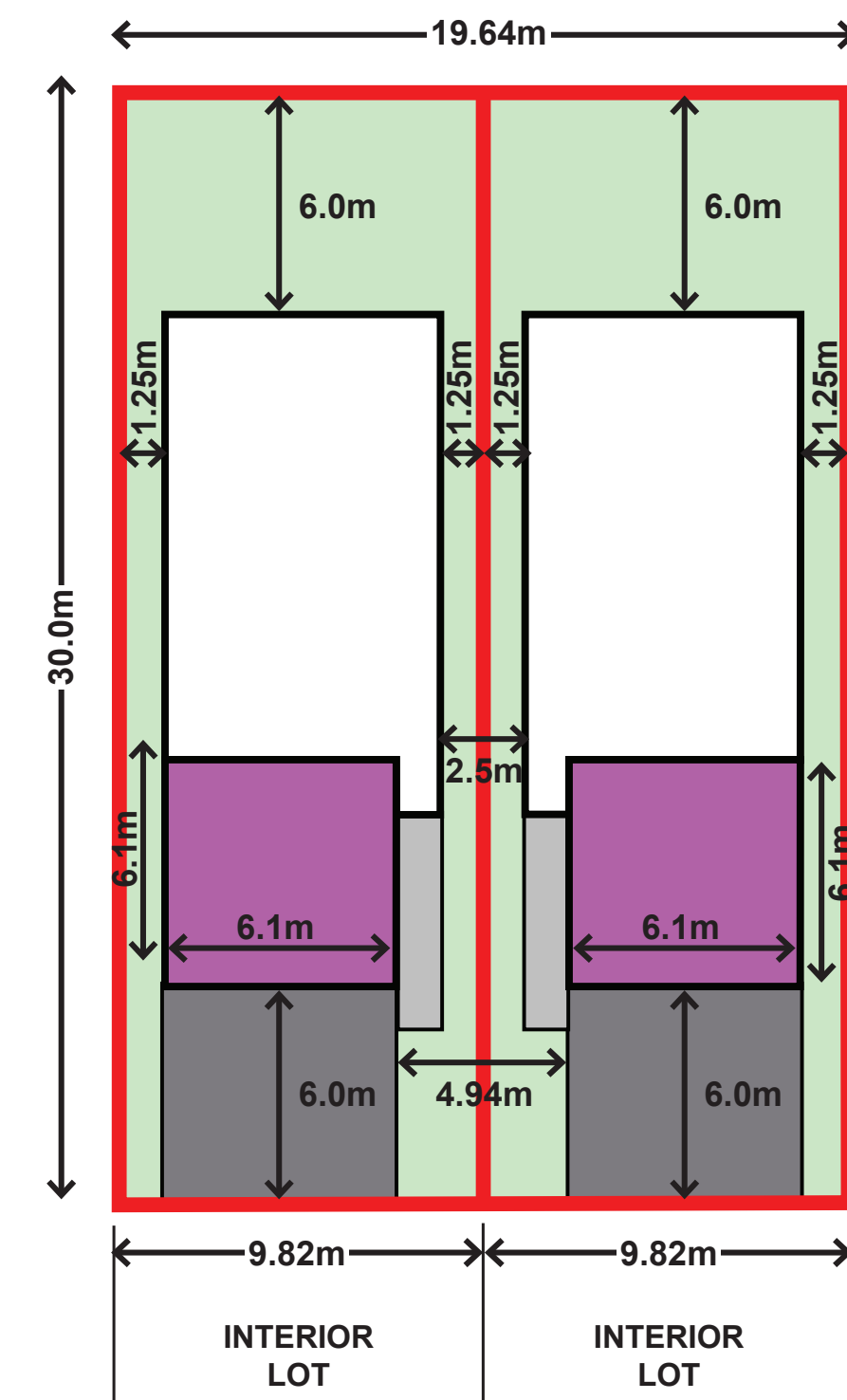
# Mixed-Use Transit-Oriented Development (MU-TOD) District

This is a **new land use district being considered** that would enable higher density mixed-use development in proximity to future rapid transit. MU-TOD would not be applied to any parcel until a redistricting is brought forward by a landowner for City Council’s consideration.

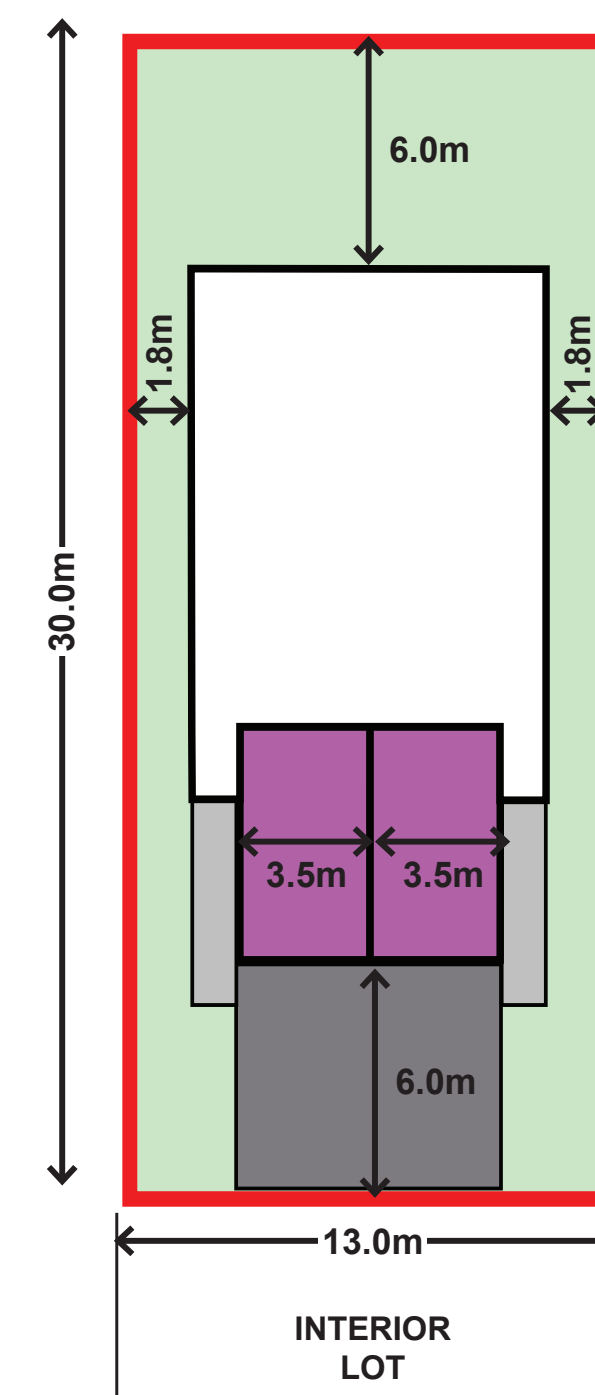
	What is Being Considered?
<b>Permitted Residential Uses</b>	Mixed-use buildings and apartment buildings. Townhouses as part of a mixed-use or apartment building; otherwise at discretion of City staff.
<b>Site Density</b>	<b>Minimum 100</b> dwelling units per net hectare.
<b>Building Height</b>	Maximum <b>35.00 m to 50.00 m</b> (approx. 10-15 storeys with mixed-use).
<b>Building Setbacks</b>	As determined by City staff considering specific site contexts and urban design considerations.
<b>Building Façade Length</b>	<b>Shall</b> not exceed <b>80.00 m</b> if facing a public street, residential site, park, or natural area.
<b>Urban Design Evaluation</b>	Each development must submit a <b>conceptual site development plan, traffic impact assessment</b> , and details on <b>architectural theme</b> .  It will be assessed on how well it <b>contributes to and fits</b> within the <b>streetscape</b> and with <b>surrounding sites and buildings</b> , and how well it is <b>designed for pedestrians</b> .

