

WHAT COULD A TRANSIT-ORIENTED DEVELOPMENT ZONE LOOK LIKE?



CIVIC SPACE - SQUARE 5

CIVIC SPACES

- Various types of natural and urban parks
- There will be a civic space within 200 m of each dwelling unit



TRANSIT-ORIENTED DEVELOPMENT 6



TRANSIT-ORIENTED DEVELOPMENT 7



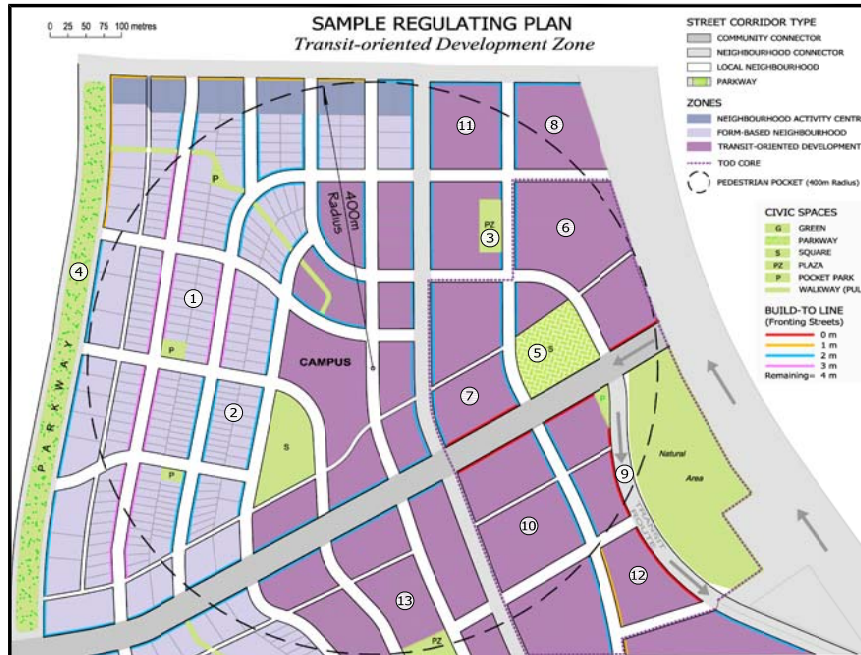
TRANSIT-ORIENTED DEVELOPMENT 8



CIVIC SPACE - PARKWAY 4



CIVIC SPACE - PLAZA 3



TRANSIT-ORIENTED DEVELOPMENT 9



TRANSIT-ORIENTED DEVELOPMENT 10



TRANSIT-ORIENTED DEVELOPMENT 11



FORM-BASED NEIGHBOURHOOD 2



FORM-BASED NEIGHBOURHOOD 1



* TOD location with park and rail
○ TOD location with park and rail



TRANSIT-ORIENTED DEVELOPMENT 12



TRANSIT-ORIENTED DEVELOPMENT 13

TRANSIT-ORIENTED DEVELOPMENT

- High density node
- Main transit centre
- Pedestrian is the highest priority
- Building types permitted: townhouses, low/mid rise, high-rise
- Contains two Civic Spaces and at least three of: residential, retail, office, school or civic uses
- Minimum density 75 dwelling units per hectare

NOTE: Photographs are from various communities and illustrate potential development concepts for St. Albert based on Smart Growth principles. Photograph numbers reflect possible location of this type of development on map.