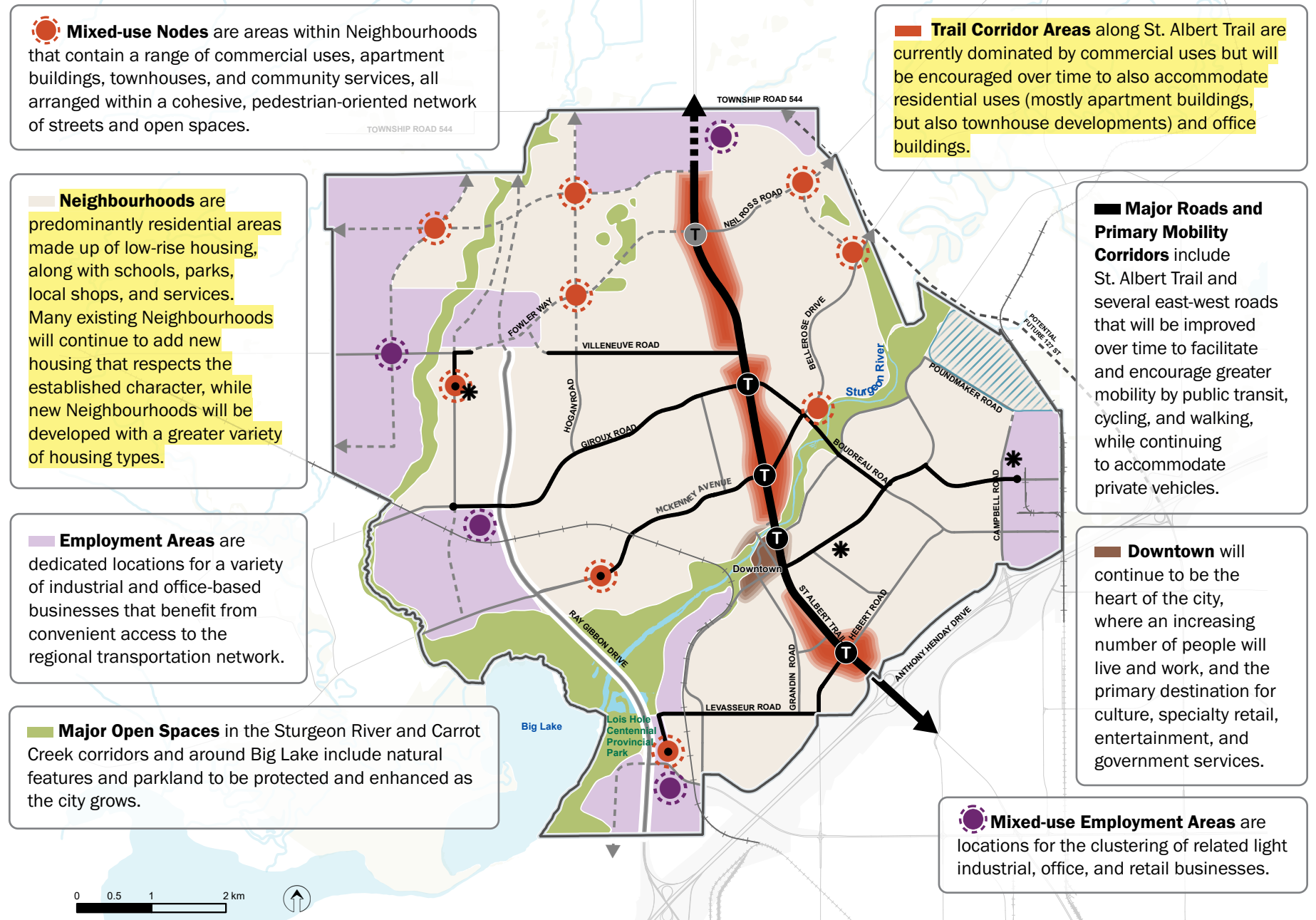


Urban Structure and General Land Use



Locations and boundaries are approximate and for general illustrative purposes.

6.1. Business Attraction and Retention

Principle: Attract, support, and retain businesses, thereby growing St. Albert's economy and meeting the needs of residents and employers.

Local businesses and the opportunities they provide for owners and employees are a key component of St. Albert's economy. As the city evolves, streamlined regulations and support for new and existing employers will reinforce St. Albert's reputation as a great place to do business. The following policies foster a business environment conducive to continued growth and success in the local and regional economy.

