

Downtown Area Redevelopment Plan Bylaw 5/2010

Consolidated by Bylaw 33/2022 (Passed January 10, 2023)



CITY OF ST. ALBERT

BYLAW 33/2022

DOWNTOWN AREA REDEVELOPMENT PLAN AMENDMENT

Being Amendment 2 to the Downtown Area Redevelopment Plan Bylaw 5/2010

The Council of the City of St. Albert ENACTS AS FOLLOWS:


1. Bylaw 5/2010, the Downtown Area Redevelopment Plan Bylaw is hereby amended by this Bylaw.
2. Schedule "A" of Bylaw 5/2010 be deleted in its entirety and replaced with a new Schedule "A" Downtown Area Redevelopment Plan attached herein.
3. The Chief Administrative Officer is authorized to issue a consolidated version of Bylaw 5/2010 that incorporates the amendments made by this amending bylaw and otherwise conforms with the requirements of section 69 of the *Municipal Government Act*.

READ a First time this 6th day of December 2022.

READ a Second time this 10 day of January 2023.

READ a Third time this 10 day of January 2023.

SIGNED AND PASSED this 13th day of January 2023.


Cathy Heron (Jan 13, 2023 09:50 MST)

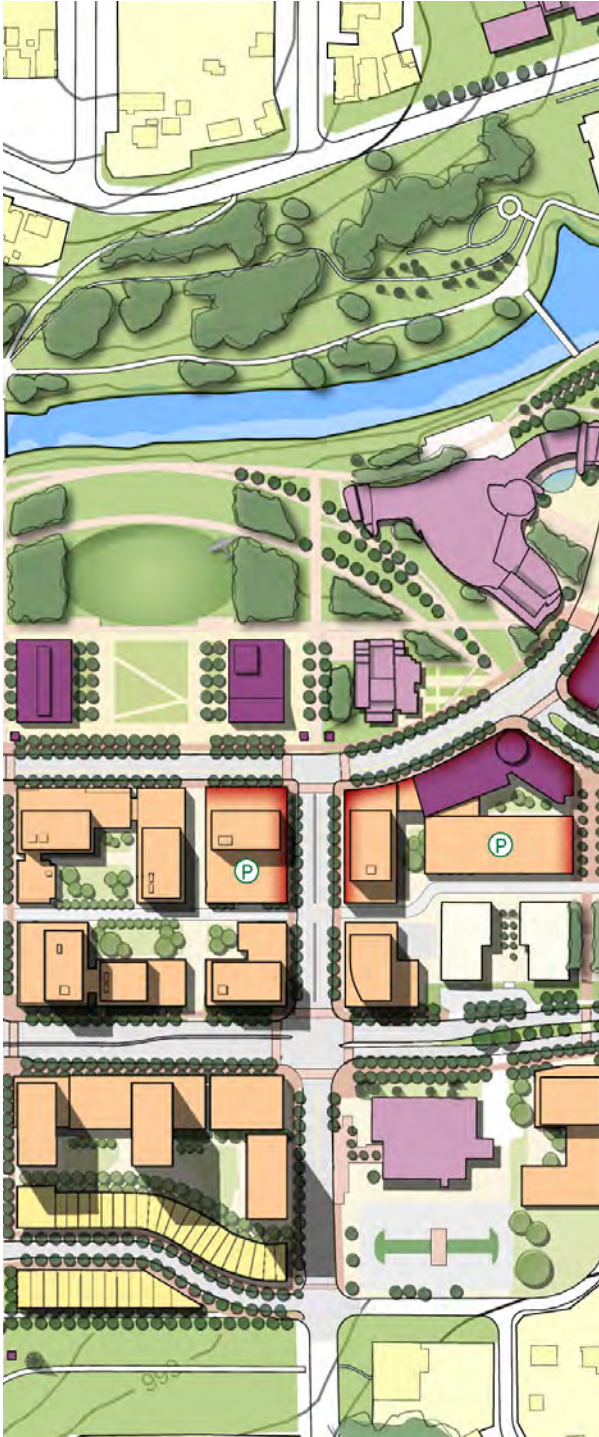
MAYOR


David Leflar (Jan 13, 2023 09:51 MST)

CHIEF LEGISLATIVE OFFICER

DOWNTOWN AREA REDEVELOPMENT PLAN

Bylaw Amd #	NUMBER	1ST READING	2ND READING	3RD READING
PASSED	5/2010	June 21, 2010	Aug 16, 2010	Aug 16, 2010
1	7/2016	March 7, 2016	April 4, 2016	April 4, 2016
2	33/2022	Dec 6, 2022	January 10, 2023	January 10, 2023



St. Albert Downtown Area Redevelopment Plan

Schedule A to Bylaw 5/2010

Prepared by
Urban Strategies Inc.
ISL Engineering
Urban Marketing Collaborative



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Acknowledgements

“We thank all of those who contributed to the DARP process”

The St. Albert Downtown Area Redevelopment Plan (DARP) involved the participation of the Mayor and City Council, the City of St. Albert, downtown business owners, residents, property managers, developers and the arts community. The ideas and thoughts expressed by those who have taken an active interest in the study have resulted in an inspiring and compelling plan for St. Albert's downtown.

We would like to acknowledge and thank all of those who have shared their input through meetings, workshops and open houses, or have simply taken the time to engage the project team in conversation about their ideas and aspirations for the future of their downtown.

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Introduction

Study Purpose

The 2010 Downtown Area Redevelopment Plan (DARP) replaces the Downtown Area Redevelopment Plan Bylaw 11/90. The Plan will guide public and private development downtown over the next 25 years to ensure that downtown continues to evolve into a place for residents and visitors alike. It provides supporting objectives, policies and implementation recommendations designed to achieve the vision and physical concept in the DARP.

Document Structure

This Document comprises three distinct parts:

Part A - Planning Context

Part A sets out the rationale for updating the 1990 DARP, delineates the downtown area and outlines the study process. It then describes existing conditions and opportunities, laying the foundation for the physical concept and recommendations in Part B.

Part B - The Downtown Plan

Section 1 – Principles and Physical Concept

This section begins with a set of principles and physical concept for downtown. A set of Character Areas provide the overall direction for various distinct locations within the downtown. Subsequent sections provide specific objectives and policy related to 3 areas:

Section 2 – Mobility

The Mobility section addresses the transportation systems in and around downtown including those for pedestrians, cyclists, public transit and automobiles. Objectives and policies are introduced to ensure that street networks are balanced for all modes of transportation and that all people can move throughout the community safely and comfortably.

Section 3 - Public Realm

The Public Realm section proposes a connected network of new open spaces and improvements to existing parks that will ensure a great setting for recreation, gathering, events and festivals. It also provides guidance for the design of streetscapes in the downtown, which will help create a more pedestrian-friendly and lively place.

Section 4 - Land Use and Site Development

This section provides guidance for the use, design and development of buildings to ensure that their physical characteristics positively contribute to downtown. There are also specific policies related to the design of parking facilities.

Part C – Implementation

The DARP will not happen on its own; it will require deliberate action by the City of St. Albert and many other stakeholders to make it a reality. This part sets out an implementation strategy including: zoning and development review; suggested future studies; strategic capital projects; development partnerships; funding tools and strategies; and plan monitoring.



Part A:

Planning Context



FIG 1: DOWNTOWN AND THE CITY OF ST ALBERT

1. The Vital Role of Downtown

All places change – they undergo a continuous process of evolution, growth, times of stagnation and sometimes decline. Successful places anticipate and determine how change should occur and are able to build on their best assets, adding new elements and augmenting others to improve their circumstance, quality of life, economic vitality and livability.

Today, many different kinds of people are looking for a more urban lifestyle. Empty nesters, young professionals, students, retirees and people from many different backgrounds are returning to city centres for their convenient access to jobs, shopping, culture, transit and other amenities. Very few places in the Capital Region offer a high quality urban experience. Building on existing assets, downtown St. Albert has the opportunity to create a unique, walkable and attractive urban community. The DARP provides a policy framework and strategic directions to help ensure downtown fulfills its potential.

Like many cities, St. Albert is dealing with pressures from transforming economies, population growth, demographic shifts and environmental issues. In order to meet these challenges and have sustainable growth, managing change is becoming a priority and conventional development patterns are being reconsidered. Downtown presents one of the best and most important opportunities to intensify land uses, enhance economic vitality and improve the quality of life in St. Albert.

As rapid residential, retail and commercial growth on St. Albert's fringe occurs, and large new pieces of infrastructure such as Anthony Henday Drive and Ray Gibbon Drive are built, promoting investment in downtown becomes even more important. In this context, downtown will need to continue to evolve as a complete community and play an increasingly important role as a civic, cultural and commercial hub.

Downtowns are the 'heart of a community'. There will always be more diversity, history, character, architectural interest, tourism potential, quality of life and economic opportunity in the core of the community than anywhere else. The downtown represents the future, not the past.

2. DARP Study Area Boundary

The DARP boundary encompasses the area generally recognized as the city's downtown (see Figure 2). As described below, the potential for growth and improvement in this area is significant and will take many years to fully realize.

As downtown evolves there are areas within walking distance of the downtown area that can be expected to experience change in the medium to long term, notably the Green Grove Drive approach to downtown, older commercial sites on St. Albert Trail and the eastern end of the Riel Business Park. Improvements in these areas should be planned holistically to ensure they reinforce the identity and vitality of downtown.

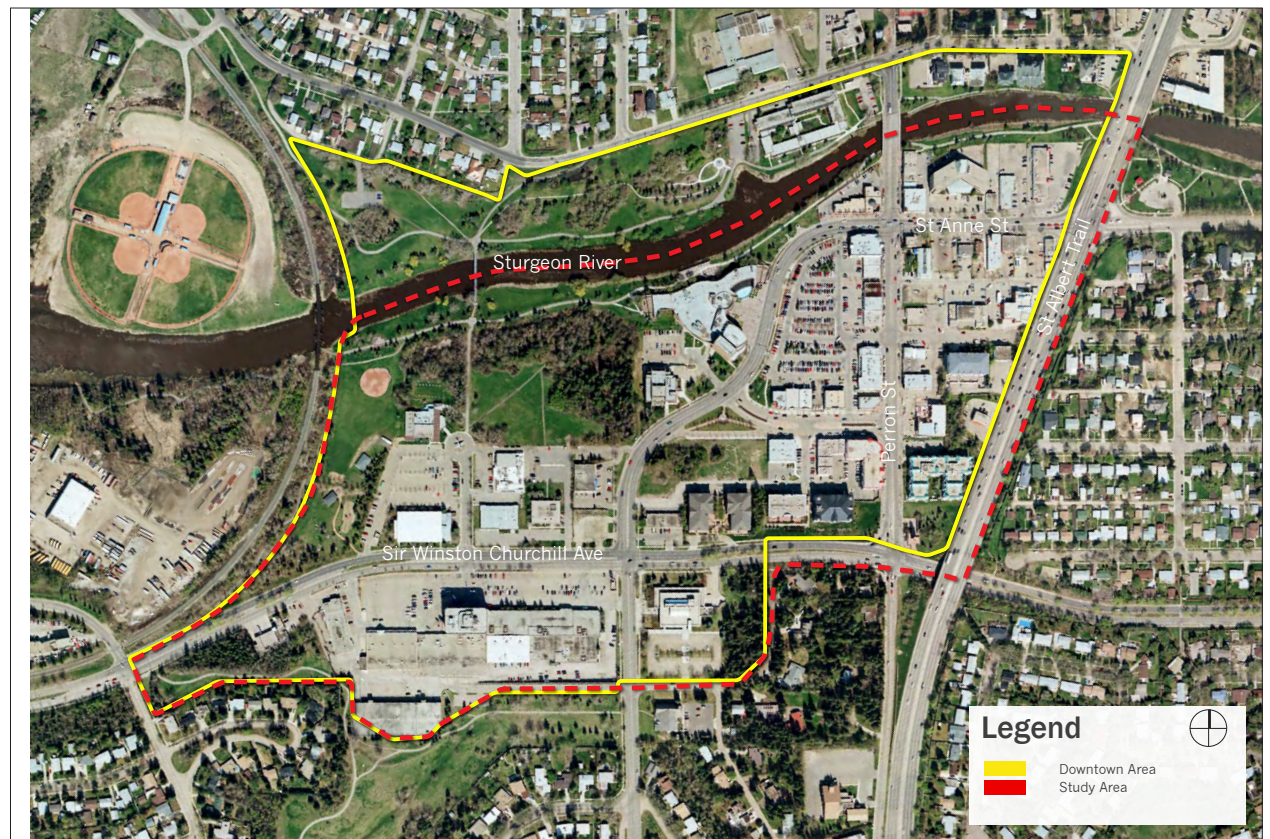


FIG 2: DARP STUDY AREA BOUNDARY

"Downtown St. Albert is an exciting, vibrant place where residents, visitors, businesses and government come together. It is a place to shop, celebrate history and the arts, and enjoy outstanding events and entertainment" - City Council's Vision for Downtown St. Albert, June 22, 2009

3. Process

The formulation of the DARP effectively began in 2008 with the Mayor's Task Force on Downtown and the creation of Council's Objectives for the DARP. In 2009, the Mayor's Task Force on Downtown created a Vision Statement, which provided direction for the creation of the DARP and was subsequently adopted by City Council.

