

*The maps on the following pages and the accompanying pictures are intended as examples of what Smart Growth development might look like in St. Albert.*

## SUMMARY OF FOLLOWING PAGES

### **SAMPLE MAP OF THE ANNEXATION AREA USING A SMART GROWTH APPROACH**

#### **page 2**

The purpose of the maps on the following pages is to give greater context to the Smart Growth regulations by providing examples of what the Annexed Lands could look like if Smart Growth is implemented. The Community Connector street system, identified in the Functional Planning Study, provides the focal point of development activity from Ray Gibbon Drive to St. Albert Trail. Following the Smart Growth principles, the Transit Oriented Developments (TODs) were identified, which in turn defined the remaining neighbourhoods. Each neighbourhood is designed with a modified grid circulation pattern, following Smart Growth principles for block orientation and size, providing multiple connection points to the Community Connector street in order to provide options for vehicle and pedestrian circulation. Natural features (i.e., Carrot Creek & Big Lake) are retained and made a destination point with the addition of Parkway streets that will direct pedestrians and bicyclists to these natural features. The exercise demonstrates that application of the Smart Growth principles will result in the Annexed Lands remaining predominantly low density, with nodes of higher densities to support transit services.

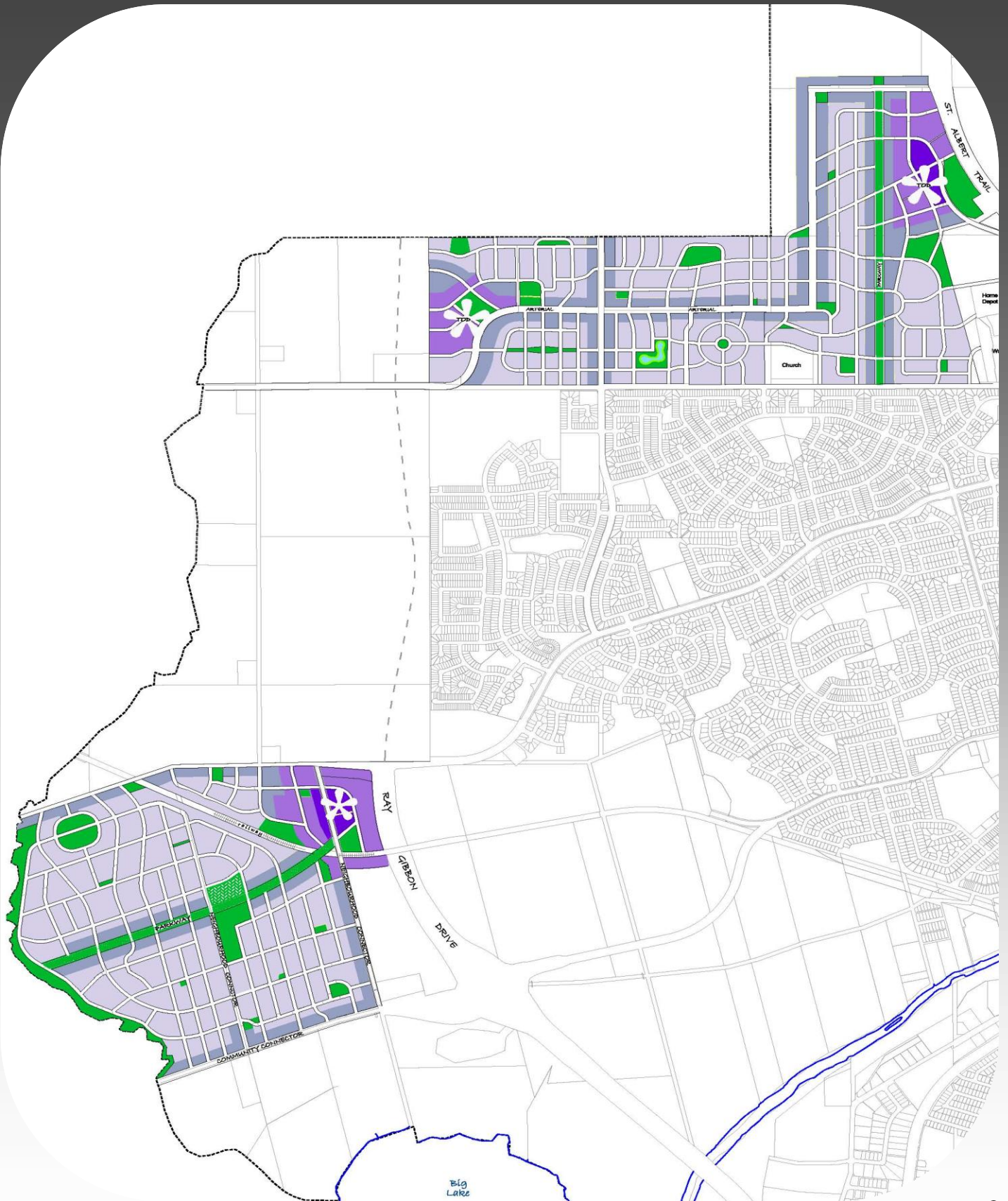
The resulting neighbourhoods would maintain a small-town feel due to their smaller size, with the advantage of being more accessible to services and transportation choices.