Policies:

6.1.1. Develop and maintain an economic development strategy that reports on employment growth in the city, targets economic sectors, and identifies initiatives intended to attract, support, and retain businesses.

6.1.2. Support the development of a long-term commercial strategy that identifies demand and responds to a changing commercial landscape.

6.1.3. Encourage the growth and diversification of the local commercial economy, providing residents, businesses, and visitors with access to a full range of shops, services, and entertainment.

6.1.4. Support the co-location of synergistic industrial businesses and related services.

6.1.5. Encourage collaboration among businesses for the efficient use of resources and reduction of waste.

6.1.6. Encourage the *redevelopment* and revitalization of commercial shopping areas, transforming them into *mixed-use* sites with new *residential development* and complementary uses.

6.1.7. Explore and support *Indigenous* economic development partnerships and initiatives.

6.1.8. Facilitate home-based businesses that complement the neighbourhood and built form.

6.1.9. Encourage the *development* of live-work housing in planned *mixed-use* areas.

6.1.10. Develop efficient, streamlined, and straightforward regulations and processes that continuously improve St. Albert's attractiveness to businesses.

6.1.11. Explore and encourage social enterprises to provide employment opportunities that respond to community needs.



Eric Schultz

7.1. Housing Diversity

Principle: Support greater diversity in housing forms, sizes, and tenures through new development and redevelopment opportunities.

Diverse housing forms provide housing that is suitable for all St. Albert residents, regardless of family status, income, or life stage. More diverse housing stock is required throughout the city, including within new *Neighbourhoods* and through *infill development* in existing Neighbourhoods. The following policies support housing options that align with the needs of current and future residents.

Policies:

7.1.1. Address housing needs by monitoring changes in the local housing market and encouraging and enabling housing forms that respond to emerging housing needs.

7.1.2. Monitor contemporary housing practices and trends and respond to these through updates to the Land Use Bylaw, as appropriate, to achieve a more diverse range of housing forms, sizes, and tenures.

7.1.3. Encourage *intensification* through innovative and emerging housing types that are compatible with existing and planned *Neighbourhoods*.

7.1.4. Facilitate a range of seniors' and multi-generational housing forms and housing arrangements to support aging in place that is close to public transit, services, and amenities.

7.1.5. Encourage the inclusion of purpose-built rental housing in all *Neighbourhoods*.

7.1.6. Encourage partnerships that promote the co-location of *market affordable* and *non-market affordable housing* with municipal facilities and services.

7.1.7. Identify opportunities for Land Use Bylaw updates that support Neighbourhood renewal, aging in place, *intensification*, and diversification of existing housing stock through incremental redevelopment.

7.1.8. Accommodate a greater mix of housing forms in existing *Neighbourhoods* that respect the scale and character of the area.

7.1.9. Require new *high- and medium-density*, multi-unit residential *development* to provide common private amenity spaces.

What is the “missing middle”?

The “missing middle” is a range of house-scale buildings with multiple units—compatible in scale and form with detached homes—located in a walkable neighbourhood. Common forms of missing middle housing include duplexes, fourplexes, sixplexes, courtyard apartments, townhouses, and live-work units. Changing zoning to enable development of missing middle housing can help cities provide diverse housing options that fit seamlessly into *low-rise* walkable neighborhoods and support walkability, locally serving retail, and public transportation options. New missing middle housing also supports neighbourhood renewal and gives residents more choice of unit size and prices.

The diagram illustrates six types of missing middle housing with line-art icons and labels:

- Duplex:** Two units side-by-side with a shared roof.
- Triplex:** Three units side-by-side with a shared roof.
- Fourplex:** Four units side-by-side with a shared roof.
- Mid-rise Apartment:** A multi-story building with a grid of windows.
- Low-rise Apartment:** A shorter multi-story building with a grid of windows.
- Townhouse:** A row of three townhouses with individual roofs.
- Stacked Townhouse:** A row of three townhouses stacked vertically.

7.2. Housing for Everyone

Principle: Strive to ensure that housing is available to everyone by meeting a full range of community needs.

Housing is a fundamental human right in Canada. Not only is housing essential to people's inherent dignity and well-being, it is also essential to building inclusive communities. Government, agencies, and other community building partners all have roles to play in ensuring that housing exists for a range of community needs and income levels. A limited amount of *affordable housing* is a barrier to many who may want to make St. Albert home. Providing housing for vulnerable populations is a key component in building an inclusive community. The following policies support the provision of housing options, enabling everyone to have a place to call home.