In addition to The Vision Statement, Council set out a number of Objectives for the DARP to achieve:

1. Establish a geographic boundary for downtown that provides focus yet maximum potential for amenities, livability and business.
2. Increase the desirability of our downtown as the place to live for people of all ages.
3. Create a mix of businesses that ensures growth and sustainability within our downtown.
4. Create a central gathering place that supports the downtown's year round attractions and events.

5. Offer convenient transportation connections to downtown that are safe, walk-able and accessible to all.
6. Establish an architectural theme in the downtown that captures the eclectic nature of St. Albert.
7. Strengthen the look and feel of the downtown through beautification, signage and infrastructure enhancements.
8. Improve the Sturgeon River as an attraction for year round activities.

Urban Strategies Inc. was retained by the City of St. Albert in October, 2009 to prepare a new DARP based on the vision and through additional consultation. Urban Strategies was supported by ISL Engineering of Edmonton, who was responsible for transportation planning and engineering, and Urban Marketing Collaborative, who undertook retail marketing analysis. The consultant team worked closely with the City staff throughout the study.

Public consultation was a key component of the DARP process. The project team met with citizens, business owners and representatives from community organizations and cultural institutions. Initial meetings were held in November and December 2009. In February 2010, the project team presented three concepts at a stakeholder workshop and public open house, where direction emerged for a preferred concept. A public open house on the Draft DARP and additional meetings with stakeholders were held in April and June 2010. Statutory public hearings preceded adoption of the DARP by City Council.





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FIG 3 · EXISTING LAND USE

4. Existing Conditions and Opportunities

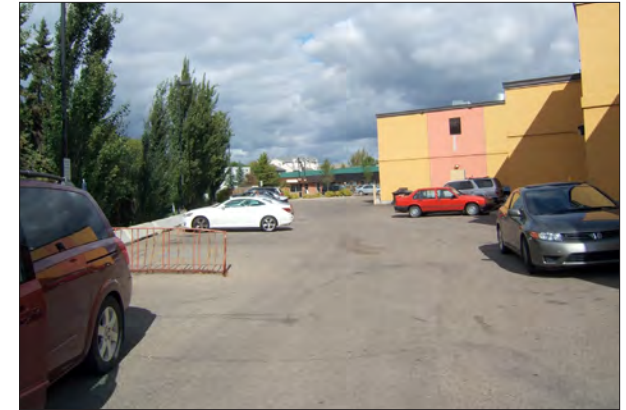
Downtown today presents a number of challenges and opportunities as St. Albert moves forward with future growth and revitalization initiatives. This section summarizes the physical analysis of the downtown undertaken during the DARP process and provides the basis for principles, the physical concept, objectives and policies that comprise Part B of the DARP.

Downtown's Location

Downtown St. Albert is small relative to the rest of the city; it needs to enhance its profile, population and offerings to contribute to a more sustainable and vibrant city.

The downtown's relatively small size and location off of St. Albert Trail has advantages and disadvantages. Some St. Albert residents are not aware that their city has a downtown, and it is easily missed by those traveling on the Trail. However, not being bisected and overwhelmed by an auto-oriented thoroughfare has allowed downtown to maintain a small town feel. A rapid transit line on St. Albert Trail, in the long term, would better link the city to the rest of the Capital Region and reinforce downtown as a hub for growth and economic activity.

The Sturgeon River and the park and trail system (LEFT) is a strong amenity for downtown. While the trails and parks are heavily used by residents and visitors, downtown development largely turns its back to the riverfront (RIGHT).



Open Spaces

Downtown turns its back to the Sturgeon River; new development needs to better engage this remarkable asset.

The Red Willow Park System along the Sturgeon River is one of downtown's greatest assets. It provides the downtown with outdoor amenities, a sense of identity and high real estate value. However, downtown needs better physical connections to the river and its surrounding open spaces. Generally, the open space network is fragmented. New connections utilizing streets and open spaces would make downtown more attractive and walkable. The downtown also lacks a significant public gathering space that can accommodate civic events and other programming.



FIG 4 · OPEN SPACE



Streets such as St. Anne Street (LEFT) are designed for the automobile. Even when adequate space is provided for pedestrians, the roadway is often far wider than necessary, such as St. Thomas Street (RIGHT).

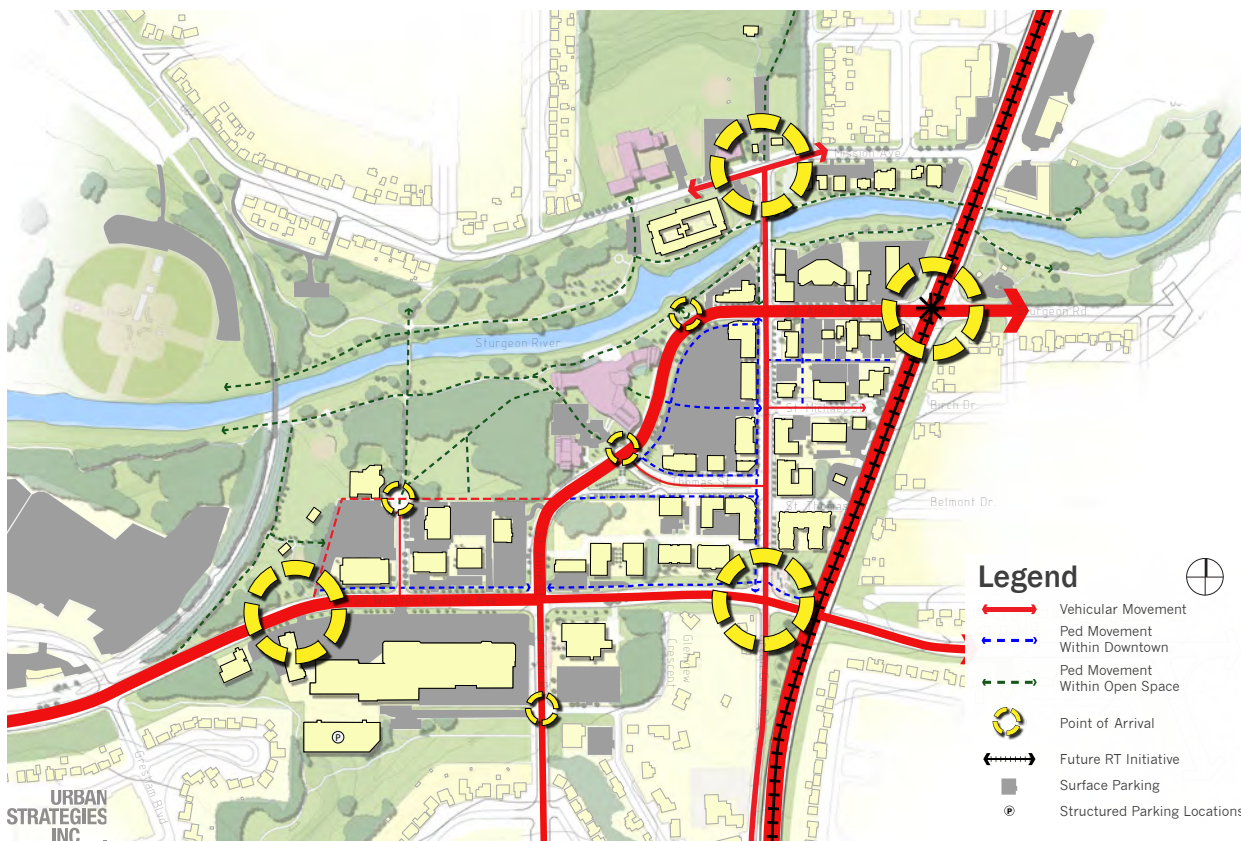


FIG 5 · MOBILITY NETWORK

Street Network

Downtown's street network primarily provides through-routes for automobile traffic; the street network should be redesigned to disperse traffic and provide more local movement options for all modes of transportation and support local land uses.

The streets of downtown St. Albert favour cars and trucks over pedestrians and cyclists, and major roads are designed to move traffic through downtown quickly. The width of roadways and speed of traffic present barriers for pedestrians. Key streets, including St. Anne and Perron, need to be rebalanced to slow traffic down as it passes through and to provide a comfortable and safe environment for all modes of transportation.

Perron St. (LEFT) provides a strong spine for retail in downtown today, despite a number of gaps in frontage. The Grandin Mall (RIGHT) no longer serves its intended purpose.



Retail

Perron Street provides a central focus for retail activity; however, there is opportunity to reinforce this activity and expand the retail and restaurant offerings and attract more people.

Perron Street gives downtown a distinct “main street” character, but the shopping experience is discontinuous. Future development should fill gaps along Perron, as well as on St. Anne Street and St. Thomas Street, and extend the retail environment. A critical mass of shops and restaurants will be essential to attracting significantly more visitors from the Capital Region and beyond.