# What is possible under the current LDR District Land Use Bylaw regulations?

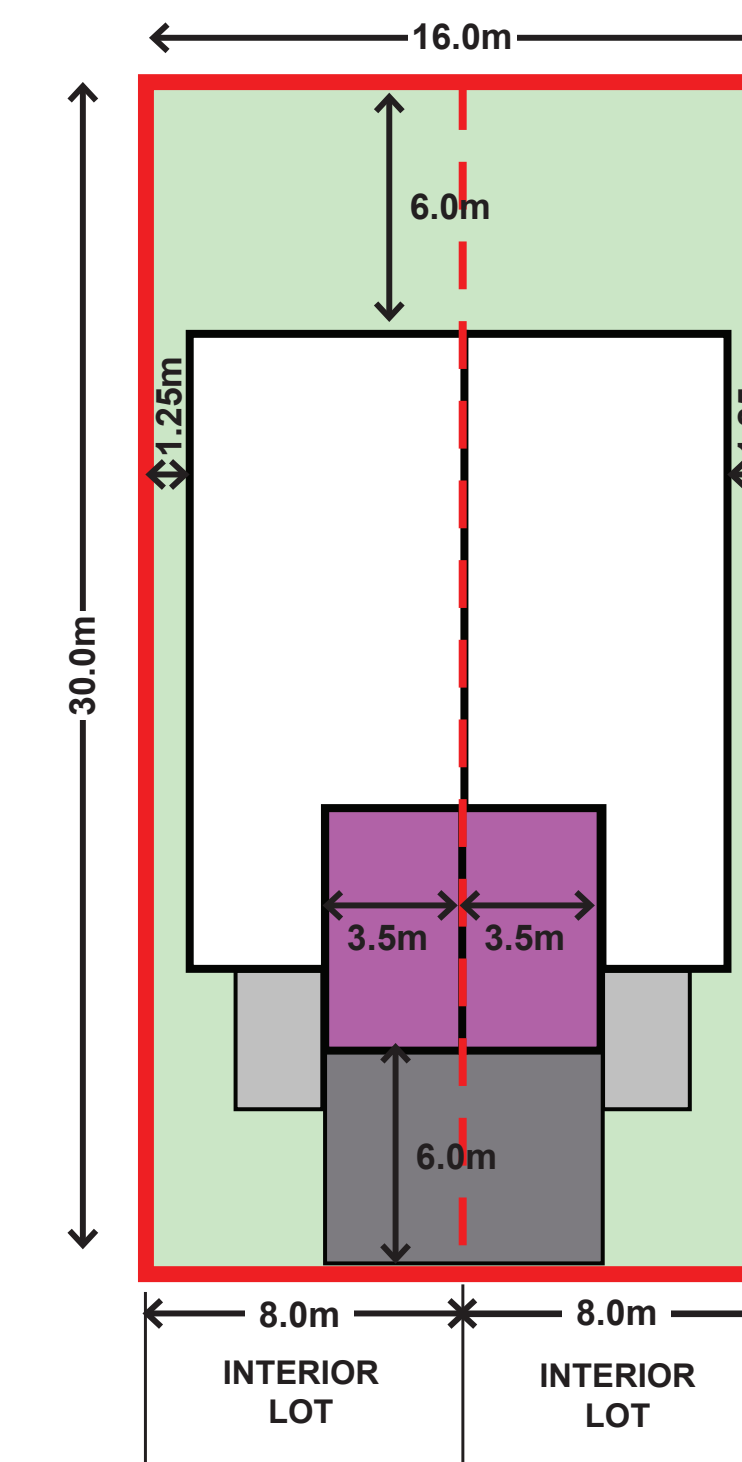
Single Detached



Duplex

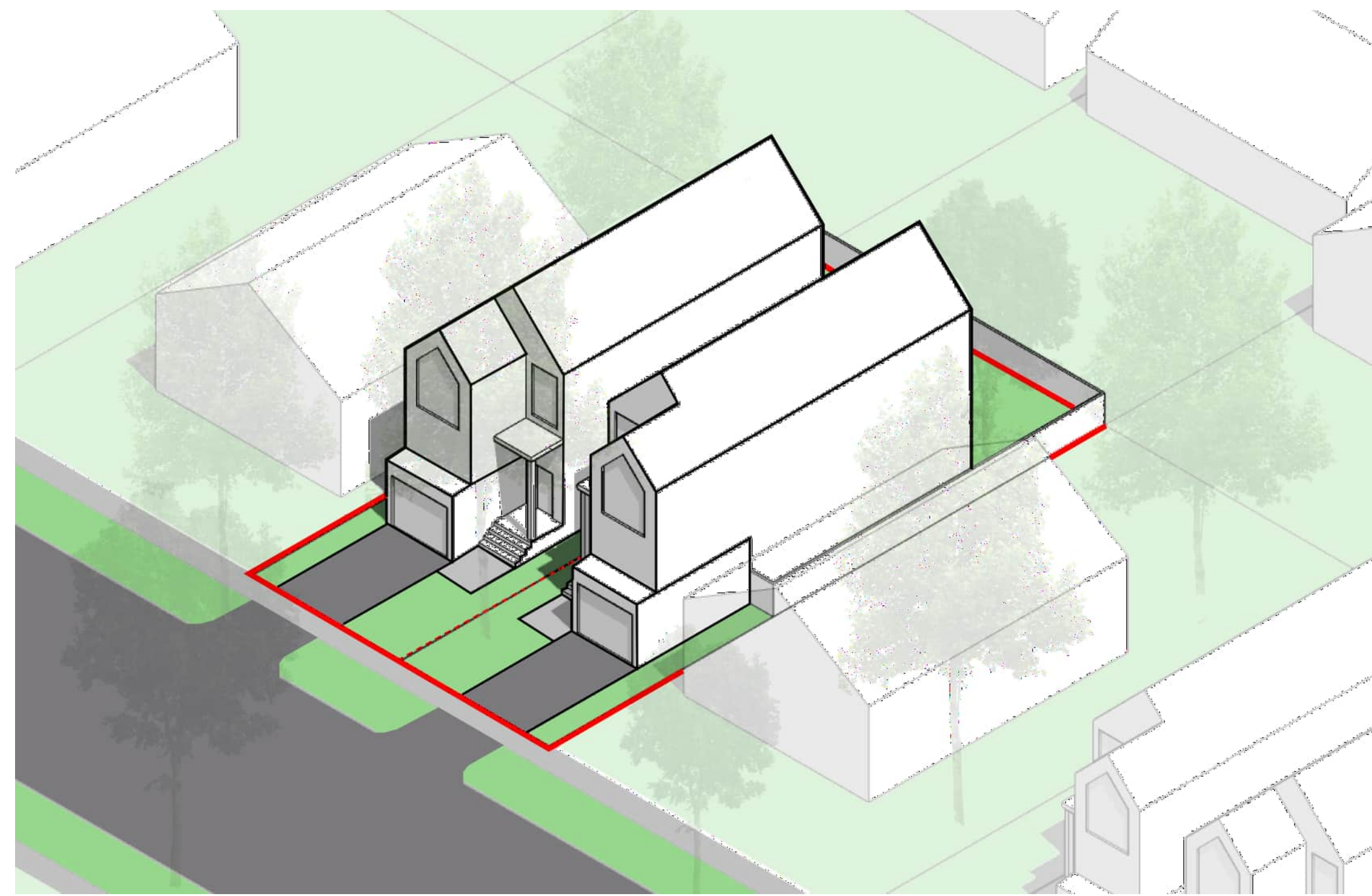
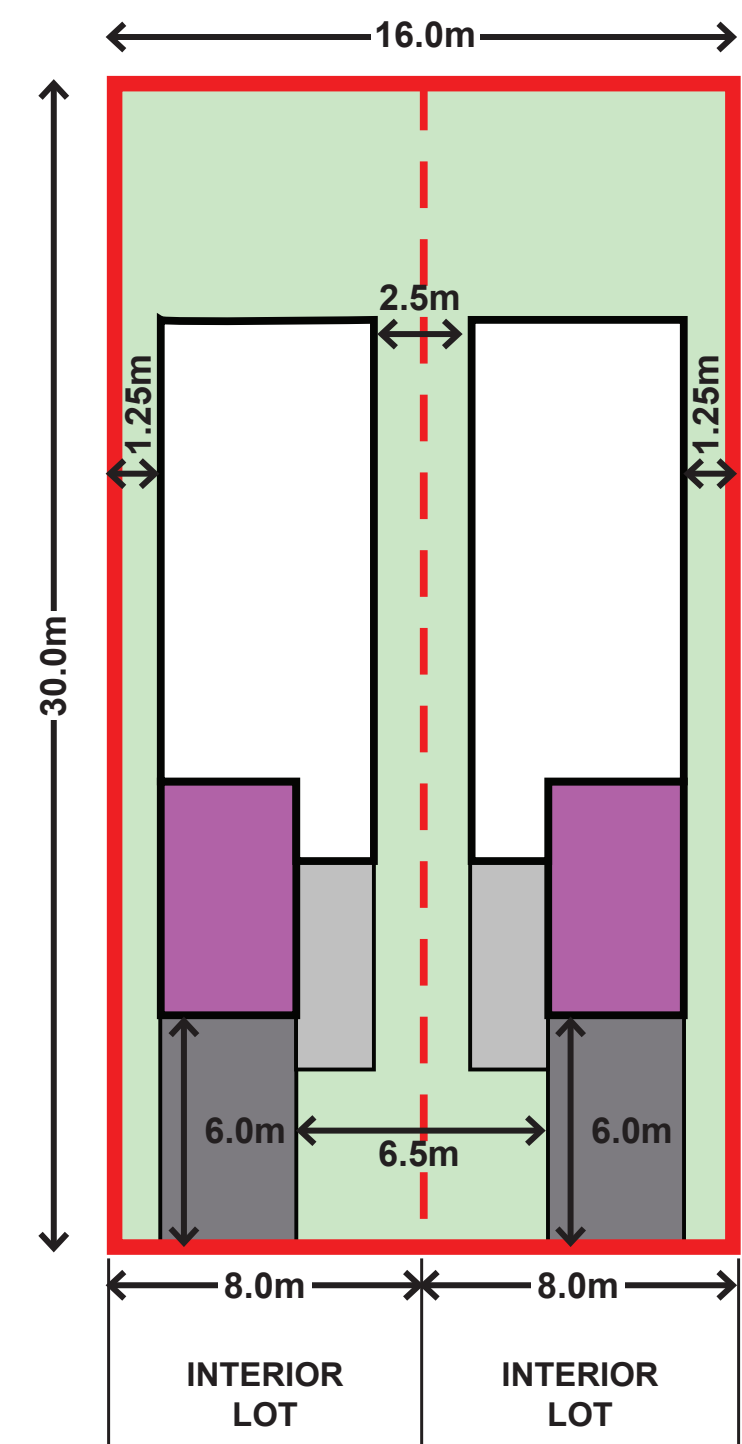


Semi-Detached



# What is Being Considered? How New Housing Could Fit in Existing Neighbourhoods

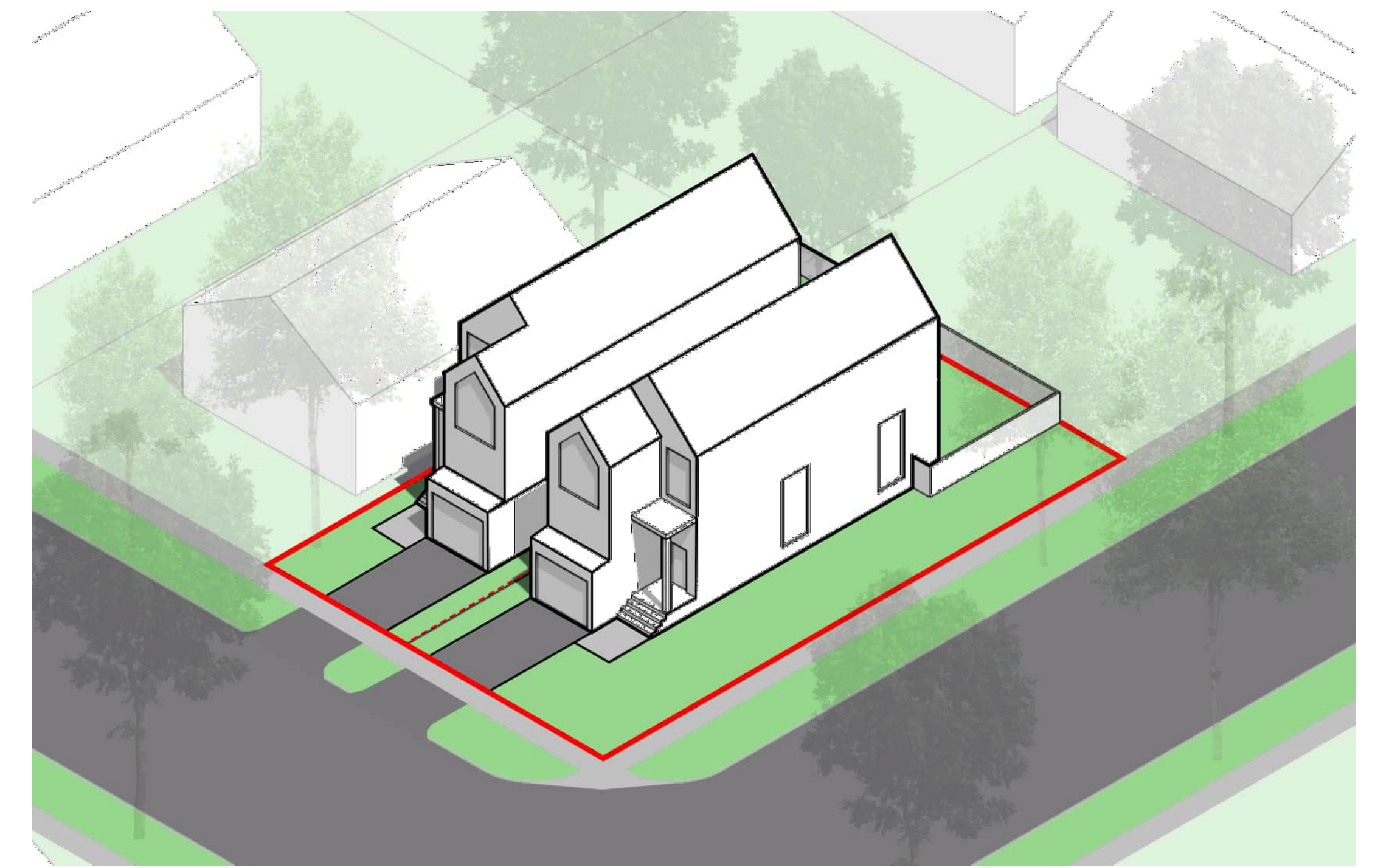
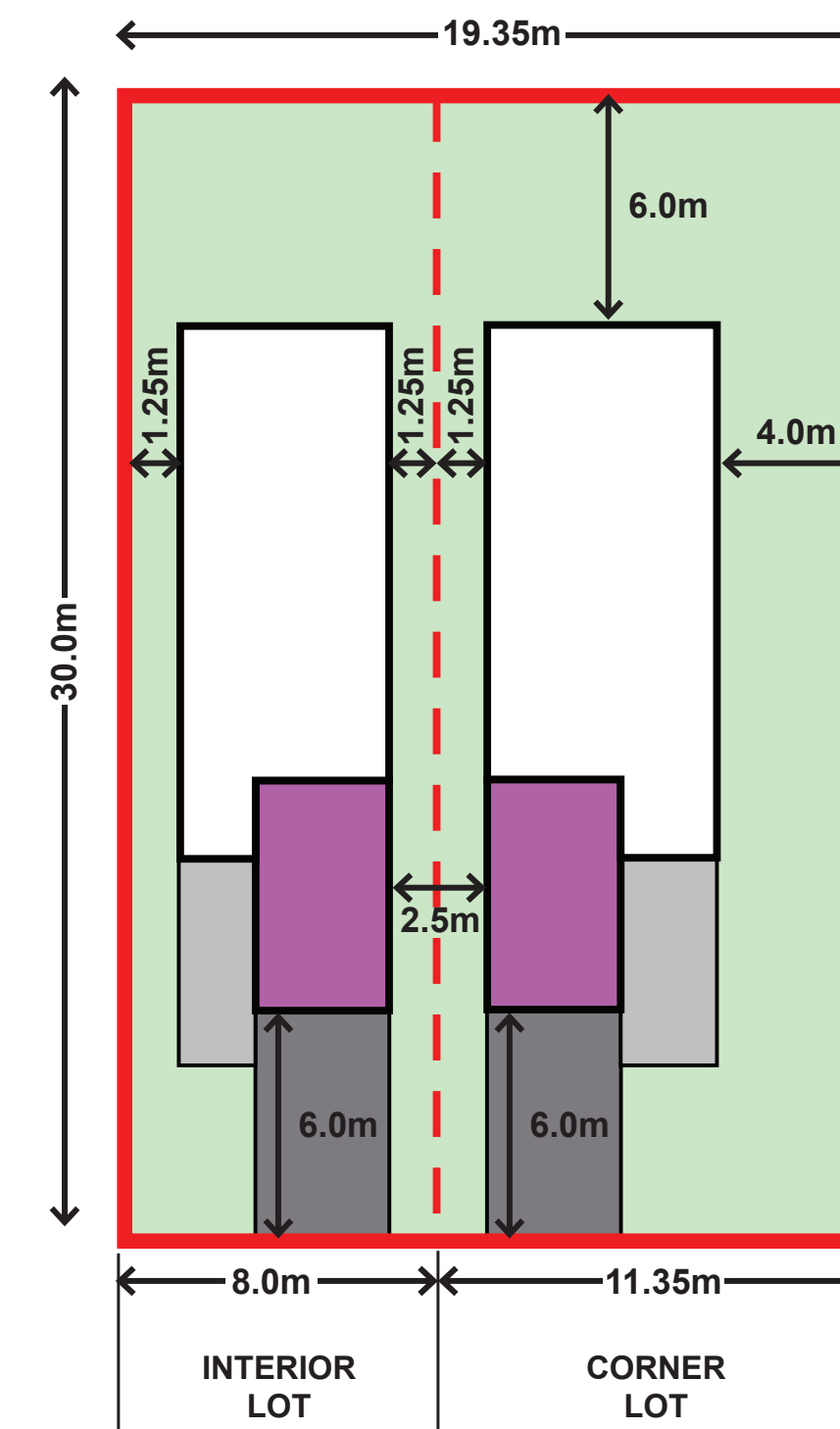
## Single Detached Lot - Mid Block



### LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Area
- Driveway Area
- Landscape Area

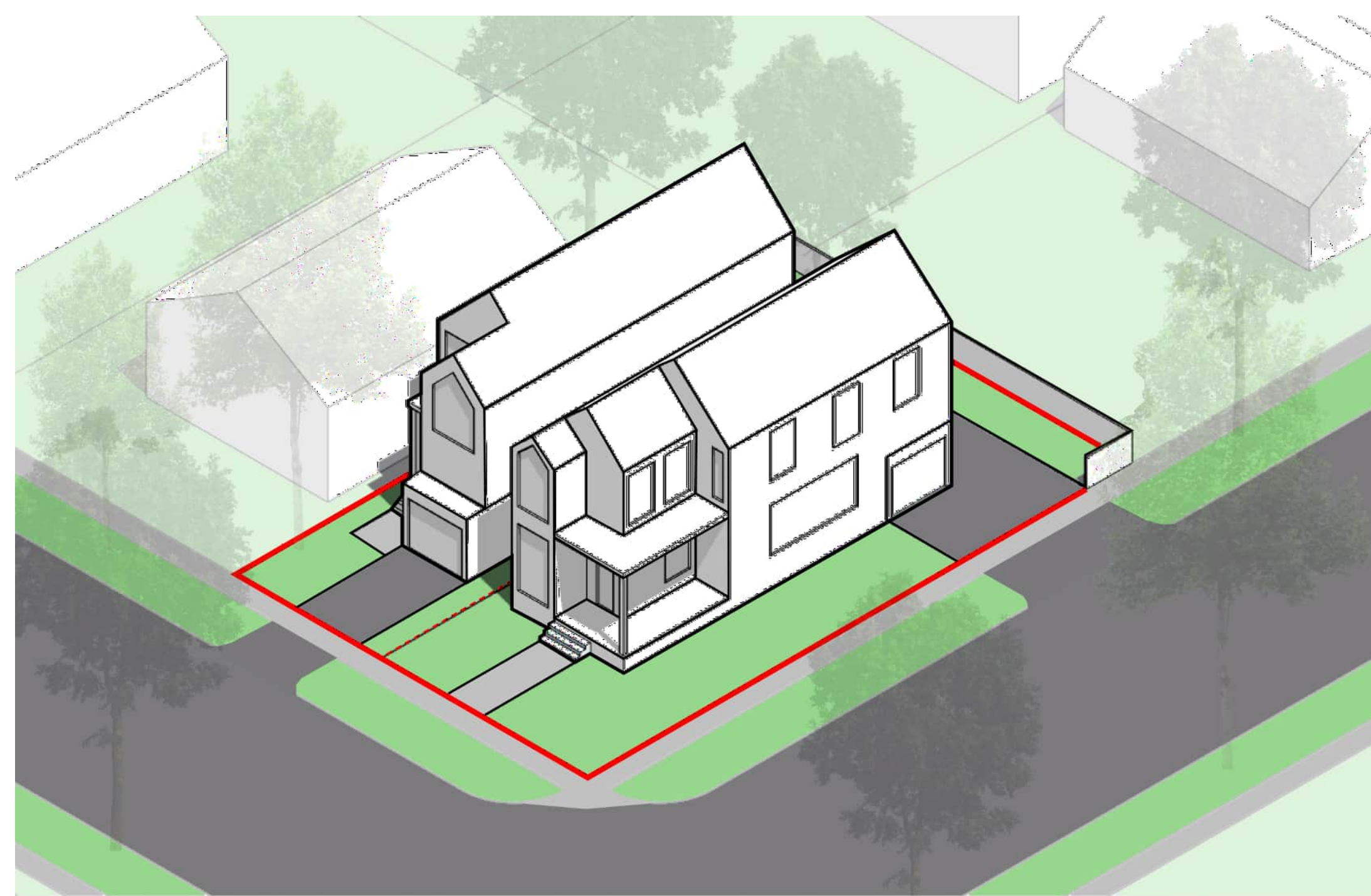
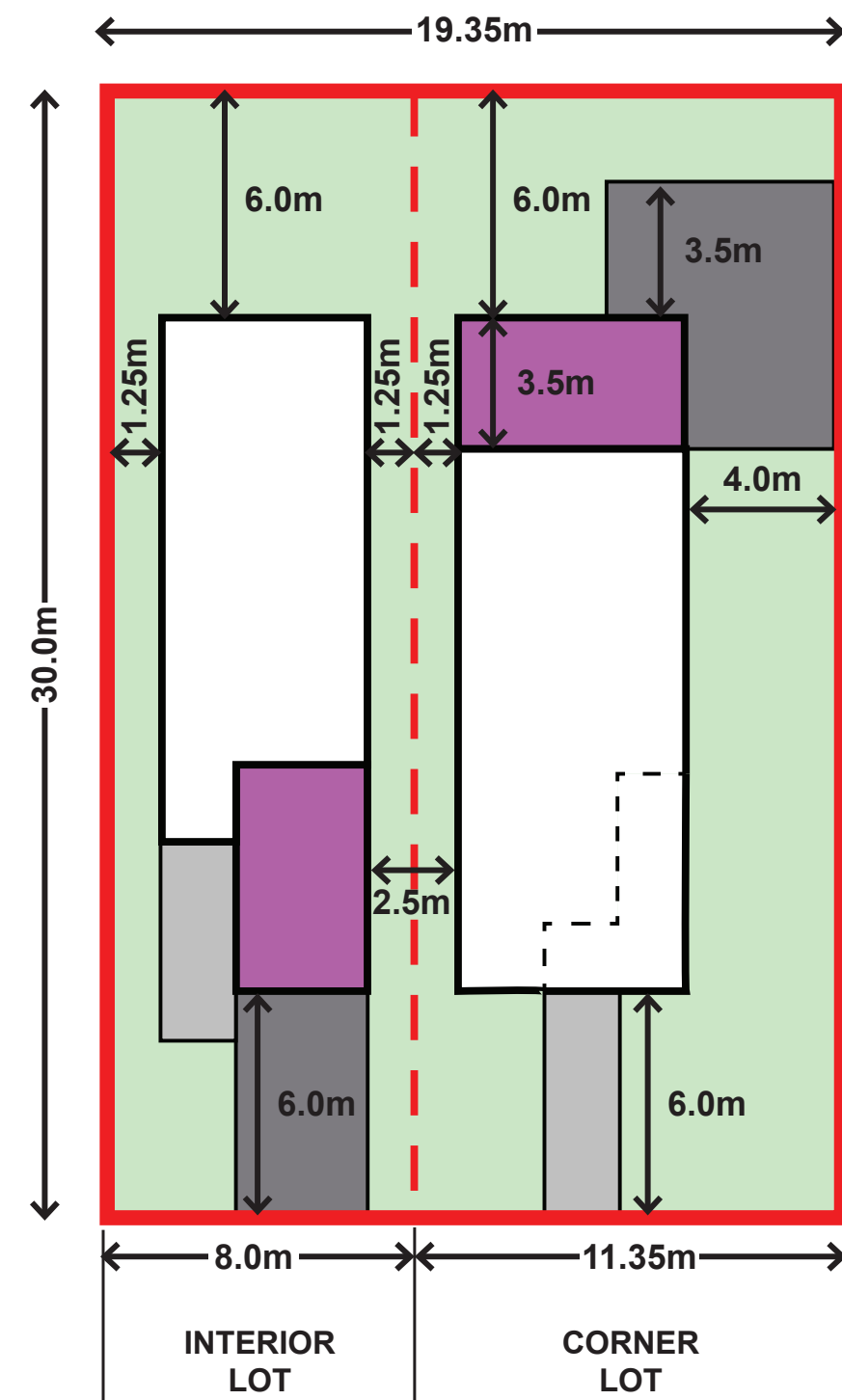
## Single Detached Lot - Corner Lot - Option 1



### LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Area
- Driveway Area
- Landscape Area

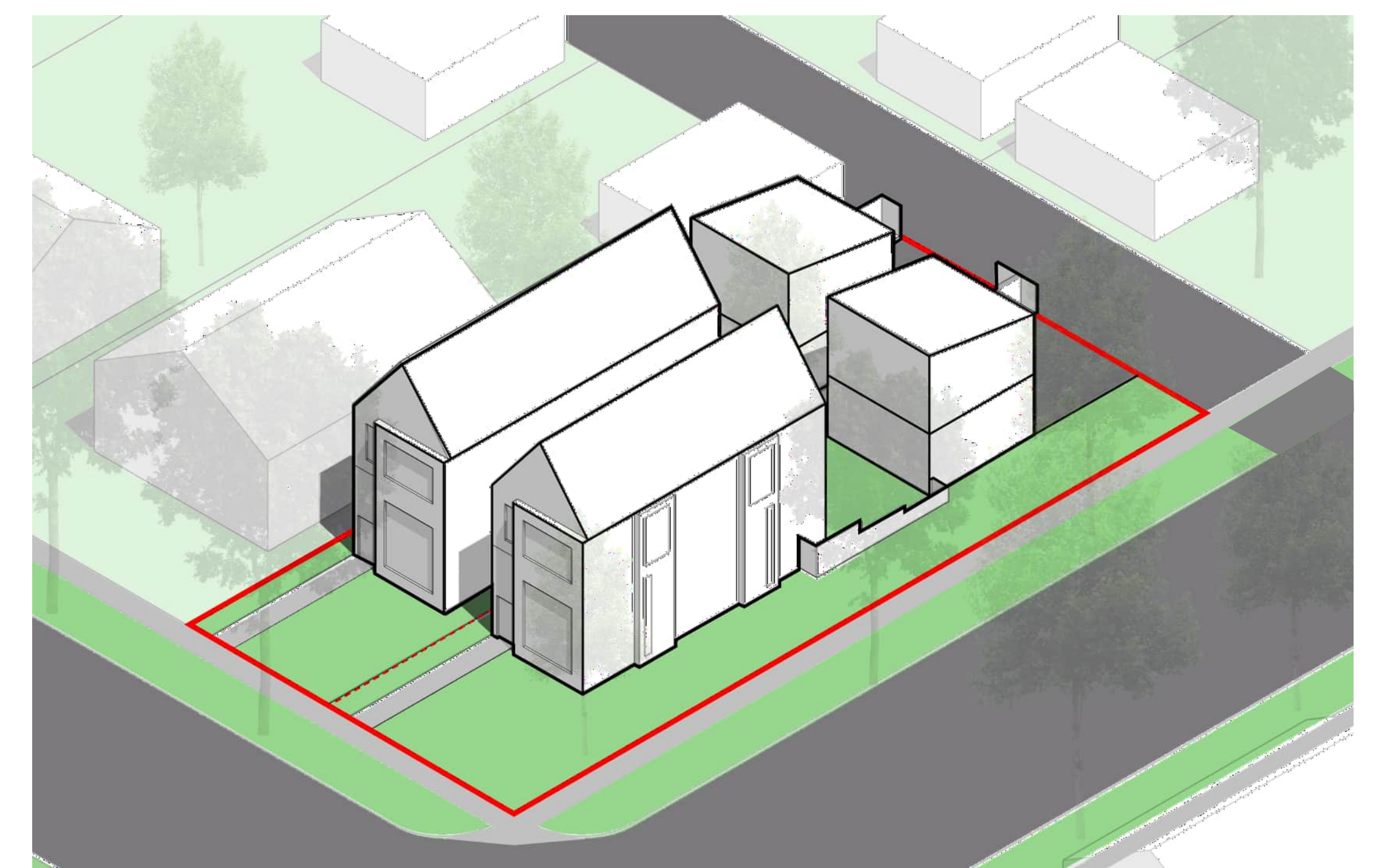
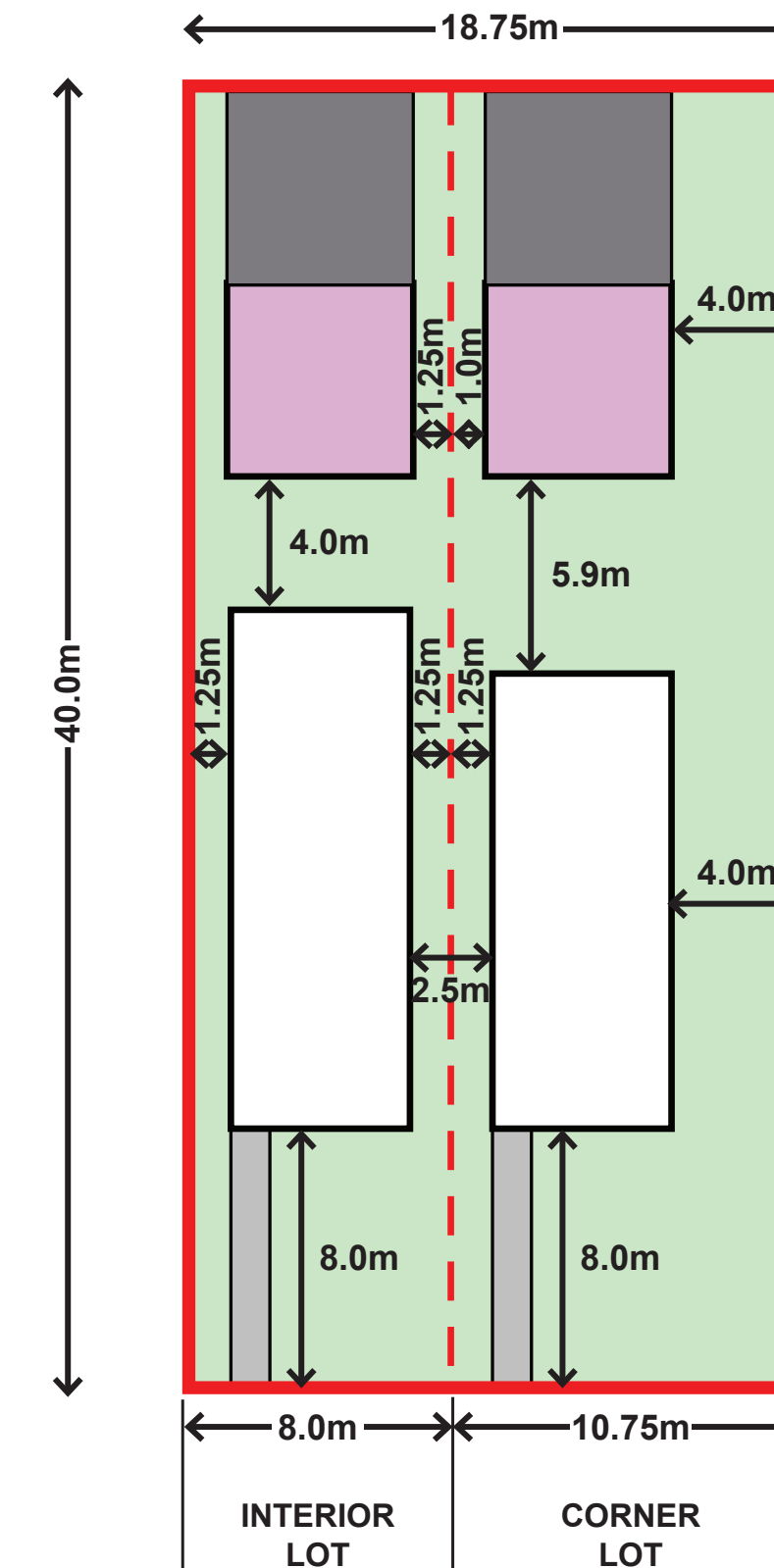
## Single Detached Lot - Corner Lot - Option 2



### LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Area
- Driveway Area
- Landscape Area

## Single Detached Lot - Corner Lot w/ Lane

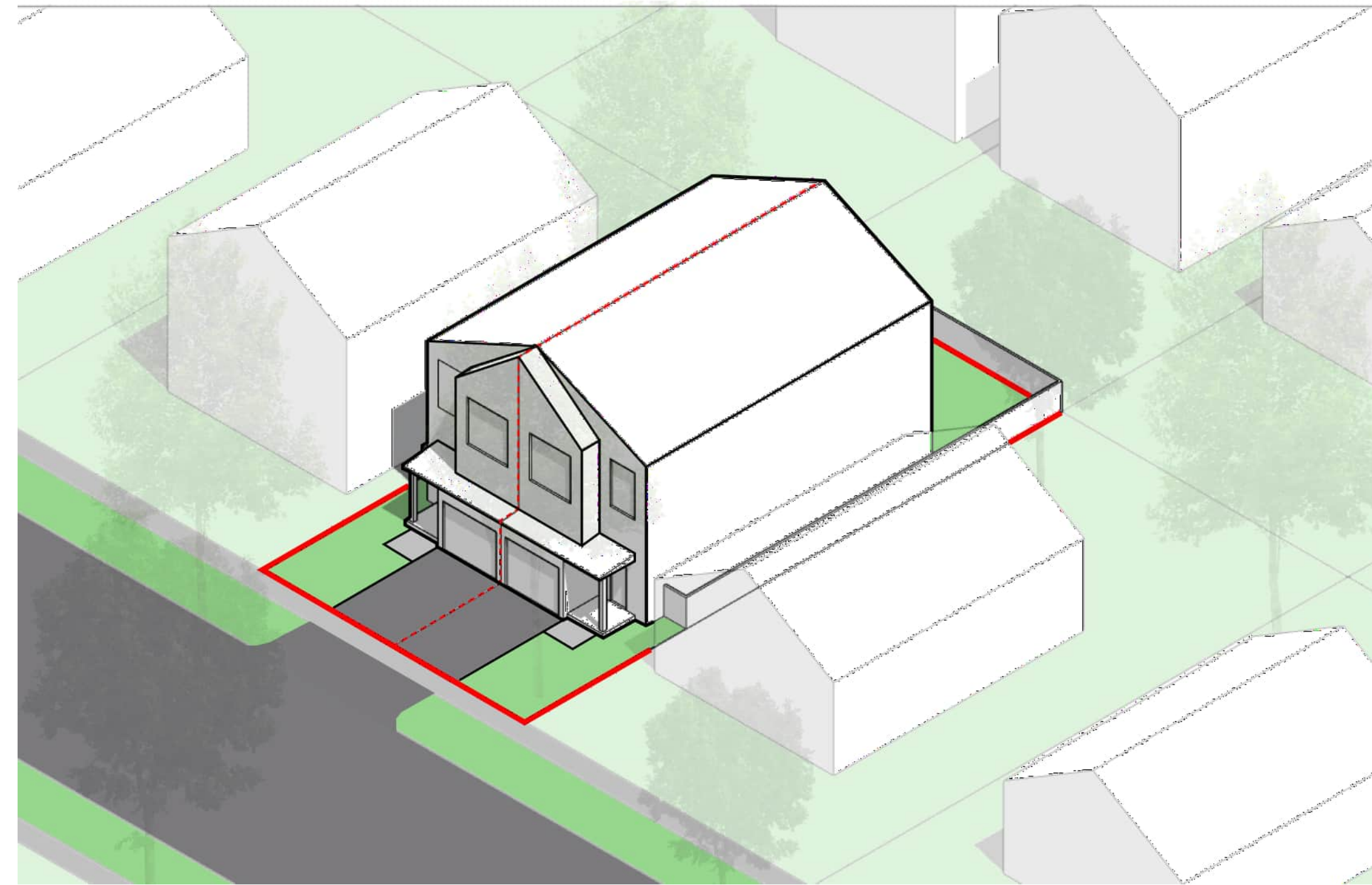
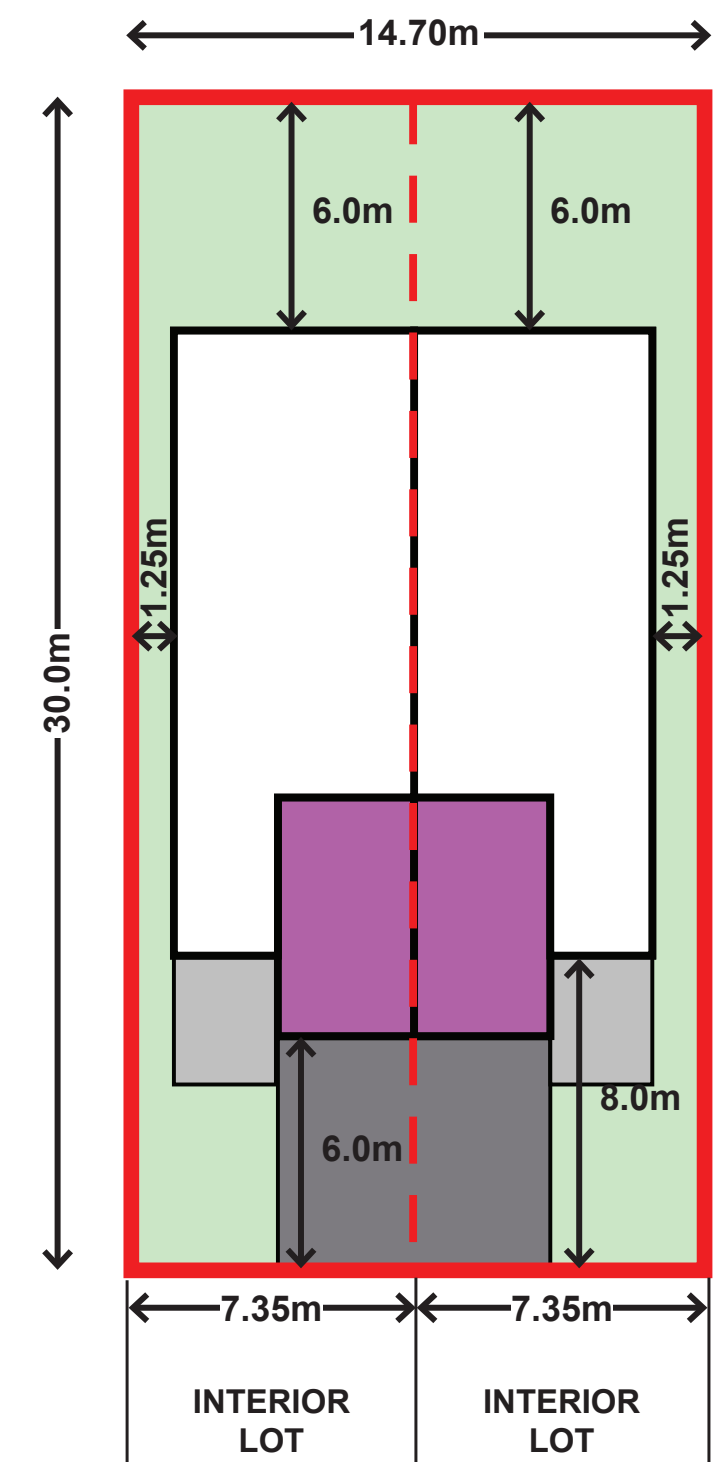


### LEGEND

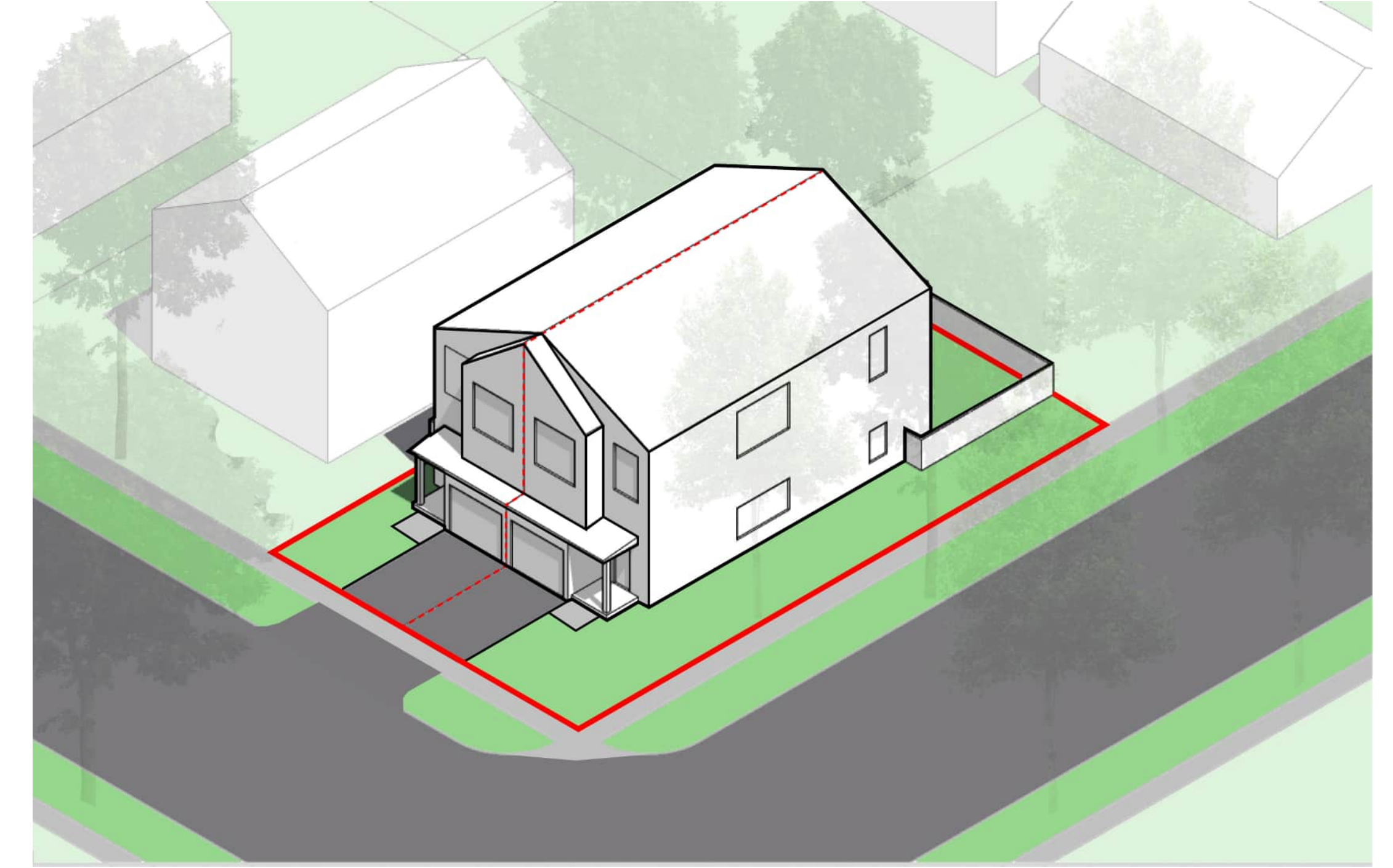
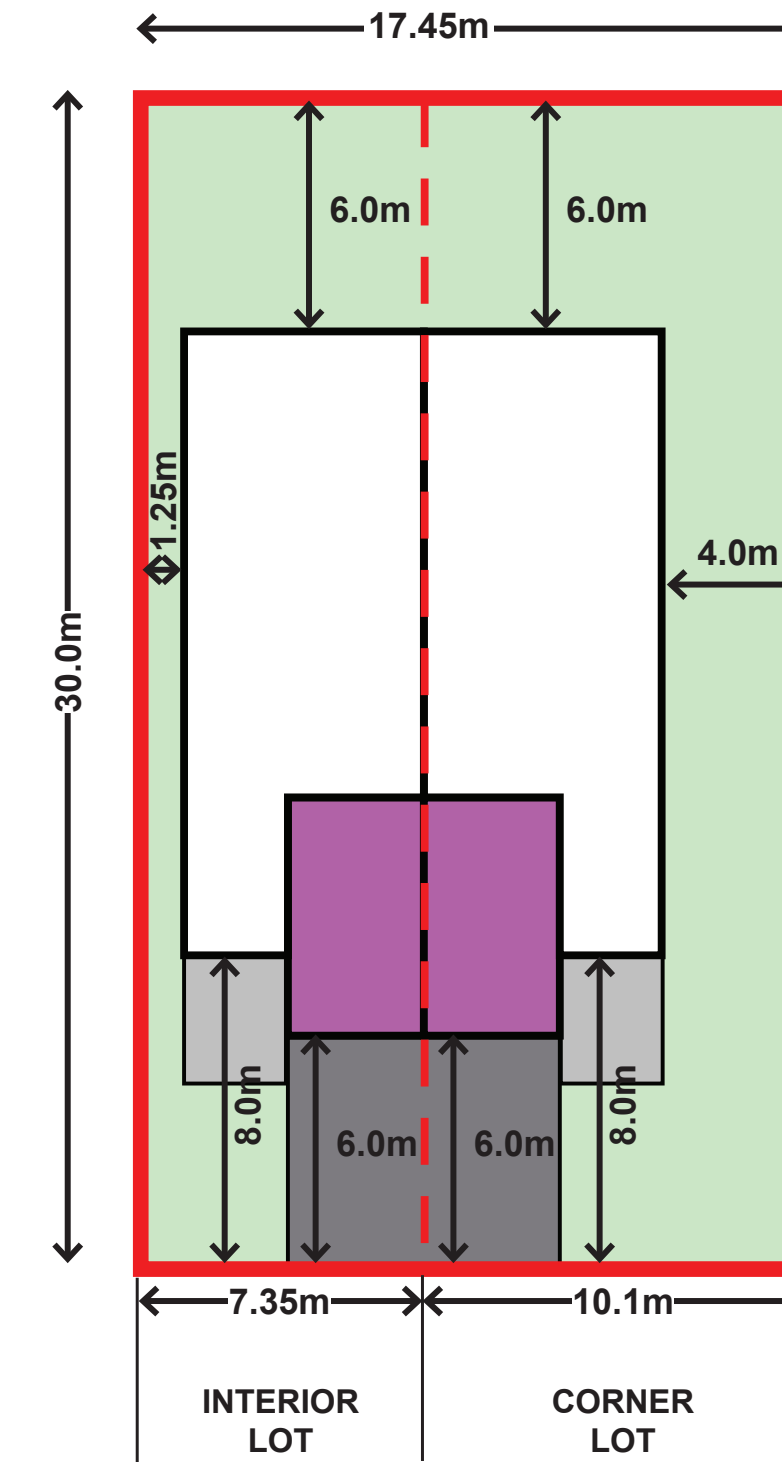
- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Suite
- Driveway Area
- Landscape Area