Policies:

7.2.1. Require all new *statutory plans* with a residential component to include a variety of housing forms.

7.2.2. Develop and maintain a Housing Affordability Strategic Plan that identifies issues and gaps in the housing supply, objectives to meet current and projected housing needs, sustainable funding, and implementation tools.

7.2.3. Encourage the incorporation of accessibility features into new and renovated homes, which can transition and accommodate all people, regardless of age or ability.

7.2.4. Encourage a diverse and inclusive range of housing by:

- a) Offering incentives;
- b) Identifying and acquiring land for *affordable housing* projects; and
- c) Implementing varying planning and engineering standards, as deemed appropriate by the City.

7.2.5. Partner with local and regional organizations, agencies, and private enterprises to develop and maintain a systematic response to meet the emergency, transitional, and permanent housing needs of vulnerable groups.

7.2.6. Enable specialized accommodation and care facilities in all *Neighbourhoods, Trail Corridor Areas, and Mixed-use Nodes* to promote inclusive communities.

7.2.7. Partner with housing stakeholders, developers, and agencies to proactively increase the long-term supply of *market and non-market affordable housing*, in accordance with the City's housing strategies.

7.2.8. Encourage a mixture of *market and non-market affordable housing* through redevelopment plans.

7.2.9. Leverage long-term *non-market affordable housing* through targeted municipal investment and funding.

7.2.10. Encourage and support collaboration between developers, non-governmental agencies, other levels of government, and other partners to include *affordable housing* within new *development and redevelopment*.

7.2.11. Support the use of municipal lands that are surplus to City needs to enable *non-market affordable housing* development.

Aging in place and age-friendly communities

Aging in place is a person's ability to live in the same home or community safely, independently, and comfortably, as they age. Aging in place might mean renovating an existing house for accessibility, moving to a smaller, lower maintenance home nearby, or accessing in-home supports and services. Municipalities can support aging in place by encouraging age-friendly design in new and redeveloping areas. Age-friendly communities are accessible, inclusive, and designed to meet the needs of residents as they age by optimizing opportunities for health, participation, and security.

8.3. Public Transit

Principle: Make public transit and multi-modal commuting a more attractive and viable alternative to private vehicles for more residents by providing a supportive public transit network.

Frequent, reliable, and efficient public transit provides a sustainable, accessible transportation option for St. Albert residents. The following policies improve the City's transportation and transit networks, providing more direct, accessible, and convenient transit routes that serve more people.

Policies:

8.3.1. Support the development of St. Albert Trail as a rapid transit corridor that provides improved connectivity within the city and to destinations in Edmonton.

8.3.2. Work with municipal, regional, and provincial partners on the planning and implementation of local services and rapid transit facilities linking St. Albert to the planned Light Rail Transit (LRT) extension from Edmonton.

8.3.3. Notwithstanding other policies in *Flourish*, accommodate development of a *park-and-ride facility* at the North *Transit Oriented Development Centre*, as identified on **Map 3**, to support a regional transportation network.

8.3.4. Facilitate testing opportunities to improve transit service along St. Albert Trail, such as dedicated transit lanes and high occupancy vehicle lanes, as steps toward rapid transit.

8.3.5. Encourage residential and employment growth within *Downtown*, *Mixed-use Nodes*, and generally along St. Albert Trail, as identified on **Map 3**, to coordinate land use with transit planning.

8.3.6. Develop *Mobility Corridors*, as identified on **Map 3**, by:

- a) Ensuring extensions and upgrades to roadways in the corridors align with City standards and include facilities for transit riders, pedestrians, and cyclists designed for safety, comfort, and universal accessibility;
- b) Ensuring future *Mixed-use Nodes* and other community destinations are oriented to *Mobility Corridors*; and
- c) Exploring and implementing improvements to public transit service along the corridors.

8.3.7. Encourage new development and *redevelopment* that facilitates the use of public transit through interconnected street networks and pathways and by locating new dwelling units within 400 metres (walking distance) of an existing or planned transit service.

8.3.8. Identify opportunities for improving transit access, efficiency, and level of service through street design and re-design associated with redevelopment in existing *Neighbourhoods*.