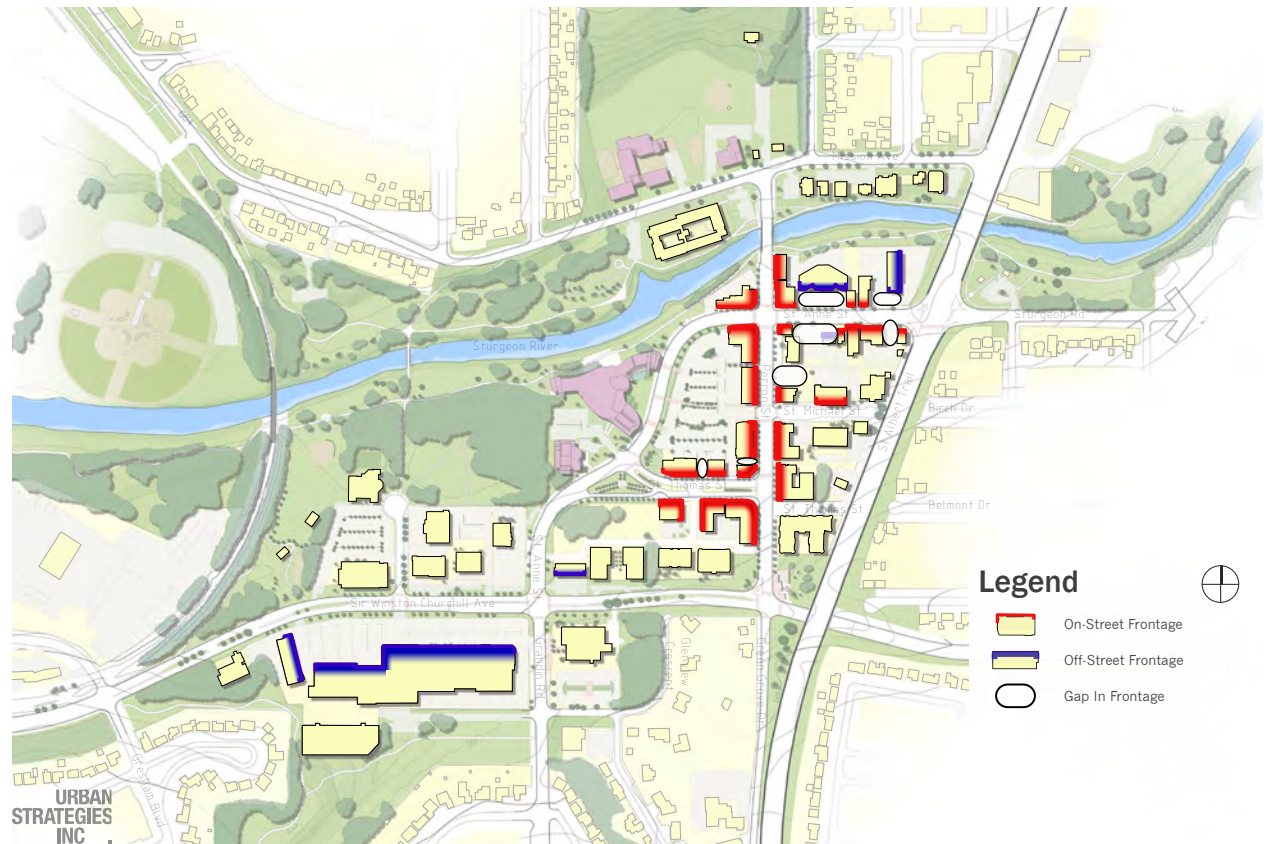


FIG 6 · RETAIL STRUCTURE



St Albert Place (LEFT) is an architecturally significant building which has become too small for the current needs of City Hall. The cluster of buildings along Tache Street, including the Legion (RIGHT) are disconnected from the rest of downtown and have a suburban feel, with large parking lots fronting the buildings.

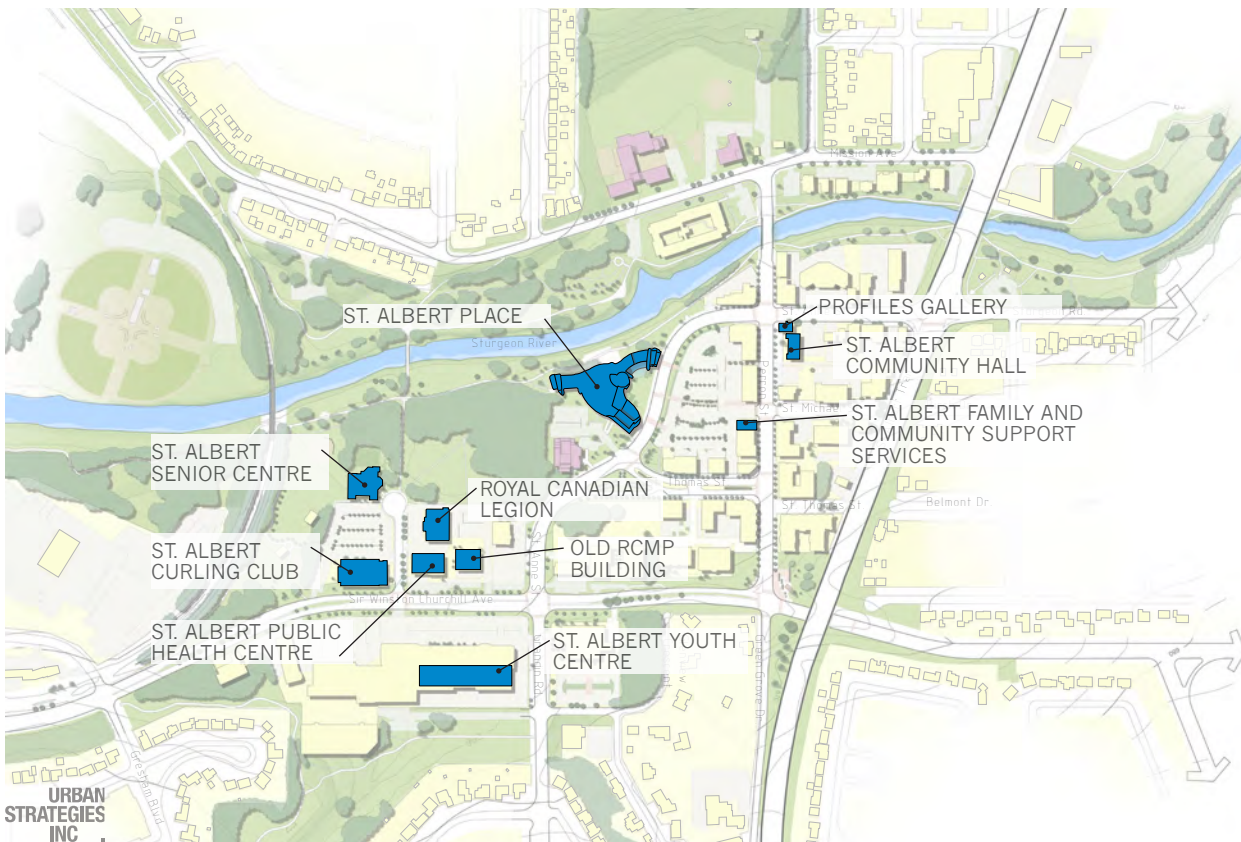


FIG 7 · CIVIC AND CULTURAL INSTITUTIONS

Civic, Community and Cultural Institutions

Downtown is a civic, cultural and social hub, but existing facilities need room to grow and some are hidden; opportunities to consolidate some facilities should be explored.

A generation ago, St. Albert Place was a bold and highly successful initiative, and it continues to provide a civic, social and cultural hub for the city. However, many of the institutions and operations within it have outgrown the facility, meaning that some functions will eventually be shifted out of the building into new facilities. Other important civic, social and cultural facilities are located in facilities that will need expansion, replacement or relocation. Opportunities should be explored to consolidate some facilities and locate them in prominent and well designed structures that befit their importance within the community and better suit an urbanized downtown.

Centre-block surface parking (LEFT) takes up crucial development space in the downtown. Similarly, there are a number of vacant lots within the DARP boundary (RIGHT) which today create gaps in the downtown fabric.



Redevelopment Opportunities

There are significant clusters of under-utilized or vacant land in the downtown; these clusters present extraordinary redevelopment opportunities.

There is an abundance of clustered redevelopment opportunities in St. Albert's downtown. Sites along St. Anne Street and the riverfront have enormous inherent value for a variety of uses. The Grandin Mall site has been proposed for redevelopment, and infill parcels east of Perron Street and along St. Albert Trail provide additional redevelopment opportunities. The approach sites on the fringe of downtown also present opportunities for redevelopment that supports downtown and warrant further planning consideration.

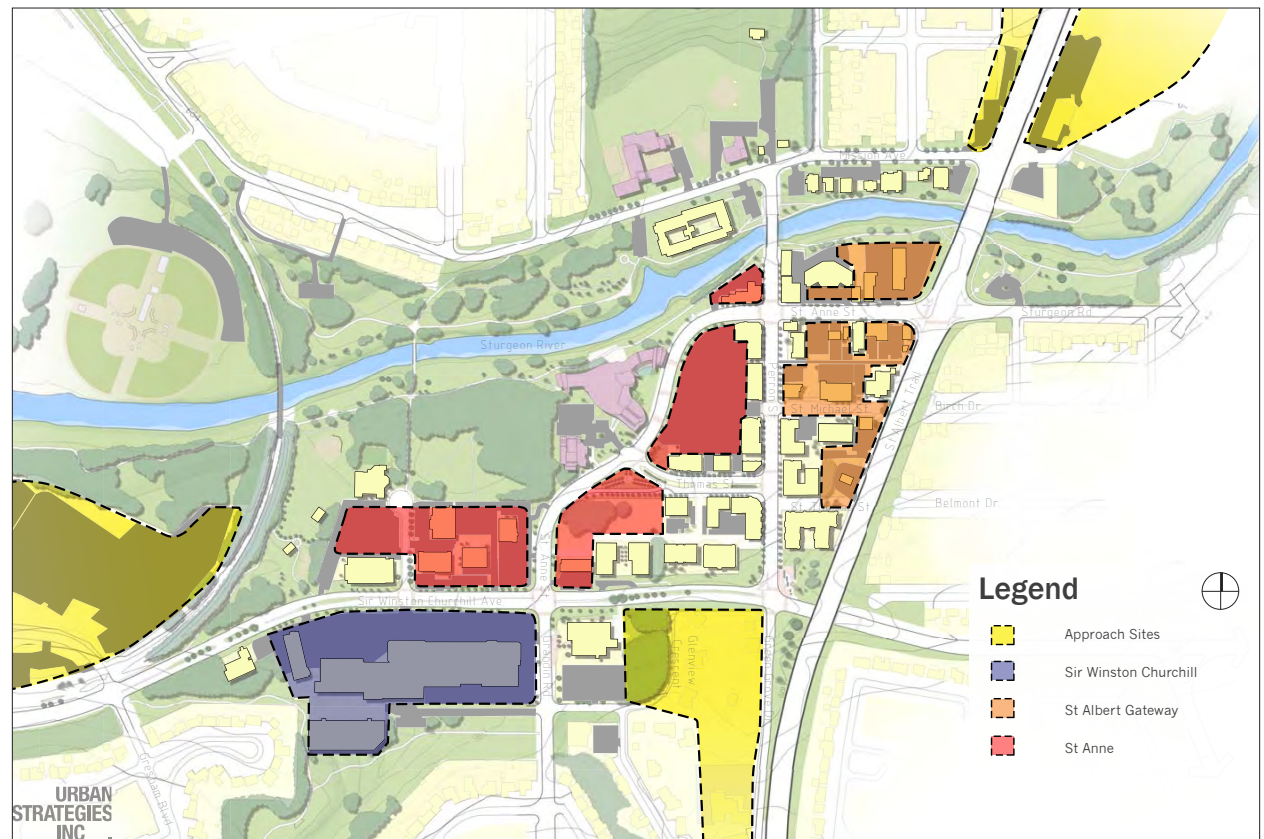


FIG 8 - REDEVELOPMENT OPPORTUNITIES



Surface parking lots in downtown (LEFT) are large and unsightly, and often take the place of a more appropriate downtown use. Street parking (RIGHT) will be an integral part of a new parking strategy as downtown evolves.



FIG 9 · PARKING

Parking

Parking is dispersed throughout the downtown in surface parking lots; a new parking management strategy and new parking forms are needed to accommodate new development and support businesses.