# What is Being Considered? How New Housing Could Fit in Existing Neighbourhoods

## Semi-Detached Lot - Mid Block



## Semi-Detached Lot - Corner Lot



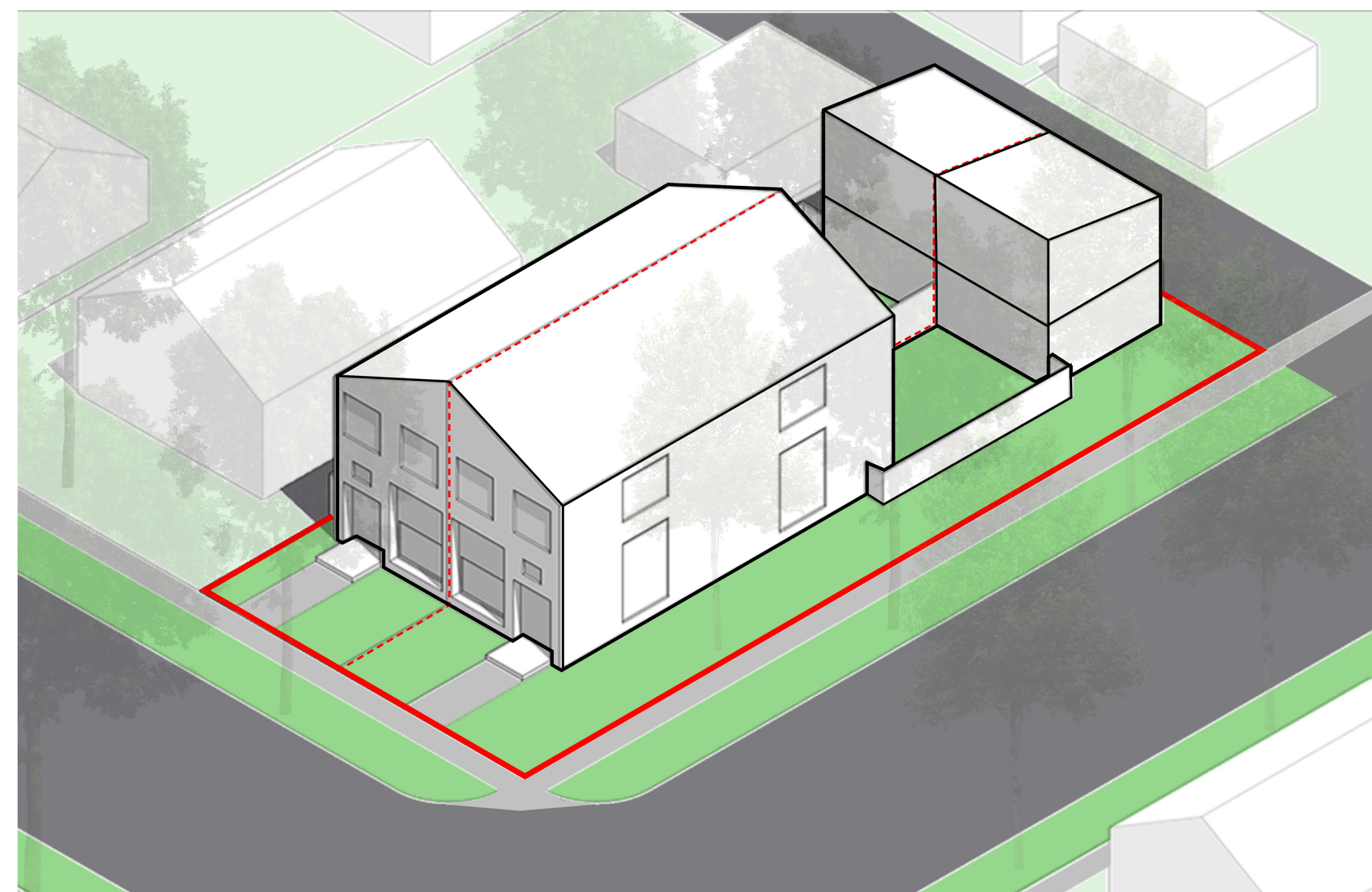
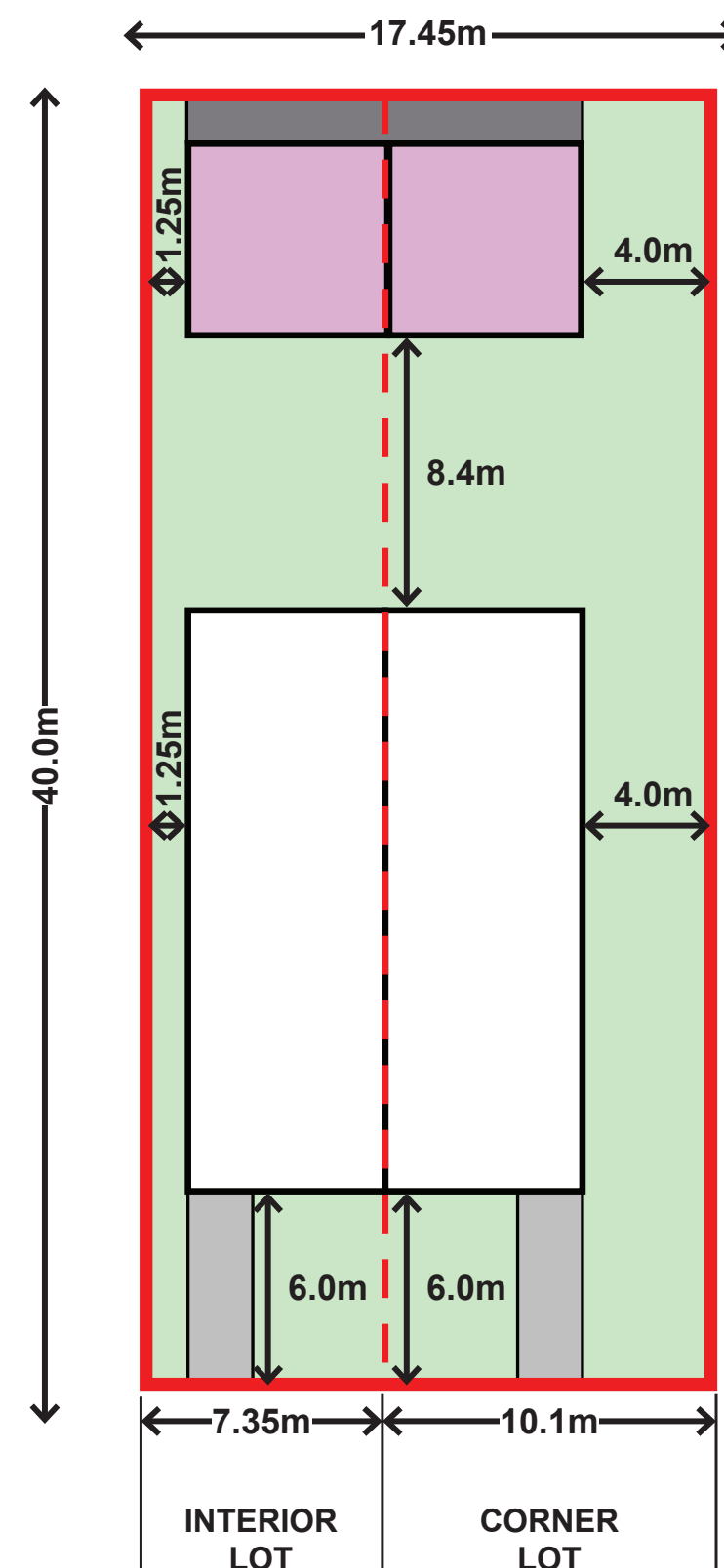
### LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Area
- Driveway Area
- Landscape Area

### LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Area
- Driveway Area
- Landscape Area

## Semi-Detached Lot - Corner Lot w/ Lane

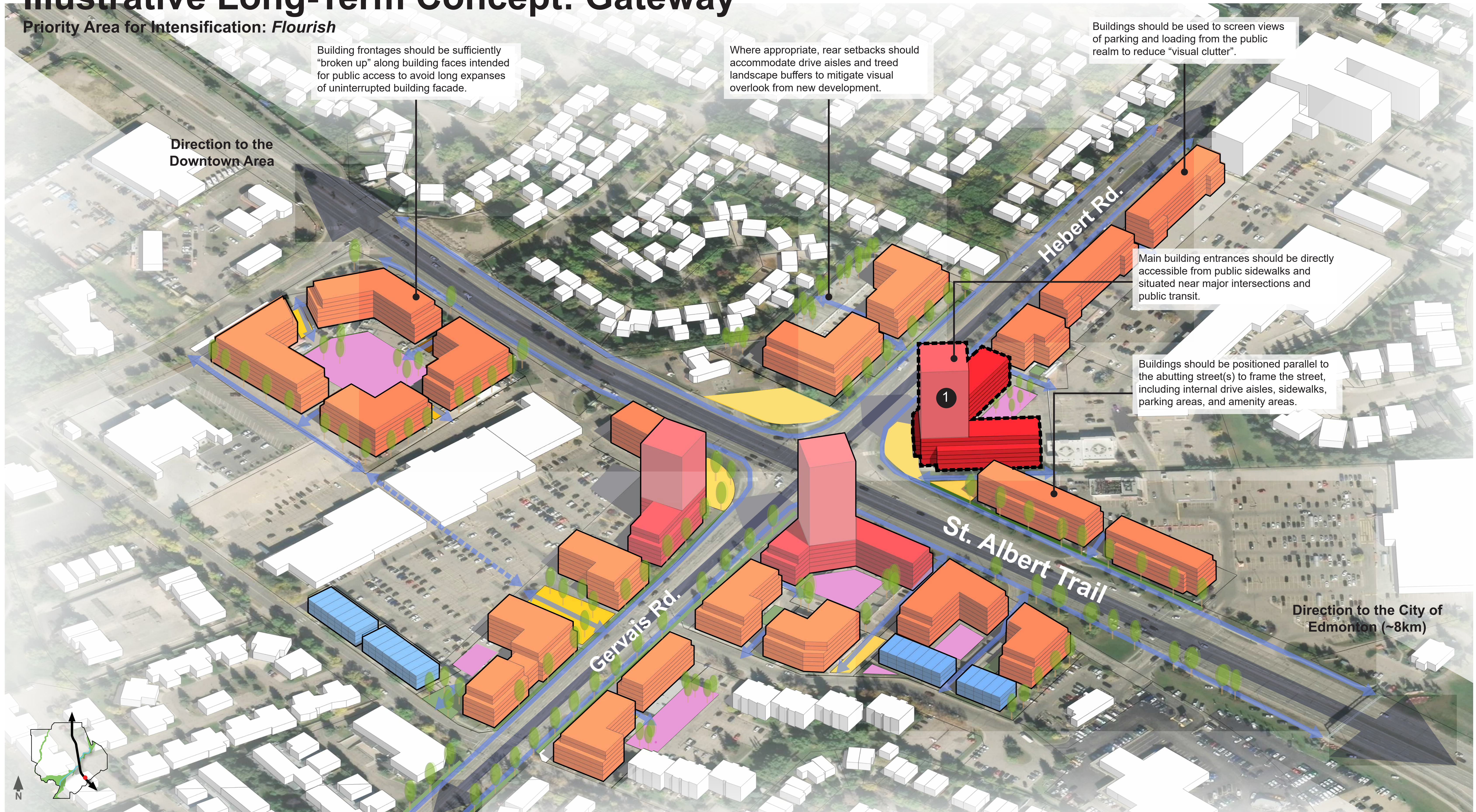


### LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Suite
- Driveway Area
- Landscape Area

# Illustrative Long-Term Concept: Gateway\*

Priority Area for Intensification: *Flourish*



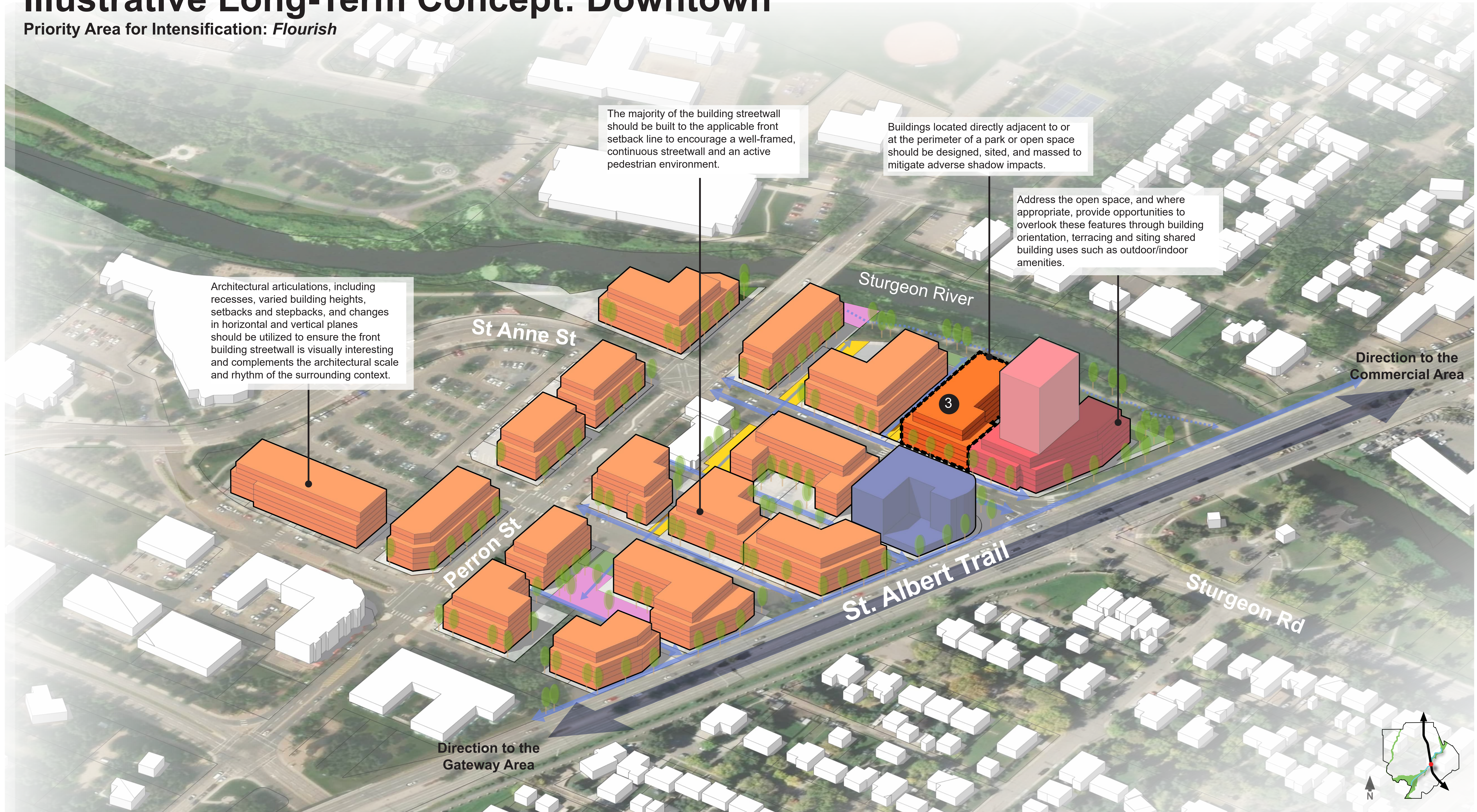
## LEGEND

	Existing Building		Conceptual Future Mid-Rise Development		Conceptual Open Space/Outdoor/ Amenity/Plaza		Pedestrian Circulation
	Conceptual Future Tall Building Development		Conceptual Future Townhouse Development		Major Streets		

**\*How to read this Illustration:**  
 - This is a long-term scenario showing how the corridor *could* evolve over time  
 - Change would occur gradually, site by site, as properties redevelop  
 - The timing is uncertain and depends on market conditions and landowner decisions  
 - Full build-out could take several decades and may not occur exactly as shown

# Illustrative Long-Term Concept: Downtown\*

Priority Area for Intensification: *Flourish*



Architectural articulations, including recesses, varied building heights, setbacks and setbacks, and changes in horizontal and vertical planes should be utilized to ensure the front building streetwall is visually interesting and complements the architectural scale and rhythm of the surrounding context.

The majority of the building streetwall should be built to the applicable front setback line to encourage a well-framed, continuous streetwall and an active pedestrian environment.

Buildings located directly adjacent to or at the perimeter of a park or open space should be designed, sited, and massed to mitigate adverse shadow impacts.

Address the open space, and where appropriate, provide opportunities to overlook these features through building orientation, terracing and siting shared building uses such as outdoor/indoor amenities.

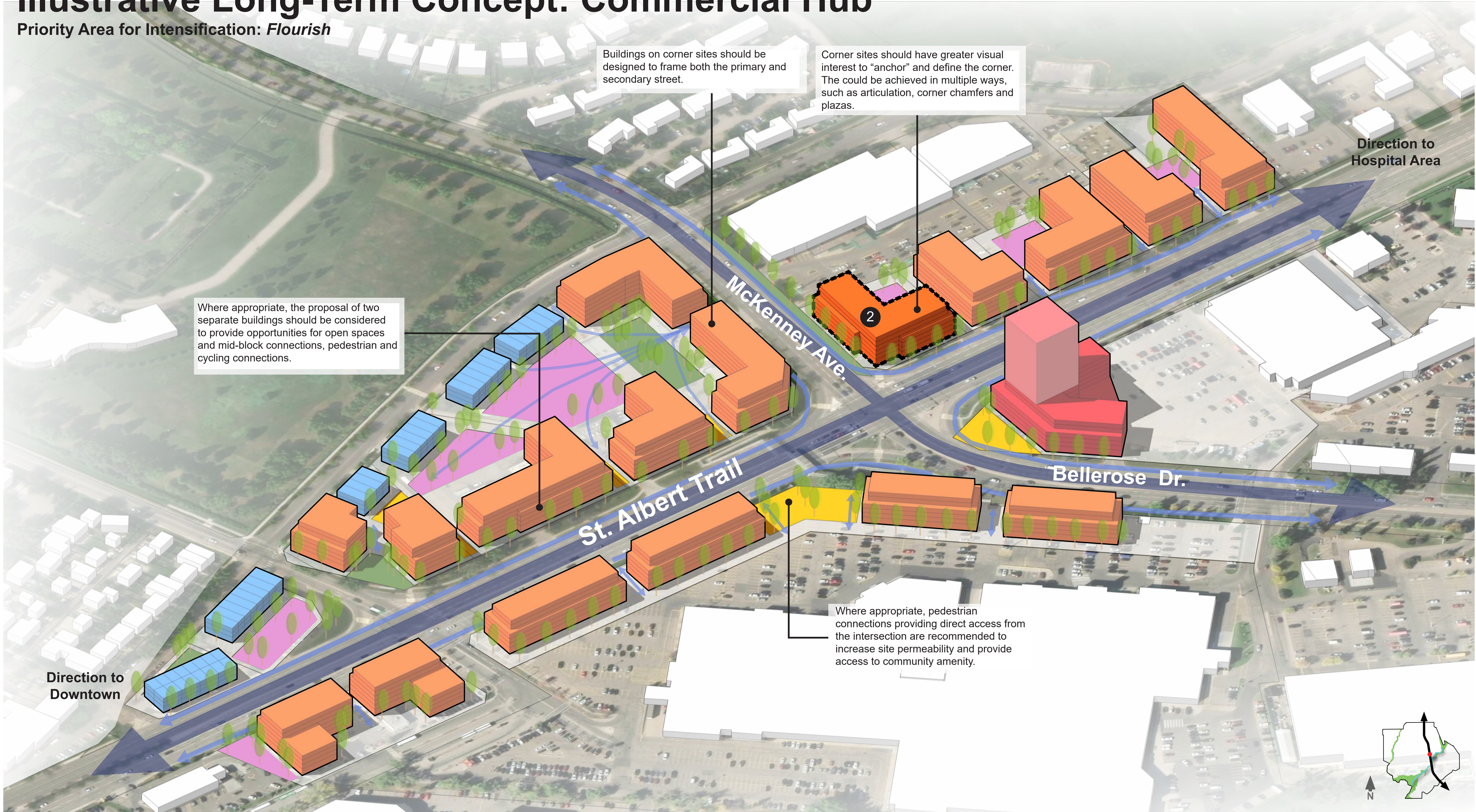
## LEGEND

- Existing Building
- Conceptual Future Mid-Rise Development
- Conceptual Future Tall Building Development
- Under Construction
- Conceptual Open Space/Outdoor/Amenity/Plaza
- 
- 
- 
- Pedestrian Circulation
- Major Streets

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# Illustrative Long-Term Concept: Commercial Hub\*

Priority Area for Intensification: *Flourish*



Buildings on corner sites should be designed to frame both the primary and secondary street.

Corner sites should have greater visual interest to "anchor" and define the corner. This could be achieved in multiple ways, such as articulation, corner chamfers and plazas.

Where appropriate, the proposal of two separate buildings should be considered to provide opportunities for open spaces and mid-block connections, pedestrian and cycling connections.

Where appropriate, pedestrian connections providing direct access from the intersection are recommended to increase site permeability and provide access to community amenity.

## LEGEND

- |  |   |  |   |  |  |  |                        |
|--|---|--|---|--|--|--|------------------------|
|  | Existing Building                           |  | Conceptual Future Mid-Rise Development  |  | Conceptual Open Space/Outdoor/ Amenity/Plaza |  | Pedestrian Circulation |
|  | Conceptual Future Tall Building Development |  | Conceptual Future Townhouse Development |  | Major Streets                                |  |                        |

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# Illustrative Long-Term Concept: Hospital Area\*

Priority Area for Intensification: *Flourish*



Deep lots should utilize building wings to form "L", "U" and "T" shape mid-rise building forms to capture the development potential of the site. Building wings should be used as a design tool to provide transition in scale to more sensitive low-rise forms and park/open spaces.

Publicly accessible mid-block connections should be provided to connect and enhance the pedestrian and cycling circulation network.