### **FORM-BASED NEIGHBOURHOOD, COMMUNITY CONNECTOR, TRANSIT-ORIENTED DEVELOPMENT**

#### **page 3, 4, 5**

The maps on these pages highlight more specific types of development and are shaded to show each area where the type of development will occur. Each map includes a brief description of the development, and is illustrated with photos to demonstrate the building types associated with the highlighted area.

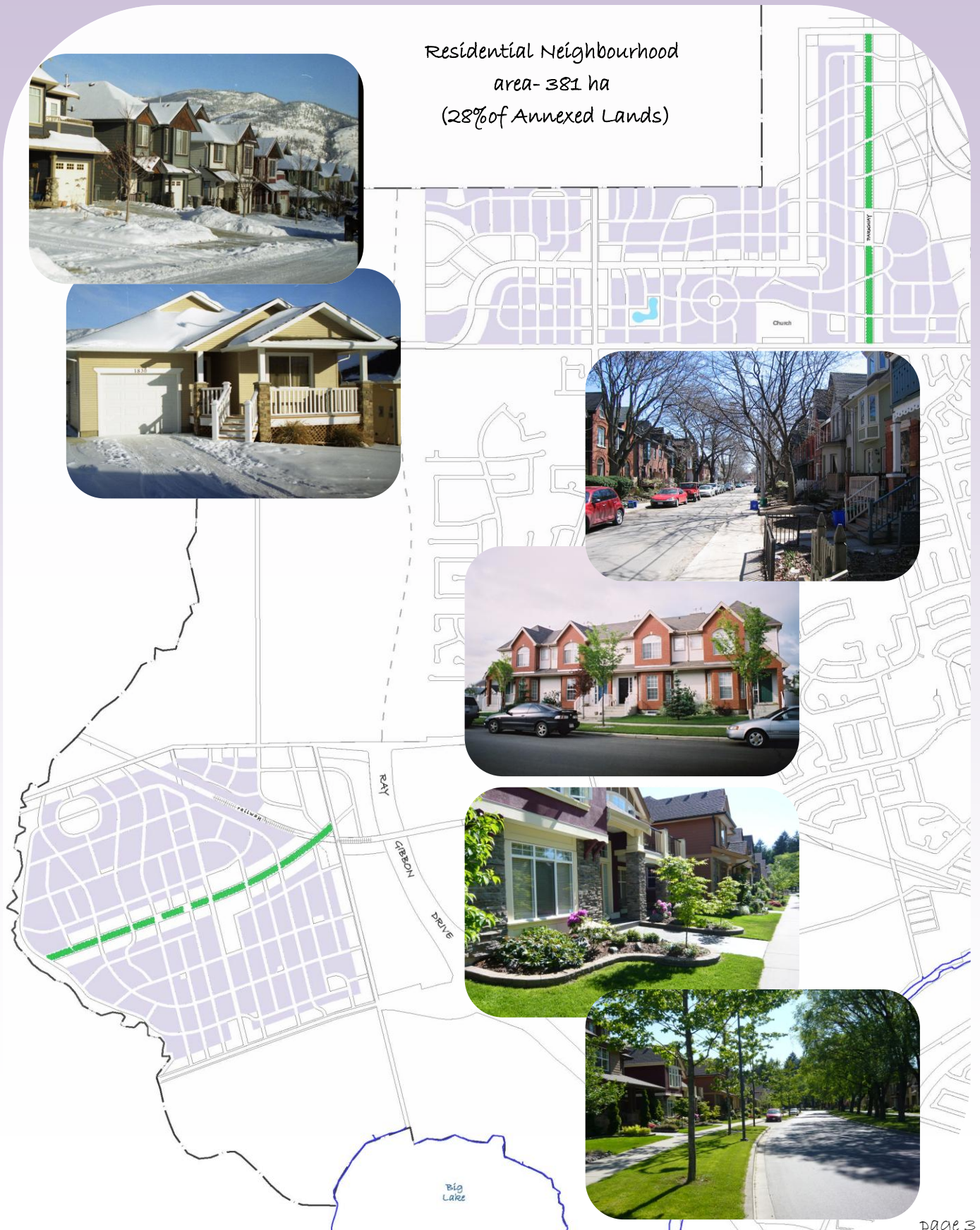
Smart Growth development  
in the annexed lands.