Downtown does not lack parking, but the location and management of parking are issues. Large surface parking lots throughout the downtown do not effectively serve businesses and become congested when events such as the farmer's market take place. They also detract from the overall quality of the public realm. As redevelopment occurs, parking will need to be relocated and consolidated in strategically located parking garages. As new streets are created and existing streets are reconfigured, on-street parking in specified locations will have a role to play in supporting the overall parking strategy.



Part B:

The Downtown Plan



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1 Principles and Physical Concept

The plan for downtown St. Albert is based on the principles and physical concept described and illustrated on the following pages, which respond to the opportunities and challenges discussed in Part A. The long-term vision embodied in the concept comprises four distinct but overlapping “Character Areas”. The vision for each area informs the DARP’s public realm initiatives and the land use and built form policies contained in the subsequent section. The Character Areas acknowledge that downtown, while evolving holistically as the city’s centre, should contain a variety of places.

The physical concept illustrates the DARP’s principles, policies and initiatives but is not intended to be prescriptive. Proposals that deviate from the concept should be considered, provided they satisfy the intent of the DARP and contribute to an exciting and vibrant downtown.

Principles

The plan for downtown St. Albert is based on nine principles and the physical concept illustrated here.

- 1. Embrace the Sturgeon River and Red Willow Park System** with new development and enhanced open spaces.
- 2. Expand downtown to the west** by creating a new mixed use urban neighbourhood straddling Sir Winston Churchill Ave.
- 3. Ensure convenient access to the downtown** by facilitating all modes of movement and providing new parking facilities.
- 4. Realign and extend St. Anne Street** to provide more mobility options, better frontage for new development and a better relationship to the riverfront.
- 5. Develop a new Civic Square** on St. Anne Street - a gathering place that will accommodate a range of activities and events and enhance the identity of downtown.
- 6. Design and program Millennium Park** to provide a spectacular public open space for a range of cultural facilities, activities and events and passive enjoyment.
- 7. Reinforce and extend the downtown retail environment** along pedestrian-oriented streets.
- 8. Plan for a critical mass of people** in high density, well-designed developments to ensure vitality and a strong local market.
- 9. Establish a gateway on St. Albert Trail** ensuring new development creates landmarks and an attractive “face” for downtown.



FIG 10 : THE PHYSICAL CONCEPT



1.1 Character Areas

Character Areas are places with distinct elements that will each have unique roles to play in achieving the vision for Downtown St. Albert. Each of these areas will have a measure of consistency in land use, scale, built form and general character. Establishing these Character Areas is a way to structure the physical concept plan and inform the objectives and policies outlined in this document. The Character Areas overlap in some locations, highlighting the fact that the character of downtown is fluid and transitional and could evolve in different ways as new uses and buildings are introduced. Nonetheless, development within the Character Areas should pay attention to their intent and role as outlined.

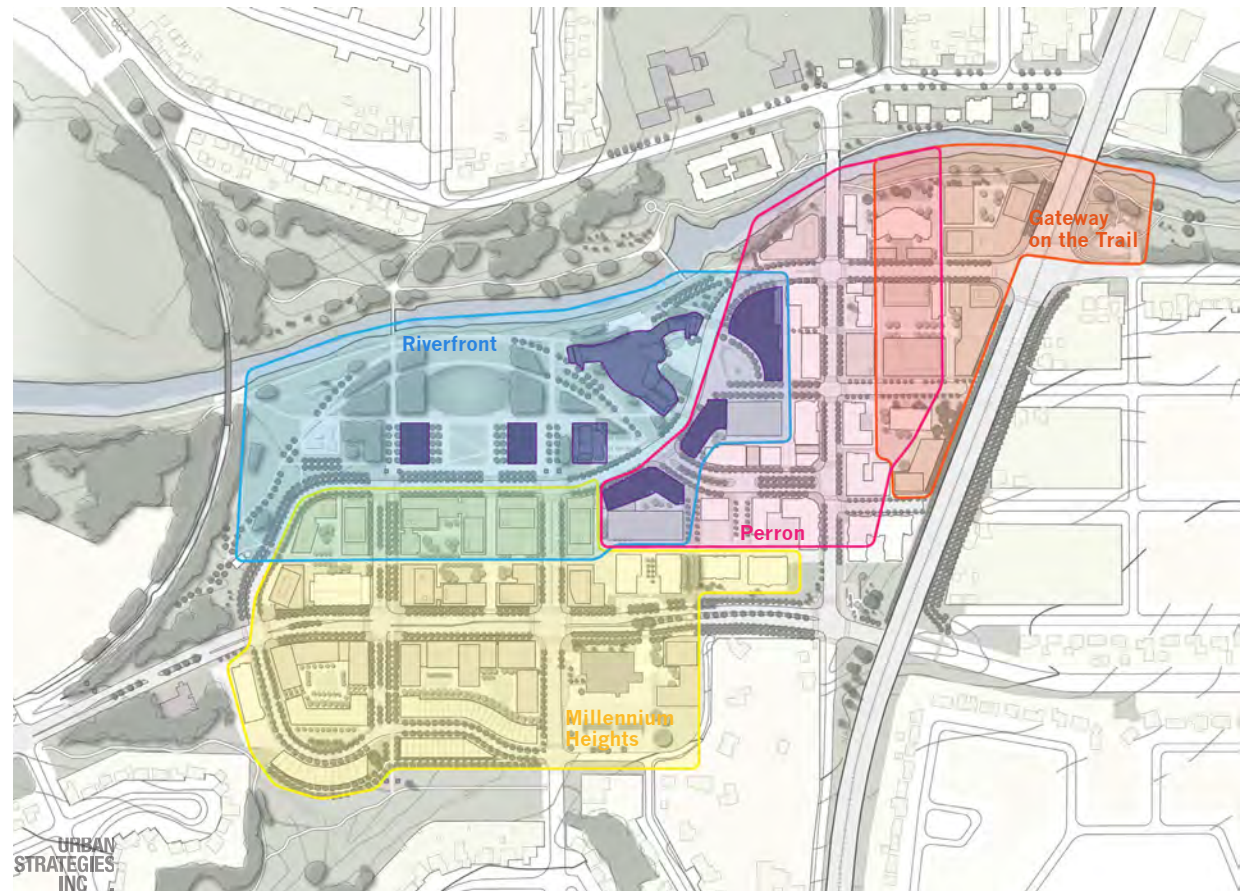
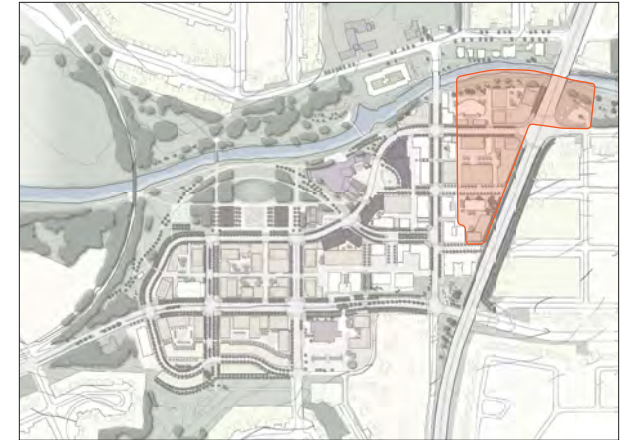


FIG 35: CHARACTER AREAS



MIXED USE DEVELOPMENT, SEATTLE

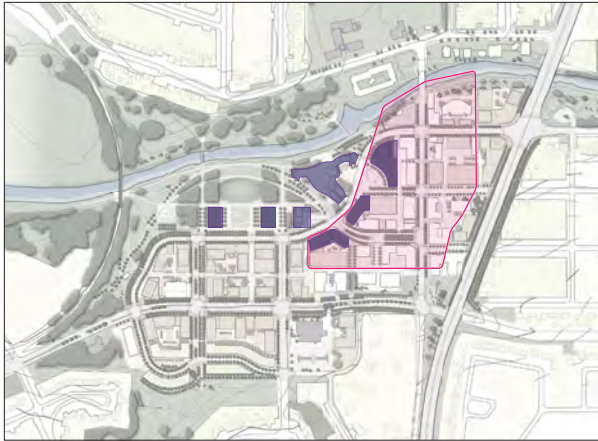


Gateway on the Trail

The Gateway on the Trail Character Area will be downtown's face on St. Albert Trail. It will accommodate a wide array of uses including residential, office, institutional and retail. Buildings will be of a larger scale and higher density within this Character Area to emphasize and support higher order transit. They will give the area a higher profile within the city and signal to people that they have entered a distinctly urban place. This larger scale of development may also be required to overcome soil bearing and water table constraints in this portion of downtown. The building massing and form of development in this area must be configured so as to not impact surrounding neighbourhoods.



POTENTIAL DEVELOPMENT ALONG ST ALBERT TRAIL



MID-SCALE MIXED USE, PORTLAND, OR

Perron District

The Perron District Character Area will continue to be the retail core of downtown. Gaps will be filled and shops and restaurants will extend along St. Thomas Street and into the proposed Civic Square to create a lively and continuous shopping experience. This Character Area will feature active street level commercial-retail uses in moderately-scaled buildings to maintain a main street character. The streetscapes of Perron, St. Anne and St. Thomas Streets will be improved to give more space to the pedestrian and reduce automobile speeds. This will create an environment where businesses can thrive as shoppers are encouraged to linger and stroll. The Perron District will remain primarily commercial, but residential and other uses above retail will be strongly encouraged.



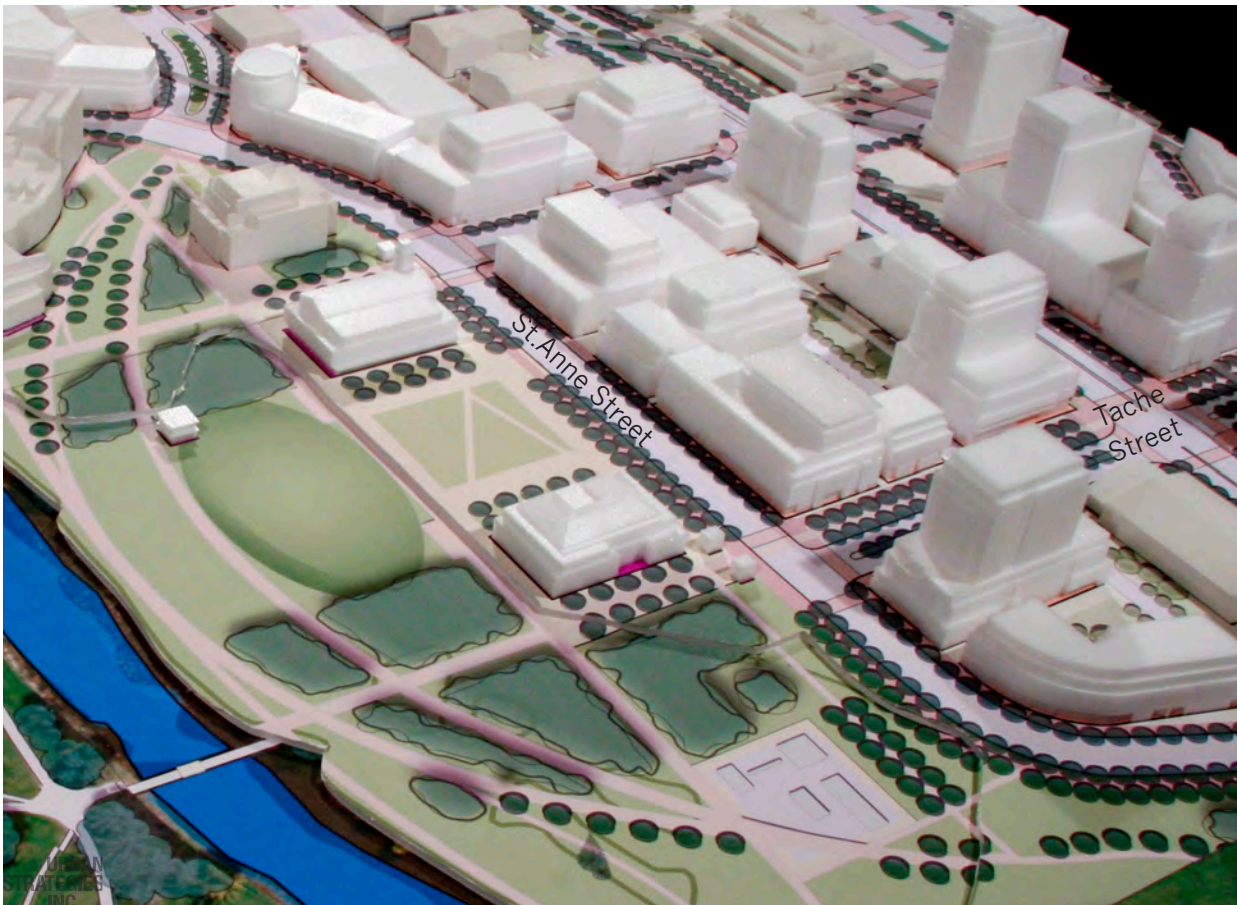
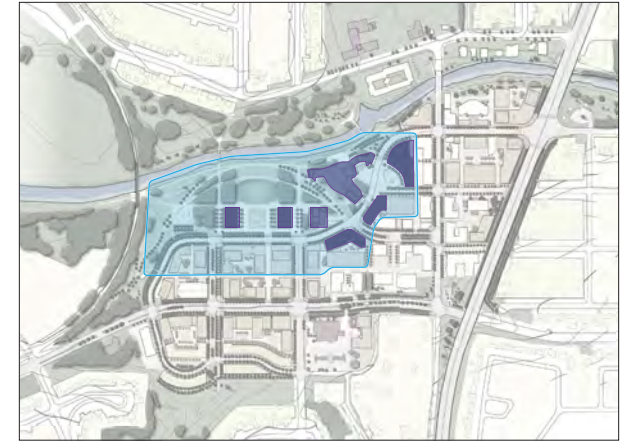
POTENTIAL DEVELOPMENT ALONG AND NEAR PERRON ST