8.3.9. Ensure future commercial destinations, *high-density residential areas*, major *community facilities*, and schools are located along existing or planned transit routes.

8.3.10. Design new or retrofitted transit services and associated infrastructure according to *universally accessible design* principles.

8.3.11. Explore emerging mobility technologies in transit and other forms of personal transportation through pilot projects.

8.3.12. Design new and retrofitted streets to make adequate provision for transit infrastructure, such as shelters and other transit-supportive features at existing or planned transit stops.

12.3. Built Form and Site Planning

Principle: Facilitate development that enhances the character of its surroundings and the city and contributes to attractive, enduring, and memorable places.

Buildings contribute to *placemaking* through architecture and function. A building's relationship to the adjacent *public realm* and the broader built environment is also critically important. Great places often are made up of many mutually compatible buildings that, together, bring life to the streets and open spaces around them. The following policies support the creation of great places through built form and site planning.

Policies:

12.3.1. Ensure general consistency of scale in developments within existing *Neighbourhoods* through complementary built form, while encouraging a greater range of *higher density* built form in and around areas planned for *intensification*.

12.3.2. Ensure appropriate built form and *density* transitions between existing *Neighbourhoods* and priority areas for growth, as identified on **Map 4**.

12.3.3. Encourage apartment, office, and institutional buildings within existing commercial or planned *mixed-use* areas to include commercial or public uses on the ground floors along public streets.

12.3.4. Encourage a building's siting and design to maximize views of significant *natural features* and existing landmark buildings.

12.3.5. Assess and minimize the shadow impacts, through building design and setbacks, of proposed new *mid-rise* and *high-rise buildings* on public open spaces and private amenity spaces in abutting properties and *Neighbourhoods*.

12.3.6. Prioritize the safety and comfort of pedestrians through site plan design elements, including direct and connected pathways, landscaping, and appropriate lighting.

12.3.7. Encourage apartment buildings to include at least one level of underground parking.

12.3.8. Support building and site design that minimizes the adverse effects of garbage, loading, and service areas on the abutting *public realm*.

12.3.9. Encourage the use of durable, high-quality building materials, such as stone, brick, decorative concrete, laminated timber, and non-coloured glass.

12.3.10. Encourage prominent public buildings, such as schools and government buildings, to reflect a high standard of architecture, engineering, and landscape architecture.

12.3.11. Require appropriate screening and integration of rooftop mechanical units and vents into building design.

12.3.12. Encourage the mitigation of light pollution in environmentally sensitive areas.

How do we transition between different building forms?

Appropriate transitions between taller buildings and *low-rise* neighbourhoods can minimize impacts such as wind, noise, privacy, and sunlight exposure. Some tools that can be used to ensure appropriate transitions include stepping down building heights between taller and lower-scale buildings and ensuring appropriate separation distances.

13.2. Intensification

Principle: Support the strategic intensification of established areas of the City.

As St. Albert grows and evolves, more opportunities will arise for accommodating both residential and employment growth within the built-up city; *Flourish* encourages and guides such growth. The strategic locations for intensification are *Downtown* and on commercial lands along St. Albert Trail, particularly those that are close to future rapid transit stations. As well, ongoing opportunities will arise to sensitively intensify existing Neighbourhoods with new, compatible forms of housing that keep the community healthy and attractive.

Policies:

13.2.1. Support growth and change in established areas to enhance their character and vitality.

13.2.2. Encourage the development or redevelopment of underutilized land within the built-up city.

13.2.3. Manage growth through amendments to the Land Use Bylaw, the preparation of Area Redevelopment Plans, and the approval of development applications to support a minimum annual aspirational intensification target beginning at 20% (of all residential units) and increasing to 30% over the course of *Flourish*.

13.2.4. Promote growth around existing and planned transit stations to capitalize on transit capacity and encourage transit use.

13.2.5. Ensure that new development or redevelopment that occurs within 800 metres of an identified Rapid Transit Station Area, or an area as determined by the City, supports a minimum aspirational density of 140 people and jobs per gross hectare.

13.2.6. Focus intensification generally as follows:

- a) Development with 50-125 dwelling units per net hectare should be located in the areas adjacent to *Downtown* and within 800 metres of existing or planned rapid transit stations, as generally shown on **Map 3**;
- b) Development with more than 125 dwelling units per net hectare should be located within *Downtown* or *Trail Corridor Areas*;
- c) Development with more than 200 dwelling units per net hectare should be located within 400 metres of existing or planned Rapid Transit Station Areas, as generally shown on **Map 3**, to support the minimum density target identified in Policy 13.2.5; and
- d) The highest density developments will be encouraged to be located *Downtown* to support an overall minimum aspirational density target of 100 dwelling units per net hectare *Downtown*.