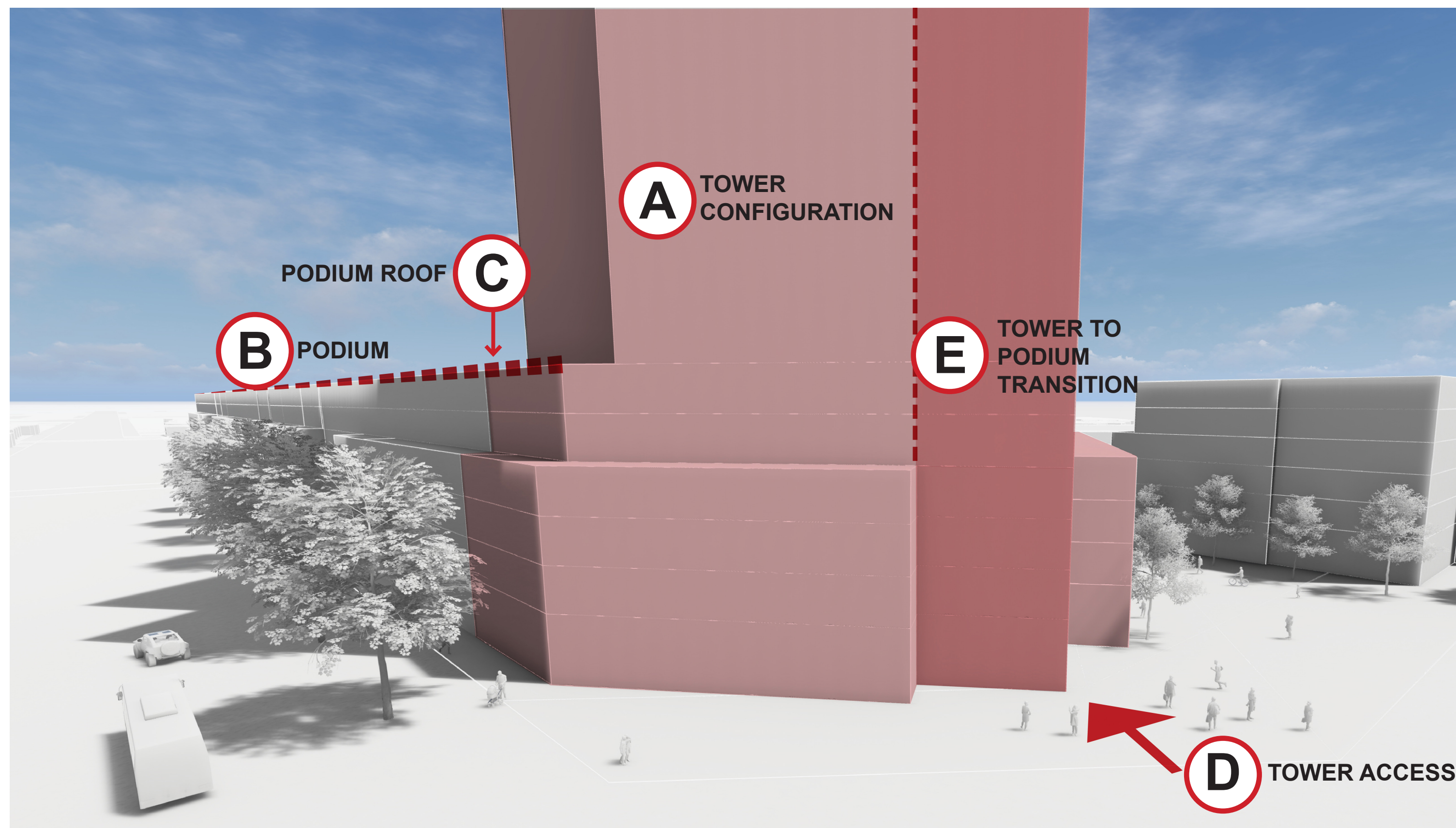
For through-lots with dual frontages, ensure new development frames both streets at a scale appropriate to their distinct context and character. Secondary street frontage should demonstrate a transition in height towards low-rise areas.

## LEGEND

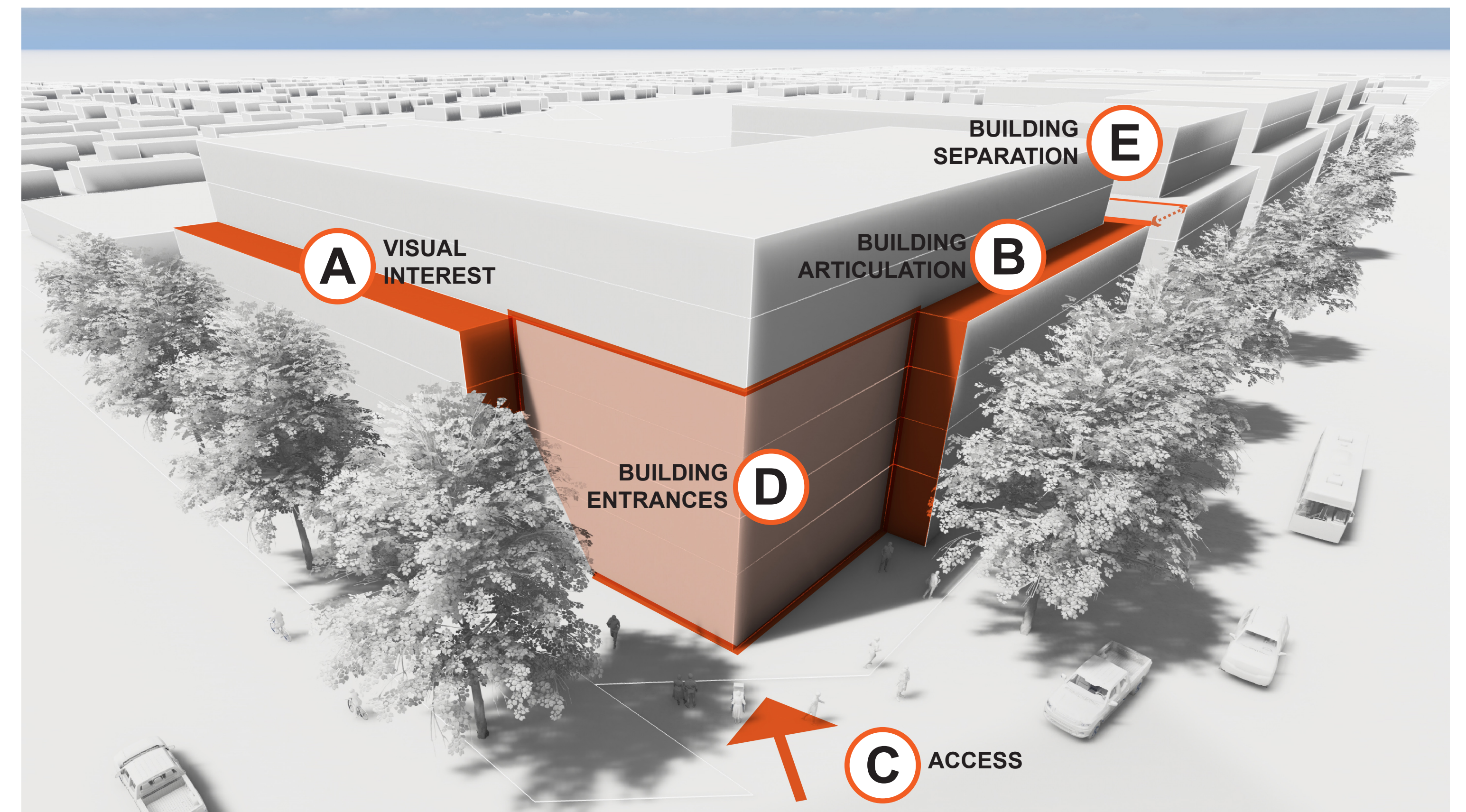
- Existing Building
- Conceptual Future Mid-Rise Development
- Conceptual Future Townhouse Development
- Conceptual Open Space/Outdoor/Amenity/Plaza
- Major Streets
- Pedestrian Circulation

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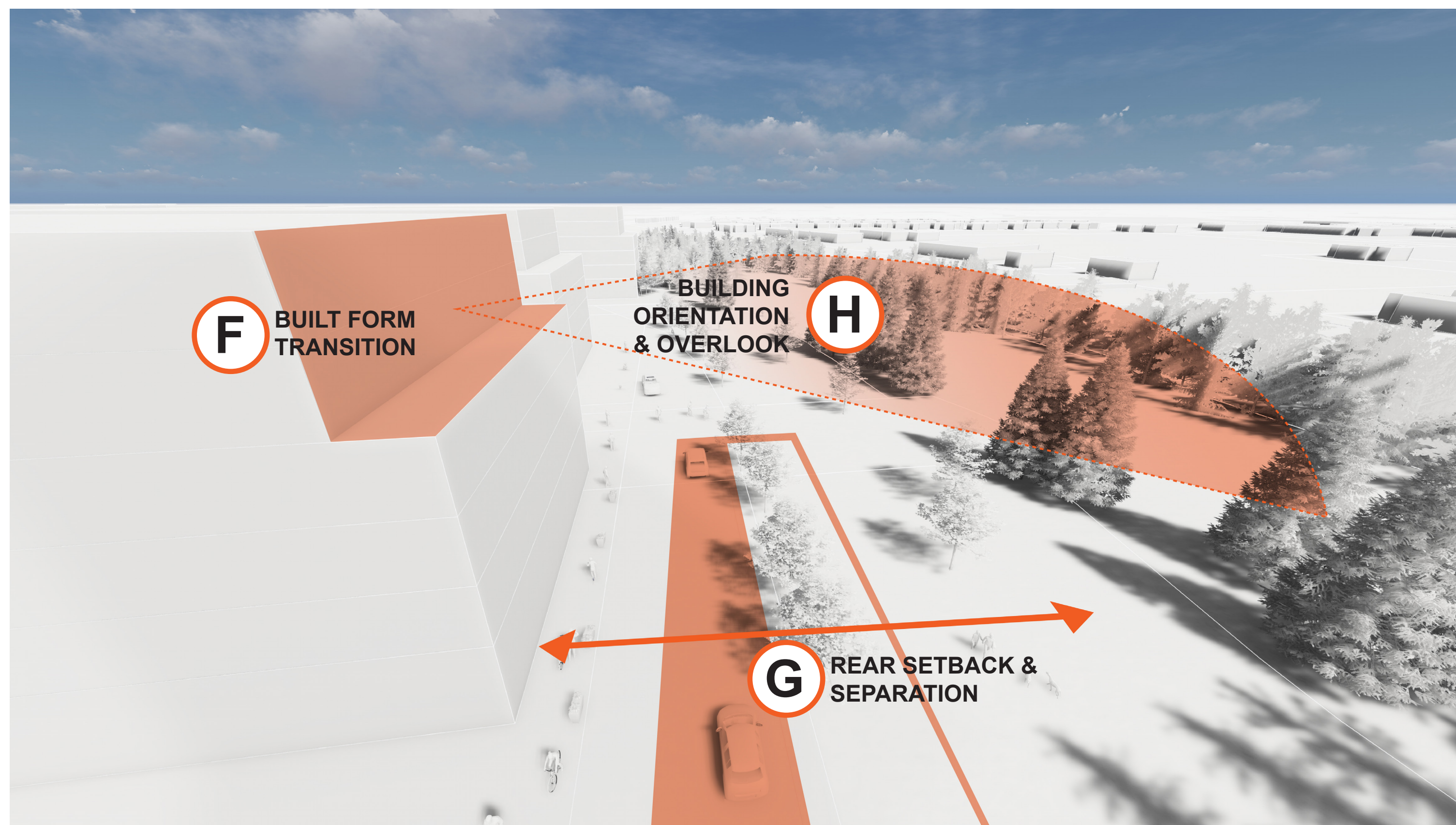
# 1 Towers



# 2 Mid-Rise Buildings



# 3 Mid-Rise Transition



# 4 Townhouses