YEAR-ROUND AND FESTIVAL PROGRAMMING



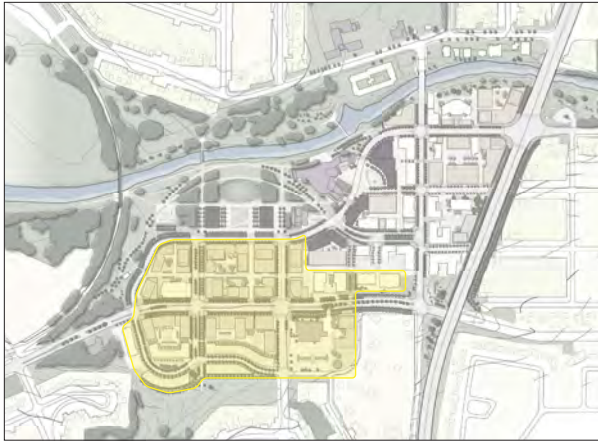
AN ACTIVE PARK EDGE



POTENTIAL DEVELOPMENT OF THE RIVERFRONT AREA

Riverfront

The Riverfront Character Area will be an area for municipal government, civic gatherings, cultural activities and recreation. Two new significant public spaces, the Civic Square and Millennium Park will provide settings for festivals, performances, the farmer's market, recreational activities and passive enjoyment. Millennium Park should include a destination for youth such as a skateboard park and winter activities such as skating. New buildings containing civic, cultural, residential and retail uses will front St. Anne Street and the new open spaces, fully engaging the riverfront and linking it to the rest of downtown.



NEIGHBOURHOOD SCALE

Millennium Heights

The Millennium Heights Character Area will consist primarily of residential uses in buildings of varying heights. It will be a new urban neighbourhood for downtown featuring street-oriented buildings and a mix of housing types. Offices and complementary neighbourhood-oriented retail uses will enliven Sir Winston Churchill Ave. The concentration of residents in Millennium Heights will create a real sense of community in downtown. Tache Street will provide a green corridor featuring wide landscaped sidewalks and a dedicated recreational trail between Grenadier Park with a rejuvenated Millennium Park.



POTENTIAL DEVELOPMENT OF MILLENNIUM HEIGHTS

2 Mobility

This section sets out the planned mobility network in Downtown St. Albert and addresses pedestrian movement, cycling, public transit, streets, parking, universal access and way-finding. The mobility network is premised on the understanding that urban streets have many different functions and should comfortably accommodate every mode of transportation in cities, including walking, cycling, public transit and driving. This section outlines how streets should be re-balanced to tie all areas of downtown together and to better connect key destination points. The modified and extended street and block network will lay the foundation for new growth and an expanded downtown. An additional important consideration is the provision of unobtrusive and efficient access to servicing and parking throughout the downtown.

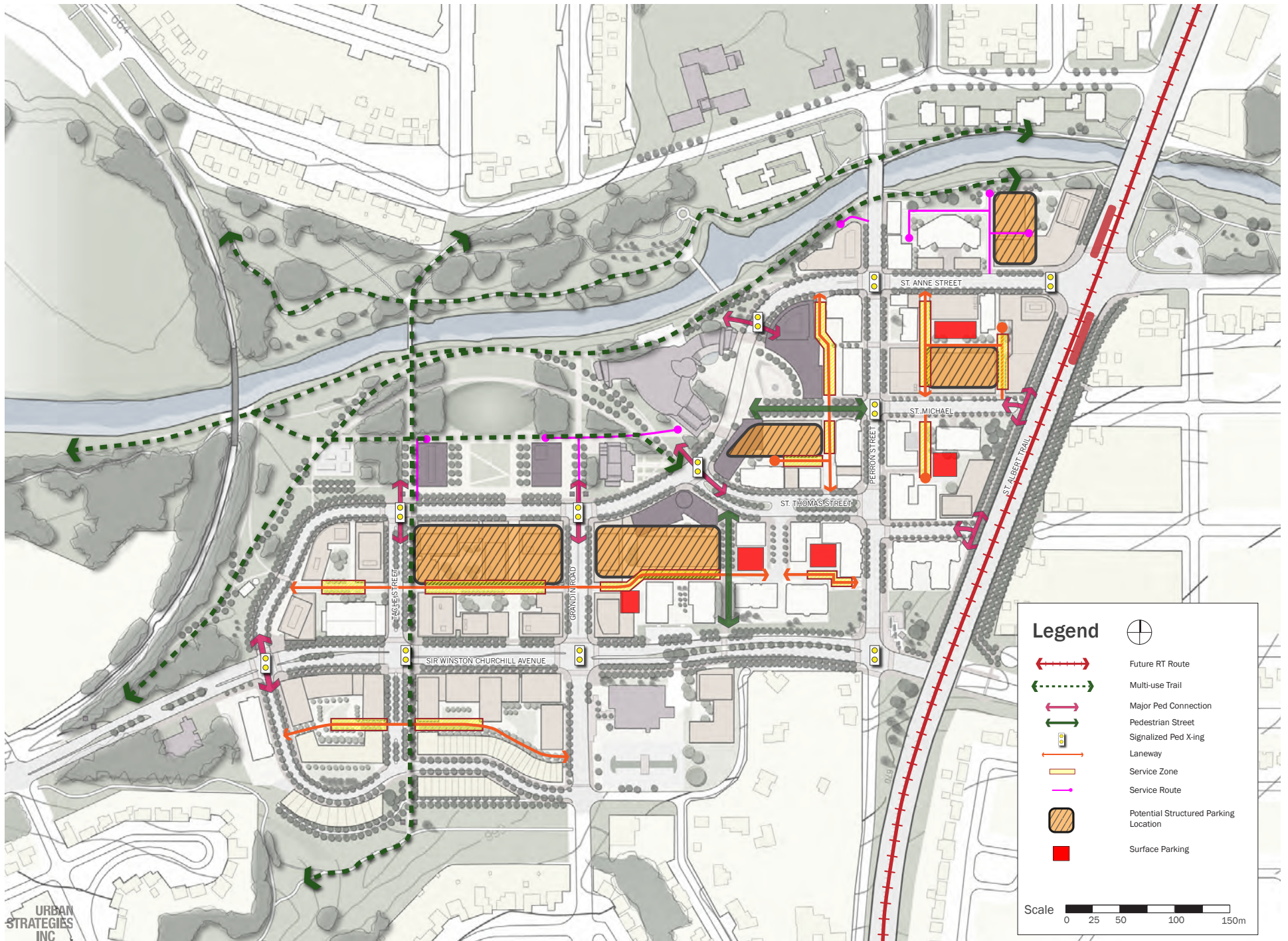
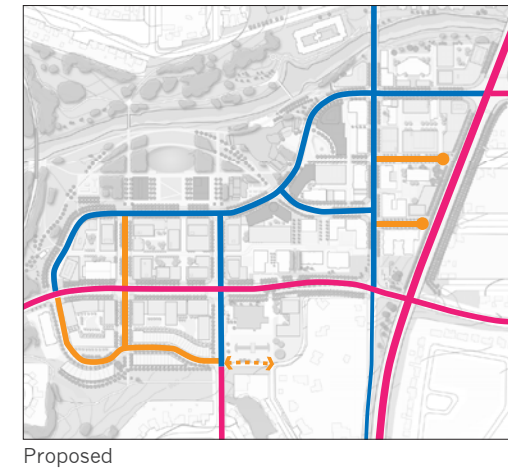
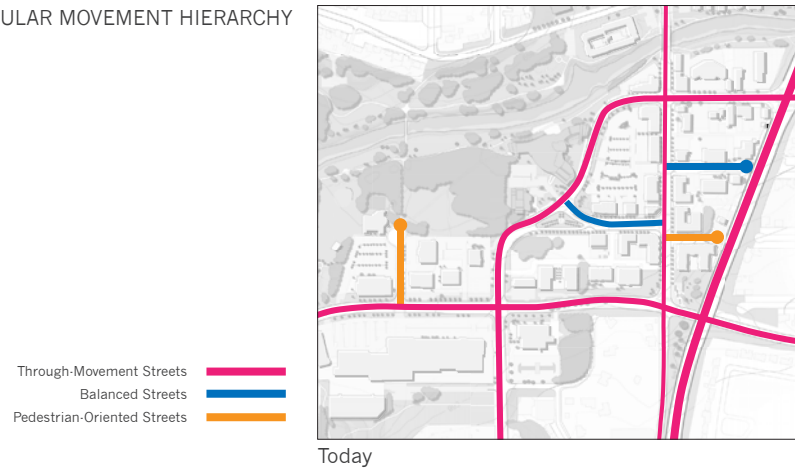


FIG 11 : MOBILITY NETWORK

FIG 12 : VEHICULAR MOVEMENT HIERARCHY



2.1 Street Network

The street network plan shifts emphasis from the through-movement of cars to balancing the needs of all urban modes of transportation. The design and function of the mobility network should recognize pedestrian circulation and comfort as its highest priority, with cycling and transit circulation as other high priorities. Vehicular movement should function effectively and smoothly, but not unduly impede the comfort and safety of pedestrians and cyclists. Currently within downtown St. Albert, roadways are wide. A rebalancing of downtown's right-of-ways to provide more space and amenities for pedestrians will encourage walking and create opportunities for landscaping and restaurant patios.

