

NEIGHBOURHOODS AND ZONES

Form-based neighbourhoods and zones are based on function and form as a geographic entity, rather than strictly on a single use. Each zone focuses on the built form and its relationship to the Public Realm through urban design.

The emphasis placed on physical form is intended to produce a safe, attractive and enjoyable Public Realm (the Street Corridors and Civic Spaces) complemented with a healthy mix of uses. With good urban form, a greater integration of building uses and densities is natural and comfortable.

TYPES OF ZONES

There would be five form-based zones to define the types of the development permitted in different geographic areas.



Source: B. Holtby

The **Form-based Neighbourhood** is developed around a Pedestrian Pocket.¹ The neighbourhood is based on traditional urban form, and is readily linked with local and nearby desitnations and adjacent neighbourhoods. Many of the features valued in current St. Albert neighbourhoods are maintained.

A **Neighbourhood Activity Centre** is a destination node within a neighbourhood that encourages a mix of easily accessed, higher intensity residential, retail, office and civic uses and spaces. It may be linear along a main street, or compact in design.



Source: livinginacity on www.flickr.com



Source: www.transitorienteddevelopment.ca.gov

A **Transit-oriented Development Zone (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.



A **Large-format Commercial zone** allows for big box retail development. Additional standards ensure these developments include improved facilities for pedestrians and other forms of transportation.



Source: P. Meis on www.hightechcampus.nl

A **Form-based Business Park** includes both industrial and business park uses in a high quality environment that will attract both business and workers, and encourage different modes of transportation.

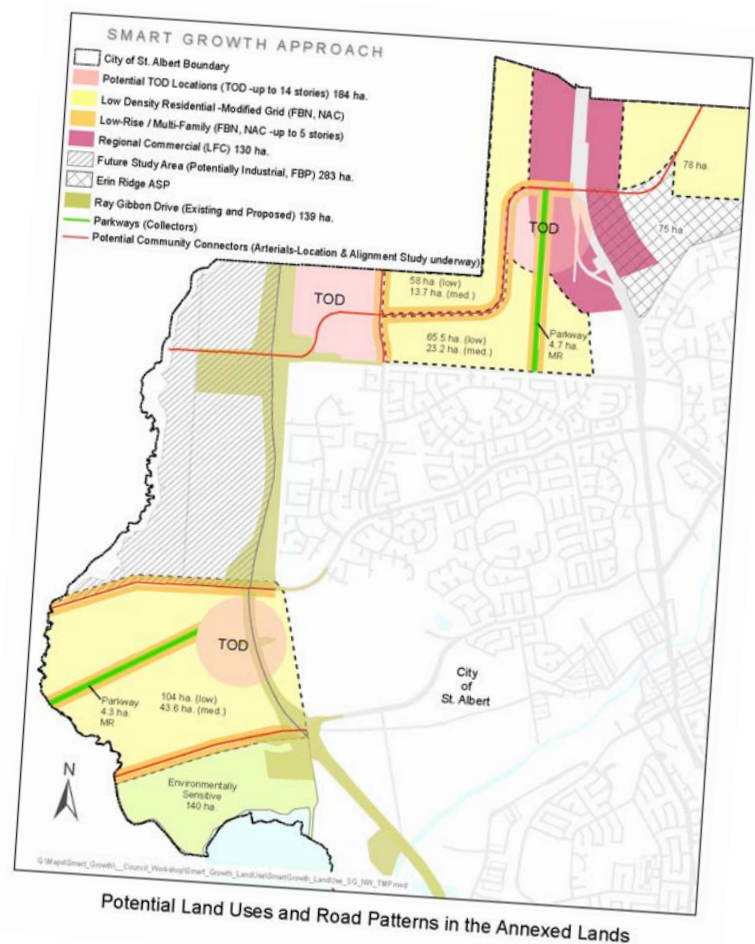
NEIGHBOURHOODS AND LAND AREA

In the annexed lands, just over half of the land is allocated for uses other than residential. Of the land assigned for residential, about 60 percent would be allocated to typical low-density residential neighbourhoods that are valued in St. Albert.

The map shows the areas for low-density residential neighbourhoods. The main street corridors, where slightly higher intensity activities would be located, are also identified.

High-rise residential would only be permitted in the Transit-oriented development (TOD) nodes.

The table below shows an approximate breakdown of the land area available for the different types of land uses.



Zone	Type of development	Area (ha)	% of total
Residential neighbourhoods	Low-density residential neighbourhoods	381	28%
Industrial	Industrial & business park	283	21
Transit-oriented development zones (3)	High-intensity mix of uses focused around a transit centre	184	14
-	Environmental reserve - Sensitive, floodplain and riparian areas, cannot be developed	140	10.5
-	Ray Gibbon Drive Highway right-of-way	139	10.5
Large-format commercial	Large-scale shopping areas	130	10
NAC/Corridor development	Mix of residential and non-residential along arterial corridors	80	6

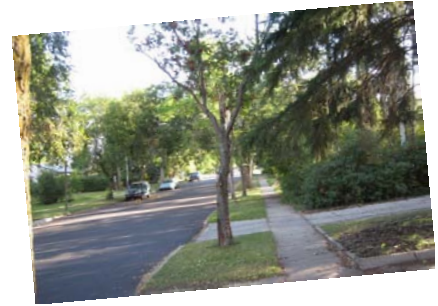
NEIGHBOURHOODS AND DENSITY

The majority of the residential neighbourhoods would have densities and development similar to existing St. Albert neighbourhoods. The more intense development would be found along the arterial corridors which would consist of a mix of residential and pedestrian-oriented, daily service non-residential up to about 5 storeys. Currently there is no development along arterial streets and part of what is now allocated for the right-of-way would become developable land in the Smart Growth proposal.

The TODs are smaller nodes of high intensity development, with a mix of residential, commercial, office, recreational or other uses focused around a high-frequency transit stop. It is only in these areas that buildings up to 14 storeys would be permitted.



The majority of the neighbourhoods would consist of low-density homes, with boulevards and tree-lined streets.



Three designated TODs would be the only location for higher buildings and increased intensity of development.



Multi-family and a mix of activities would be located only on main roadways, acting as a buffer for the bulk of the residential neighbourhood, but adding density that is needed to support more services nearby.



NEIGHBOURHOODS, ZONES AND ZONING

Conventional zoning - what we do now

Currently the Land Use Bylaw defines land use districts based on the use permitted each lot designated with that districting. While generally a larger area is allocated with the same land use district, the term 'district' is a bit misleading as the zoning only applies to a single lot and there is no requirement that a certain type of zoning must cover a larger geographic area. Often, a redistricting can change the type of development on any individual lot within that area, changing the nature of the overall development and character of the area.

Form-based zoning - what we're proposing

In Form-based zoning, the zones cover an entire area, providing more certainty about the type of development that would be permitted, and that development in that area will work together in the future. Different types of intensity of uses are focused in appropriate areas, with a reasonable degree of flexibility built in to the regulations. It also provides more certainty that the Public Realm will remain consistent despite potential changes in the type of development over time.

REFERENCES

¹See Smart Growth Technical Bulletin #3 *The Pedestrian Pocket*.