13.2.7. Prepare Area Redevelopment Plans or master development plans that guide intensification in the *Trail Corridor Areas* identified in **Map 3**, in conformity with *Flourish*, ensuring the studies consider opportunities for moderate intensification and built form transitions in adjacent areas.

13.2.8. Evaluate improvements to utility infrastructure and the *public realm*, and other potential incentives, to encourage intensification.

13.2.9. Prepare guidelines for intensification within existing *Neighbourhoods*, in consultation with the community, to facilitate new development that contributes positively to *Neighbourhoods* and the city as a whole.

13.2.10. Notwithstanding policies 13.2.3, 13.2.4, 13.2.5, and 13.2.6, enable high density development to a maximum density of 200 dwelling units per net residential hectare at 200 Giroux Road (Lot 1, Block 1, Plan 142 3673; including any future revisions to this legal land description based on a subdivision or condominium plan) within the neighbourhood of Ville Giroux.

14.3. Downtown

Downtown St. Albert is well loved by residents who enjoy festivals, performances, high-quality restaurants, and shopping in all seasons and the very popular outdoor farmers' market in the summer and fall. As the most urban neighbourhood in a growing city, Downtown will evolve to accommodate new buildings that make efficient use of existing infrastructure in a central and well-connected location. *Intensification* will bring well-designed housing and commercial amenities that will make Downtown a more exciting and vibrant place for a diverse community.

Policies:

14.3.1. Plan and support the growth of *Downtown* as a *high-density, urban neighbourhood*.

14.3.2. Explore opportunities to facilitate new residential and *mixed-use development*.

14.3.3. Encourage the development of shared and affordable workspaces that foster opportunities for collaboration and provide access to business resources for small business owners.

14.3.4. Collaborate with developers and utility providers to ensure utility infrastructure adequately supports residential *intensification* *Downtown* in a timely manner.

14.3.5. Support lot consolidation for *high-density* residential, office, and *mixed-use development*.

14.3.6. Incorporate a mix of unit types, sizes, and tenures to meet the needs of people of all ages, incomes, and abilities.

14.3.7. Enhance the urban character and walkability of the *Downtown* by prohibiting drive-through establishments and other vehicle-oriented uses.

14.3.8. Maintain the Downtown Area Redevelopment Plan (DARP) so that it adequately guides future *development* and reinforces *Downtown* as the city's civic and cultural heart, a thriving business district, and a dynamic neighbourhood.

14.3.9. Ensure future *development* contributes to a lively, pedestrian-oriented, high-quality *public realm*.



14.4. Trail Corridor Areas

Currently, developed *Trail Corridor Areas*, which are important to both regional and economic development, are dominated by vehicle-oriented commercial activities. Through the implementation of *Flourish*, they will shift to become more *transit-oriented*, mixed-use areas. Undeveloped Trail Corridor Areas present an opportunity to plan and develop a walkable, *mixed-use* neighbourhood through interconnected streets and smaller blocks of *development*. The following policies encourage Trail Corridor Areas to accommodate residential (mostly apartment, but also townhouse, developments) and office buildings, in addition to retail uses. This transformation is expected to accelerate with the introduction of rapid transit service along St. Albert Trail. The boundaries of Trail Corridor Areas, as generally illustrated on **Map 3**, will be refined through subsequent municipal planning documents and may not be limited to existing commercial lands.

Policies:

14.4.1. Encourage a range of uses in *Trail Corridor Areas*, including retail, office, medium- and high-density housing, institutions, parks, and public spaces.

14.4.2. Support the design, *development*, and *redevelopment* of *Trail Corridor Areas* as regional economic hubs that service the larger region.

14.4.3. Encourage the transition of *Trail Corridor Areas* from vehicle-oriented to *transit-oriented development*.

14.4.4. Initiate *Area Redevelopment Plans* or master development plans for each *Trail Corridor Area* that guide public investments and private *development*.

14.4.5. Incorporate a mix of unit types, sizes, and tenures to meet the needs of people of all ages, incomes, and abilities.