Another objective of the street network plan is the expansion of the street network to the west. This means realigning and extending St. Anne Street and extending Tache Street, as illustrated in Figure 12. The goal of the expanded street network is to disperse traffic and better connect different areas of downtown by providing more route options. An extension of the street network also creates new property frontage, encouraging redevelopment. This

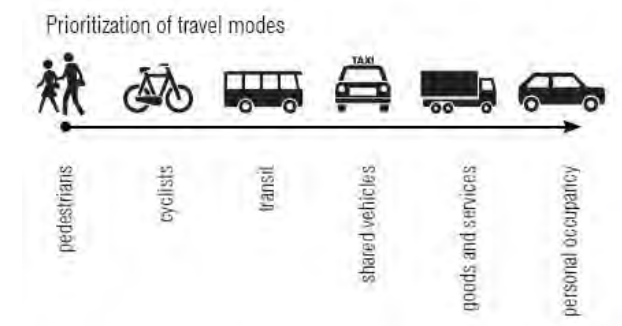
network is conceptual and not intended to propose exact alignments for streets; minor variations from the plan may be appropriate.

The planned street network comprises three street types that will fulfill different functions as part of the mobility network, as follows:

Through-Movement Streets are streets that are critical through-routes within downtown St. Albert, expected to facilitate high volumes of vehicular and transit movement. They will feature wider roadways, but still accommodate transit and pedestrians. Through-movement streets include St. Albert Trail and Sir. Winston Churchill Ave.

Balanced Streets are streets that are highly versatile and will accommodate a wide variety of users including pedestrians, cyclists, transit and private vehicles. Balanced streets include St. Anne Street, Grandin Road, Perron Street and St. Thomas Street (west of Perron).

Pedestrian-Oriented Streets are streets that will have generous pedestrian realms with extensive amenity and narrow roadways that accommodate modest amounts of vehicular traffic at slow speeds. Pedestrian-oriented streets include St. Thomas Street (east of Perron), St. Michael Street, Tache Street, and the new proposed street through the Grandin Mall site. For the most part, these streets are intended to be used by local residents and businesses.



Policies:

- a) New streets shall generally be developed and extended as illustrated in Figure 11, to expand the downtown, improve access and create street frontage for new development.
- b) New streets shall not terminate in cul-de-sacs or dead ends.
- c) Vehicular movement shall be managed and streets designed in a manner that prioritizes pedestrians, buses and cyclists over cars and trucks. Textured road materials, slower speed limits, bumped curbs and other traffic calming measures shall be considered.
- d) As streets are realigned, extended, improved or are built, their designs shall be guided by Figures 13-20. Future proposed street right-of-ways do not necessarily have to be designed exactly as illustrated, but shall demonstrate how they achieve balanced movement for all modes.
- e) The promotion of sustainable vehicles and energy sources such as the provision of the priority parking for electric vehicles, should be considered.



GREAT STREETS ACCOMMODATE A VARIETY OF USES AND MODES OF TRAVEL, OFTEN IN VERY TIGHT SPACE. GOOD DESIGN IS PARAMOUNT IN ACHIEVING SAFETY, COMFORT, VITALITY, AND A BEAUTIFUL SETTING.



ROOM FOR SIDEWALK CAFES



A WIDE PEDESTRIAN REALM

Today



2.1.1. Perron Street

Perron Street is the primary shopping street in downtown St. Albert. The roadway of Perron Street should be narrowed to four lanes, with the curb lanes available for parking. This will allow the pedestrian zone on each side to be widened to approximately 6 metres, providing more spaces for high pedestrian volumes, street furnishings, trees, retail displays and cafe seating.

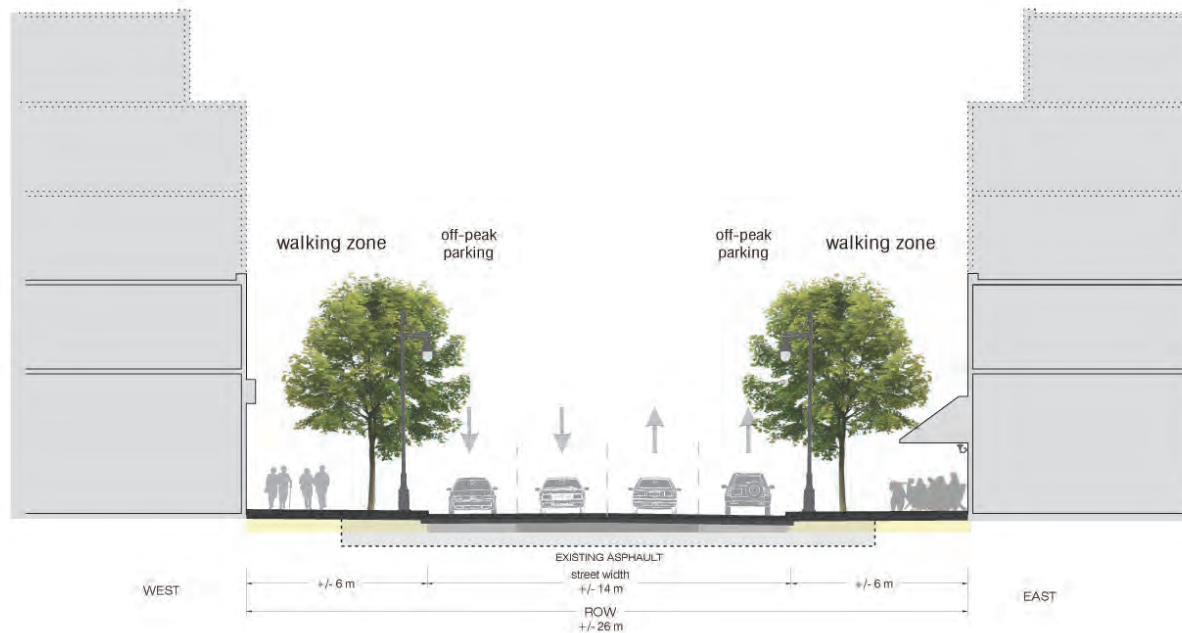
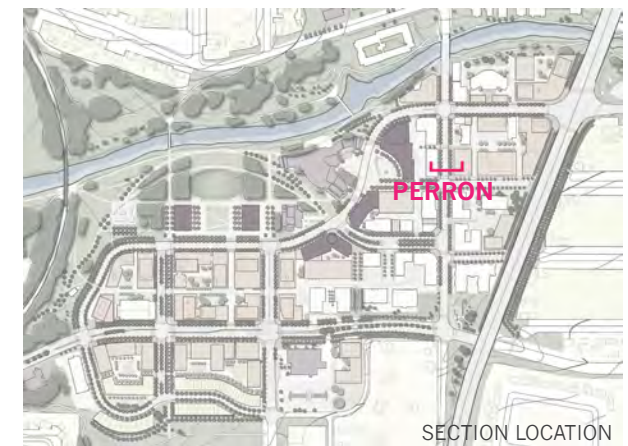


FIG 13 : PROPOSED PERRON ST SECTION



SECTION LOCATION



Today



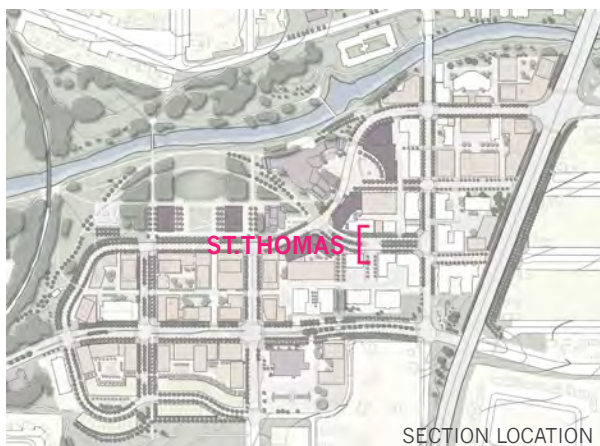
HIGH-QUALITY MEDIAN PARK



PLACES FOR PEOPLE

2.1.2 St. Thomas Street

The width of St. Thomas Street provides the opportunity to create a more generous, multi-purpose median. The median should be consistently flattened, widened and landscaped with high quality materials and furnishings, including a double row of trees. Most days the median will function like a linear park but can be programmed for special events.



SECTION LOCATION



FIG 14 : PROPOSED ST THOMAS ST SECTION



MIXED USE FRONTING THE AVENUE



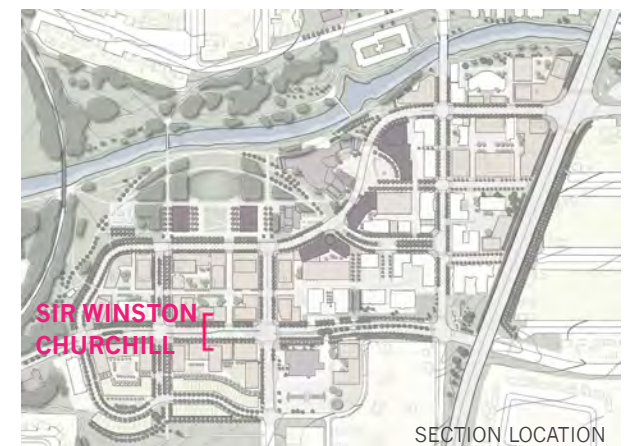
DOUBLE STREET TREES PROVIDE PEDESTRIAN COMFORT



FIG 15 : PROPOSED SIR WINSTON CHURCHILL AVE SECTION

2.1.3 Sir Winston Churchill Avenue

As a major thoroughfare downtown, Sir Winston Churchill Ave should have four travel lanes and may require left turn lanes. Boulevards of approximately 8 metres wide would allow for a double row of trees on each side to soften the street, create a comfortable walking environment and facilitate mixed use development fronting the street.



SECTION LOCATION



SECTION LOCATION



INTEGRATED ROADWAY AND PLAZA, MONTREAL



FESTIVALS AND EVENTS

2.1.4 St. Anne Street

Since St. Anne Street will eventually wind from one end of downtown to the other, its character will change as it passes through retail, institutional and residential areas. Nevertheless, its roadway should have a consistent width of three lanes, with one available for off-peak parking. Curb lanes should be approximately 4 metres wide for the comfort and safety of cyclists. Boulevards on existing and extended portions of St. Anne Street will be reconfigured to facilitate mixed use redevelopment or be integrated into open spaces including the Civic Plaza and Millennium Park.

The section of St. Anne Street running through the Civic Plaza will be paved with materials consistent with the plaza spaces so that the street will be integral to the overall plaza space. Sections of St. Anne Street through the Civic Plaza will be closed to traffic during festivals and events.