# FORM-BASED NEIGHBOURHOODS (FBN)

FBNs are developed around a Pedestrian Pocket. The neighbourhood is based on traditional urban form and is readily linked with local and nearby destinations and adjacent neighbourhoods. Many of the features valued in current St. Albert neighbourhoods are maintained.

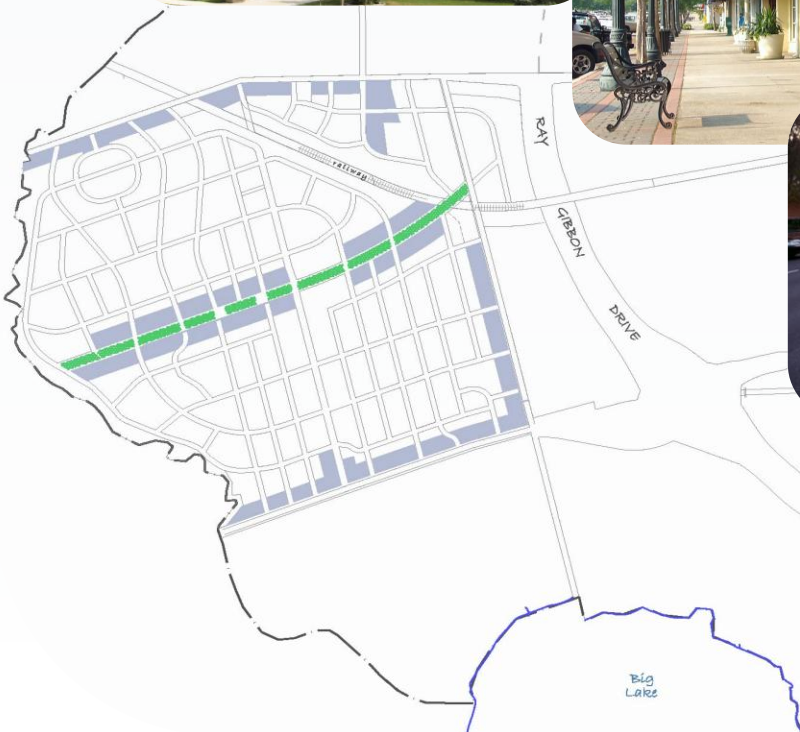
Residential Neighbourhood  
area- 381 ha  
(28% of Annexed Lands)



# CORRIDOR DEVELOPMENT

Street corridors play a greater role in Smart Growth neighbourhoods than in conventional neighbourhoods, as these corridors become centres of activity for adjacent neighbourhoods. Corridors will be developed with a mix of multifamily and commercial uses to provide services to adjacent neighbourhoods and promote use of transit. Development along the street will provide for a transition & buffer between low density areas and the busy street itself.

NAC / Corridor Development  
(mix of residential and non-residential  
along arterial corridors)  
area- 80 ha (6% of annexed lands)



# TRANSIT-ORIENTED DEVELOPMENT (TOD)

A TOD is a high-density, pedestrian-oriented node of development focused around a main transit station. It includes a mix of residential, employment, leisure and shopping opportunities.

3 TOD's area- 184 ha  
(14% of annexed lands)