14.4.6. Encourage *intensification* to occur within 400 metres of existing and planned Rapid Transit Station Areas, as shown on **Map 3**, and include *medium- or high-density* forms, or both.

14.4.7. Plan undeveloped *Trail Corridor Areas* to become *mixed-use*, transit-supportive places with a framework of interconnected streets that facilitate *intensification* over time.

14.4.8. Encourage the presence of vertical *mixed-use* buildings with commercial or institutional uses on the ground floor and office space or residential dwellings on upper floors.

14.4.9. Encourage new retail buildings, *community facilities*, and other amenities to be easily accessed from adjacent *Neighbourhoods* by walking or cycling.

14.4.10. Promote future *development* that contributes to a pedestrian-friendly environment and encourages walking between uses. Buildings should be oriented to, and have their main entrances, on a public street.

14.4.11. Incorporate a gradual transition in height and *density* towards the existing *Neighbourhoods* bordering *Trail Corridor Areas*.

14.4.12. Reduce surface parking during site *redevelopment* and through innovative parking options.

14.4.13. Notwithstanding policies 14.4.1, 14.4.2, 14.4.3, 14.4.6, and 14.4.8, enable high density development with a maximum density of 200 dwelling units per net residential hectare at 200 Giroux Road (Lot 1, Block 1, Plan 142 3673; including any future revisions to this legal land description based on a subdivision or condominium plan) within the neighbourhood of Ville Giroux.

Designing for pedestrians

Strategies and design approaches to encourage a more lively, inviting and pedestrian-oriented *public realm* include:

- Orienting buildings to public streets or open spaces, with minimal setbacks and main entrances directly accessible from the sidewalk;
- Locating active uses, such as retail and restaurants, on the ground floor along commercial streets;
- Making sure that driveways are positioned to minimize conflict with pedestrians;
- Locating parking at the rear of buildings, underground, or in above-ground structures;
- Designing buildings to reinforce a consistent streetwall height and stepping back the portions of buildings above three or four storeys to keep a pedestrian-scale environment; and
- Using durable, attractive building materials.

14.6. Neighbourhoods

St Albert's *low-rise*, tree-lined Neighbourhoods are a defining feature of the city. Increasingly, the properties in these areas are being redeveloped and replaced with new detached houses, semi-detached houses, townhouses, and compatible *low-rise* apartment buildings. Growth and change in Neighbourhoods should support their continued vitality, mitigate population loss, and utilize existing infrastructure more efficiently. The following policies ensure *development* in St. Albert's Neighbourhoods sensitively accommodates more diverse forms of housing and a wider mix of uses in appropriate locations, while respecting the Neighbourhood's scale and character.

The following policies also guide the planning and *development* of new Neighbourhoods that are subject to *Area Structure Plans*. These Neighbourhoods will also consist of predominantly low-rise forms of housing, along with parks, schools, and other *community facilities*, while accommodating a greater diversity of housing types and uses. Parks, which often serve as important gathering places, will be highly visible and accessible, with frontages on public streets. *Streetscapes* will reinforce St. Albert's green character with street trees and landscaped front yards. In addition, street networks will encourage *active transportation*, while facilitating convenient access by public transit, private vehicles, and emergency vehicles.

Policies:

14.6.1. Encourage a range of *low- and medium-density* housing forms in all Neighbourhoods throughout the city.

14.6.2. Regulate Neighbourhood *redevelopment*, through the Land Use Bylaw, to achieve the following:

- a) Appropriate transitions in height, scale, and design with other buildings in the immediate surroundings;
- b) General compatibility in front, side, and rear yard setbacks within the block and along the street;
- c) A consistent *streetscape*;
- d) Compatibility with surrounding land uses; and
- e) Appropriate soft landscaping and preservation of existing vegetation.

14.6.3. Encourage neighbourhood revitalization through sensitive *redevelopment* that adds new housing options, attracts new residents, and brings in neighbourhood-oriented services and commercial uses.

14.6.4. Encourage *low-rise* apartment buildings on lots fronting a crosstown or connector street, provided such buildings are oriented to and have their main entrance on the street.