FIG 16 : PROPOSED ST. ANNE ST. SECTION, AT CIVIC PLAZA

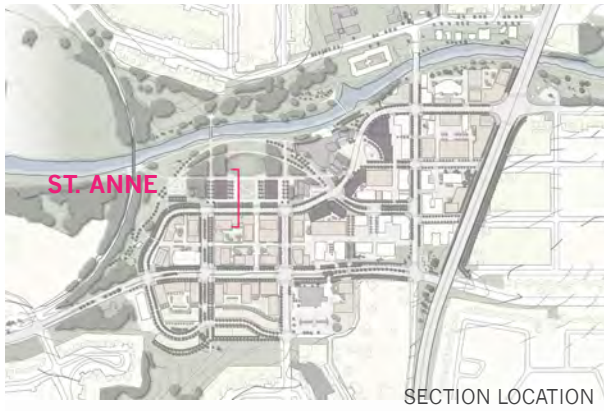


FIG 17 : PROPOSED ST ANNE ST SECTION, AT MILLENNIUM PARK



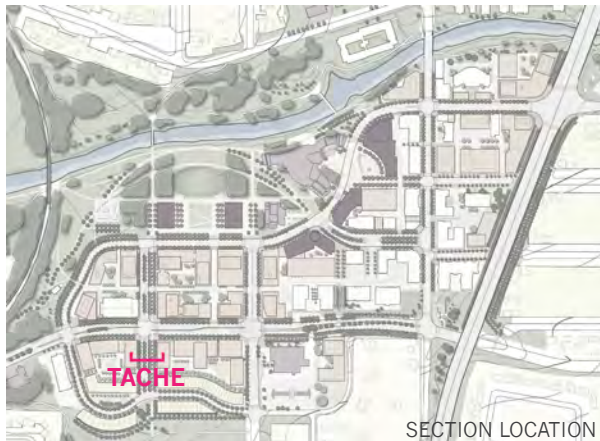
MULTI-USE PATH



TREE-LINED MULTI-MODAL STREET

2.1.5 Tache Street

Tache Street will be an important north-south road in the downtown but should also be designed as a green corridor linking Grenadier Park to Millennium Park and the riverfront. Approximately half of the planned 30 metre right-of-way should be used for a segregated multi-use pathway and extra-wide pedestrian zone on the east side. Four rows of trees should help to create a park-like environment that will encourage people to linger and enjoy the street.



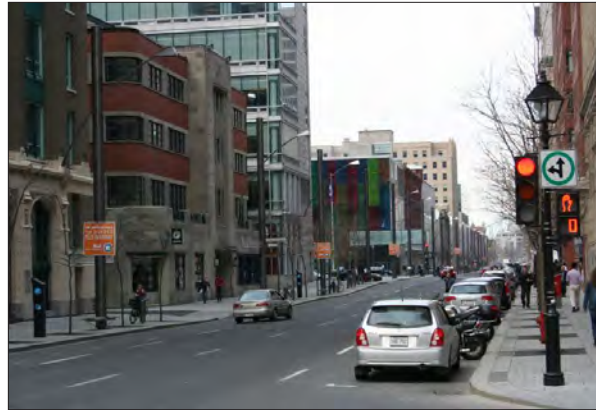
SECTION LOCATION



FIG 18 : PROPOSED TACHE ST SECTION



GENEROUS PEDESTRIAN REALM



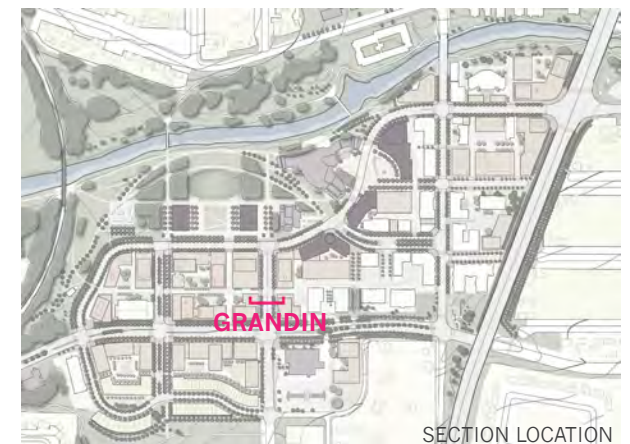
MIXED USE BOULEVARD, MONTREAL



FIG 19 : PROPOSED GRANDIN RD SECTION

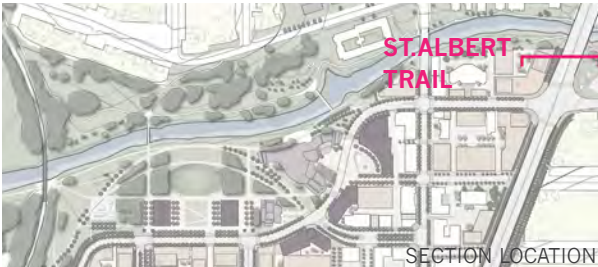
2.1.6 Grandin Road

Grandin Road is a key entry route to downtown. While accommodating four travel lanes, the roadway should also comfortably accommodate cyclists. The boulevard should have wide pedestrian zones and facilitate mixed use development on its edge.



2.1.7 St. Albert Trail Concept

The land use character and transportation function of St. Albert Trail can be expected to evolve over time, particularly if a rapid transit line is extended to downtown St. Albert. The concept illustrated here is intended to provide a sense of what the Trail might look like in the long term. The reconfiguration of the Trail will be done such that new development will front the street. Improvements to the Trail as well as adjacent development should anticipate changes similar to those illustrated. Pedestrian connections to St. Michael Street and St. Thomas Street should be maintained and improved.



DESIGNATED RAPID TRANSIT LANES



RAPID TRANSIT STOP

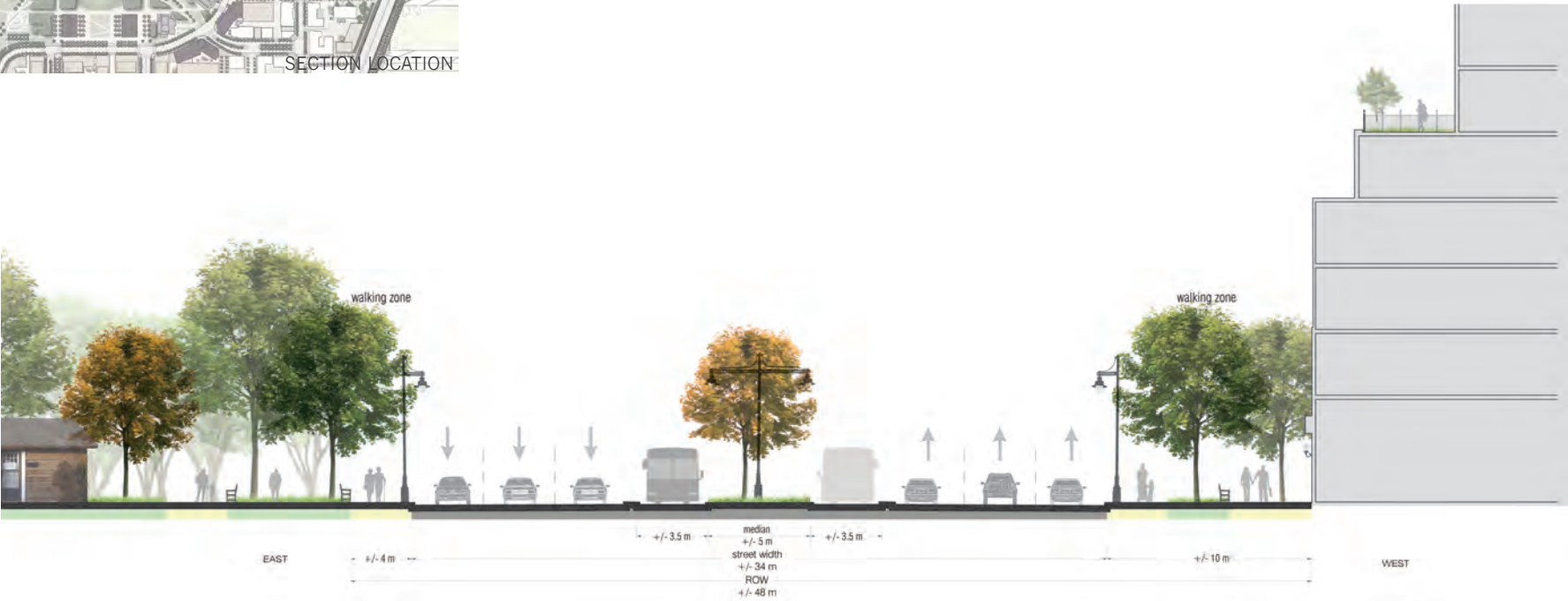


FIG 20 : PROPOSED ST ALBERT TRAIL SECTION



2.2 Pedestrian Network

Downtowns are places where pedestrians should enjoy comfortable, safe and attractive environments. It is important that pedestrian routes both on- and off-street are complete, direct and designed with a high degree of amenity. In addition to the policies below, Section 3.2 on Streetscape Design contains further objectives and policies related to pedestrian networks.

Policies:

- The pedestrian network shall be continuous and connected, including integration of multi-use trails in public parks and sidewalks in the downtown and to adjacent neighbourhoods.
- Off-street pathways are vital components of the pedestrian network for recreation purposes and overall mobility. These pathway networks shall be expanded where appropriate, and linked to on-street pedestrian routes within the downtown.



- All streets shall include sidewalks on both sides of the street.
- Crosswalks shall be included at every intersection on all sides. They shall be a natural and convenient extension of the overall pedestrian network.
- The location of crosswalks shall be clearly identifiable by motorists.
- Crosswalks in the downtown should be designed, where feasible, with differentiated paving materials or colours to highlight their function.



2.3 Cycling

Cyclists will continue to use St. Albert's extensive and expanding pathway network, as highlighted in Figure 11, to move through and within downtown. Cyclists will also share the road network with motorists on roadways that are better balanced and have slower moving traffic. Bicycle parking is also an important consideration.

Policies:

- Off-street pathway networks shall continue to be expanded and upgraded to better facilitate cyclist movement.
- A new off-street trail shall be developed on Tache Street to connect pathway networks in Grenadier and the Red Willow Parks System along the Sturgeon River, as illustrated in Figures 11 and 18.
- The reconfiguration and rebalancing of downtown streets shall facilitate safe movement by cyclists.
- All new office and residential buildings should provide bicycle parking, and are encouraged to incorporate other amenities such as enclosed lockers and shower/change room facilities.



- e) Publicly accessible-bicycle parking, should be included in parks, open spaces and major public buildings. Sheltered and secured bicycle parking should be considered at key locations.
- f) All street designs should include provision for bicycle parking posts or racks.



2.4 Public Transit

A number of existing bus routes circulate through downtown. An expanded street network may mean revisions to bus routes. A rapid transit line has been proposed for St. Albert Trail and is currently being studied. Such a facility would likely include a station at St. Anne Street. This transit station will become focal point for the community and should be designed as an attractive place with a high degree of functionality and amenity for transit users.

Policies:

- a) Transit routing downtown shall be revisited as new streets are created and existing streets are reconfigured.
- b) Generally, all bus/transit stops shall provide adequate shelter, seating and user amenities including garbage/recycling receptacles.
- c) Transit stations and stops shall be priority areas for design excellence and incorporation of weather protection, smart information systems and animated, active uses at the ground level in surrounding buildings.

2.5 Laneways, Service Routes and Service Zones

Servicing functions should be accommodated in a way that reduces pedestrian/vehicular conflict and is unobtrusive to the public realm. Generally, servicing functions are a detriment to a pedestrian-oriented environment. Such functions should be screened from pedestrian view, and not located on streets. Figure 11 illustrates a proposed system of laneways, service routes and service zones. Servicing for buildings should be primarily on laneways in service zones, or alternatively where laneways do not exist, on designated service routes.

Policies:

- a) Servicing and parking access generally shall be accessed from rear laneways or alternatively from service routes as conceptually illustrated in Figure 11 or from local streets.
- b) Service zones for waste and recycling pick up, delivery and other building functions shall be located to the rear of buildings within laneways or internal to blocks to ensure that servicing functions do not interfere with movements on public streets or the quality of the public realm.



2.6 Parking

- c) Service routes shall be designed as multi-use hard landscaped environments for safe and comfortable use by pedestrians as well as service vehicles.
- d) Access to service areas may be controlled through the installation of removable bollards.