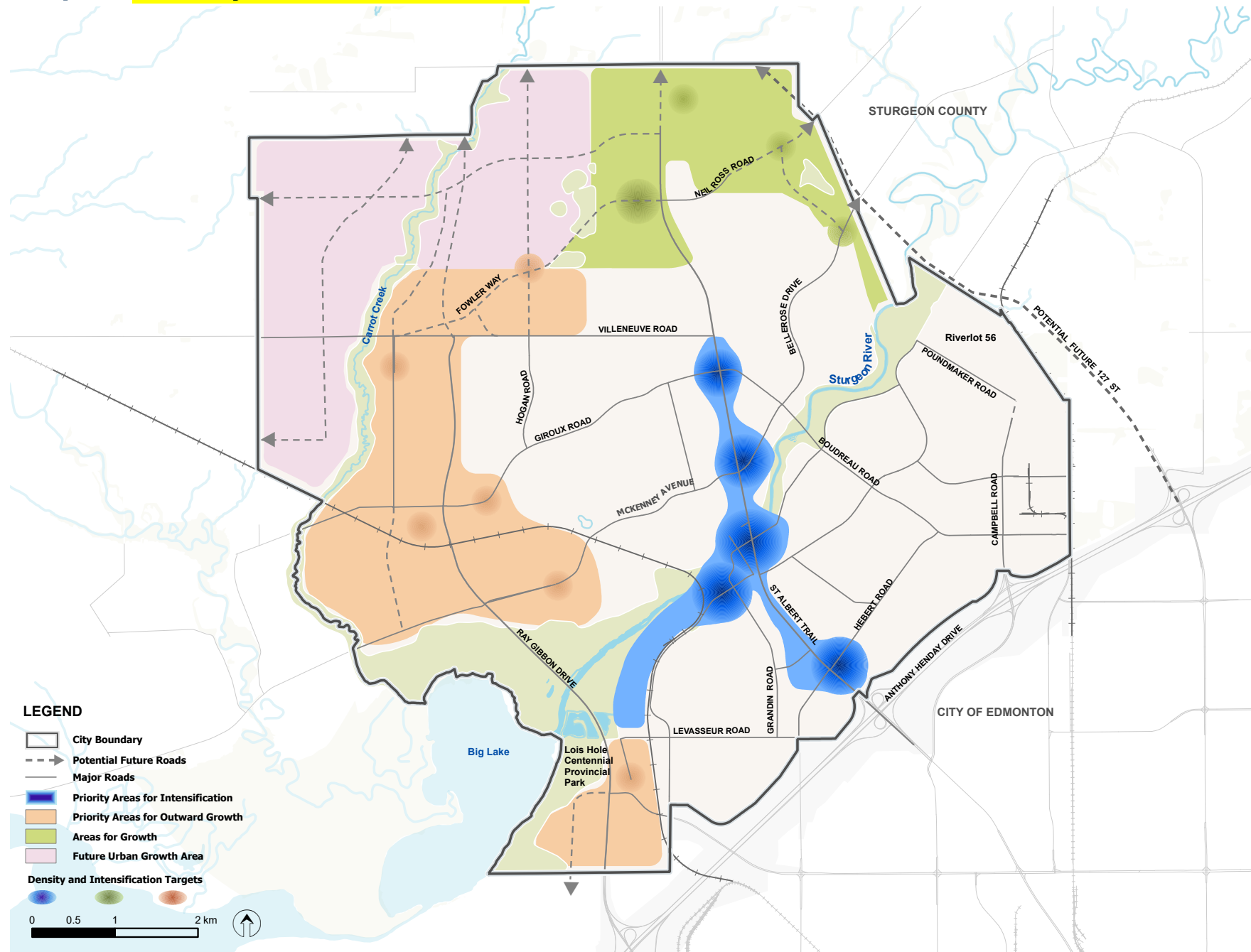
14.6.5. Encourage *mixed-use development* that consists of residential units and neighbourhood-oriented commercial uses at grade on corner lots, providing appropriate transition to, and minimizing impacts on, neighbouring properties through landscape buffers, the stepping of building heights, or both.

14.6.6. Develop and maintain Neighbourhood Infill Design Guidelines to maintain the attractive characteristics of existing Neighbourhoods.

14.6.7. Encourage the redevelopment of commercial sites within Neighbourhoods to accommodate *mixed-use development* that:

- a) Maintains neighbourhood oriented commercial uses;
- b) Contributes to a pedestrian-friendly *public realm*;
- c) Includes appropriate transitions and screening from neighbouring uses; and
- d) Incorporates complementary built form with the surrounding neighbourhood.

Map 4: Priority Areas for Growth



Locations and boundaries are approximate and for general illustrative purposes.