Parking should be designed and located so as to reduce pedestrian/vehicular conflict and not diminish the quality of the public realm. Currently, downtown parking is located in a variety of public and private surface parking lots. The redevelopment of downtown requires a shift in the thinking about how parking is mandated, managed and designed. Introducing shared parking facilities in parking structures will allow the development of buildings and open spaces on sites that are currently surface parking. As part of an overall downtown parking strategy, a cash-in-lieu of parking policy should be considered as a means to fund public parking and reduce the number of small private parking lots and maximize development opportunities. Potential locations for public shared parking facilities are illustrated in Figure 11.

Policies:

- a) Driveway access to private parking shall not be permitted along downtown's retail streets.
- b) The City will prepare a comprehensive Downtown Parking Strategy that addresses the supply, location and management of off-street and on-street parking, including: new parking standards for development; building of shared or common parking facilities; and the creation of a municipal parking authority to manage parking provisions and provide shared parking facilities within downtown.
- c) A development levy and/or cash-in-lieu policy to help finance parking structures should be explored.



2.7 Universal Access

By virtue of their critical mass of activity and proximity to amenities and transit infrastructure, downtowns attract a number of people with limited mobility, including seniors. The design of mobility systems must ensure universal accessibility so that all people can comfortably and safely move throughout the area.

Policies:

- a) All curbs at crosswalks and intersections within downtown shall have curb cuts to accommodate people with limited mobility.
- b) Curb ramps from the sidewalk shall be in the same direction as the crossing to direct visually impaired people in the correct direction.
- c) The timing of pedestrian signals shall allow those with lower walking speeds or limited mobility to comfortably and easily cross all roads.
- d) All streets, pathways, parks and buildings shall provide universal wheelchair accessibility.
- e) Signalized intersections and crosswalks generally should include visual and audible aids.

- f) The design of sidewalks and pathways in high volume pedestrian areas should include an urban Braille system to assist the visually impaired.
- g) All signalized crossings should be automated for pedestrians.

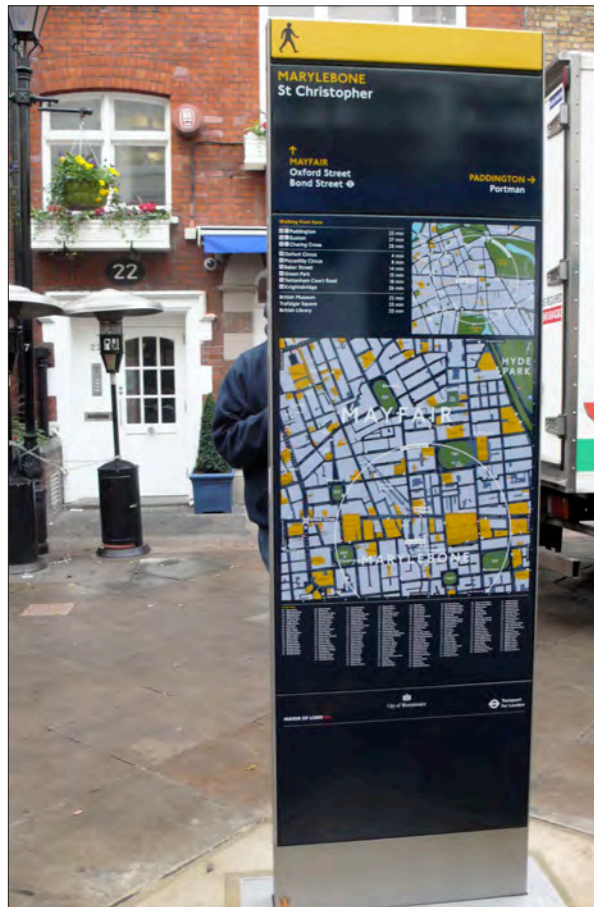


2.8 Way-Finding

Way-finding is the process by which people become spatially oriented and navigate through their environments. It is about orienting users so that they can easily identify and travel between various places with minimal confusion. Way-finding applies to both pedestrians and drivers. Since downtown is a major destination within the city and region, developing effective way-finding mechanisms is important. Accessing the downtown from streets such as Green Grove Drive can be confusing for visitors, particularly without adequate signage. Once people are in downtown, providing user-friendly and intuitive information systems and signage to lead people to and from key destinations is also critical to making downtown tourist friendly. The design of streets and the logical layout of the downtown will also contribute to way-finding. Well designed and clearly defined urban spaces are intuitively easy to comprehend and navigate through.

Policies:

- a) The City should explore opportunities for a comprehensive way-finding strategy within the downtown including the provision of information kiosks and signage.
- b) The City of St. Albert should develop a signage and way-finding strategy for the downtown.
- c) Way-finding signage to downtown shall be located in several locations on St. Albert Trail, Ray Gibbon Drive and other major roads.
- d) Way-finding infrastructure, including signage, should be distinctive and may contribute to St. Albert's branding as the Botanical Arts City.
- e) Landmark architecture and landscaping, where appropriate, should serve to distinguish the downtown and assist in way-finding.
- f) New streets and paths shall be designed to provide clear, direct and unobstructed routes between key destination points.





3 Public Realm

This section describes the public realm plan for downtown St. Albert - the plazas, parks, streetscapes and other public spaces that make downtowns liveable, attractive and vibrant. High quality public places encourage civic engagement and social interaction and support economic vitality. Conversely, poorly designed public spaces can feel harsh, unsafe and alienating. Over time, downtown St. Albert should build a cohesive and diverse network of well designed public spaces and complete streets to improve the quality of life for residents and employees, foster community-building and attract tourists. This section provides objectives and policy related to three public realm components: key parks and open spaces; streetscape design; and public art.

3.1 Key Parks and Open Spaces

Existing and proposed open spaces in downtown St. Albert comprise a variety of sizes and types depending on their role within the community. These spaces range from small parkettes and landscaped gateways, to urban plazas and civic parks, to large areas for recreation and natural heritage.

The parks and open space system does four things: it attracts and anchors development; provides amenity; supports recreational and cultural uses/ activity; and provides community identity. Each of the parks and open spaces described on the following pages has a distinct and important role to play in supporting the overall urban structure and drawing more people to live, work, shop, play and celebrate. While each open space shall be designed and programmed for its intended function, as a general policy, all parks and open spaces shall adhere to the principles of Crime Prevention through Environmental Design (CPTED) and be universally accessible.

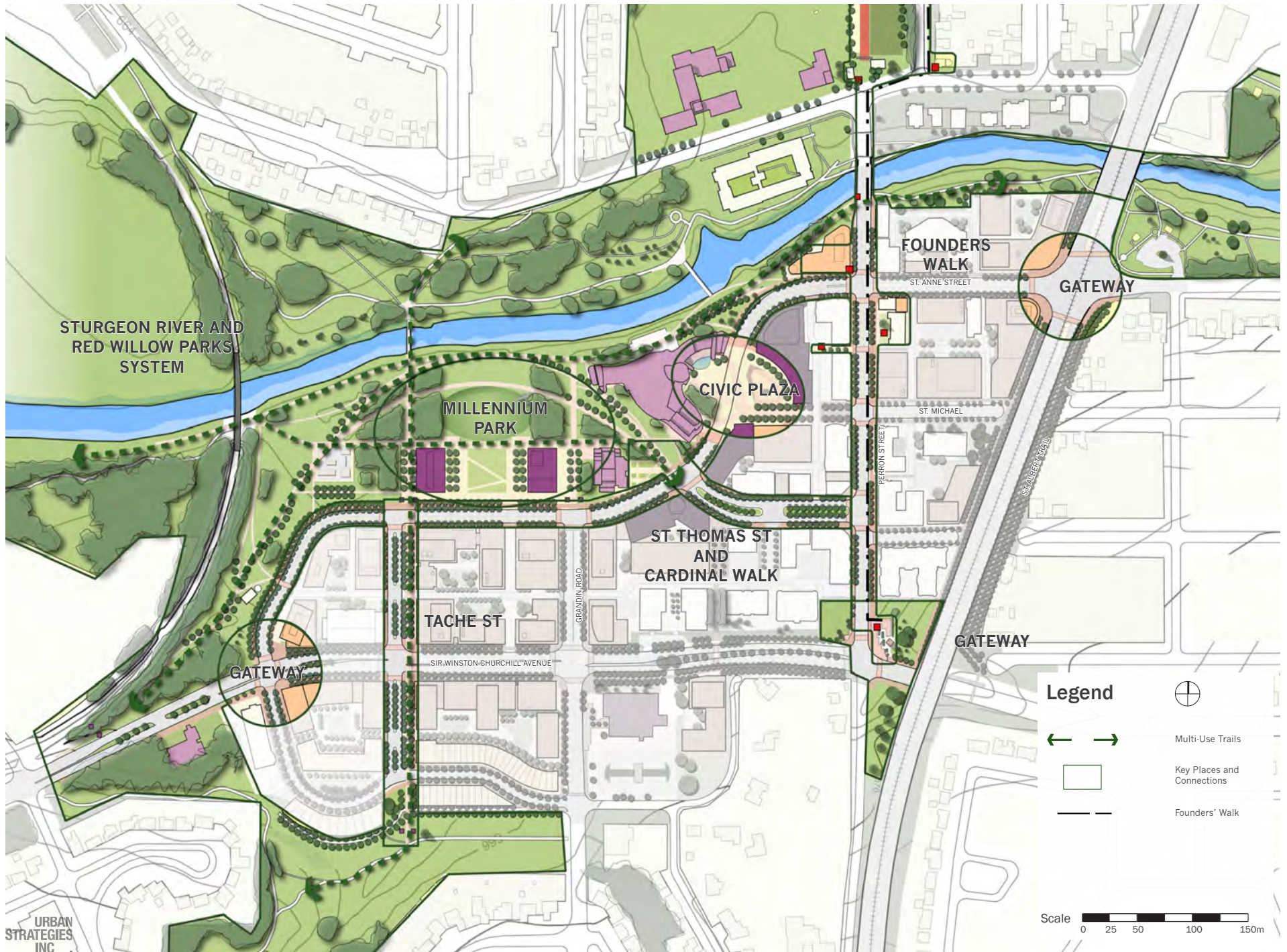


FIG 21: KEY PARKS AND OPEN SPACES



A MANICURED AND NATURALIZED PARK



PEDESTRIAN BRIDGE, CALGARY



PEDESTRIAN AMENITY ALONG THE RIVER

3.1.1 Red Willow Parks System

The Red Willow Parks System is a remarkable existing open space network that serves as one of the downtown's primary amenities. It contains both manicured and natural park land and an extensive and well used trail network that provides good access to downtown by bicycle and other recreational modes. The parks system straddles the Sturgeon River which presents the most significant physical divide between the downtown and the neighbourhoods to the north.

The riverfront is fundamental to downtown's identity and success as a place to live and visit. As downtown grows and evolves, the riverfront should play a more significant role in hosting recreational and cultural activities. The river itself is an invaluable feature both naturally and culturally. Unfortunately, as a prairie river in an urban context, it is an ongoing challenge to keep it healthy and flowing. The City will continue to work with the Province and jurisdictions within the watershed that feed the river to sustain its environmental function but also sensitively enhance its role as a setting for recreational and cultural activities.

Policies:

- a) The City shall cooperate with surrounding municipalities and the Province on a strategy to sustain the Sturgeon River as a natural, recreational and cultural feature.
- b) Any planning and redevelopment adjacent to the Sturgeon River and Red Willow Parks System shall take into consideration the environmental issues facing the Sturgeon River, including water quality and quantity and flooding.
- c) The City shall continue to maintain, upgrade and expand the pathway network on the riverfront to better facilitate active transportation and recreational activity.

3.1.2 Civic Plaza

The Civic Plaza is envisioned as an intimate and active hard landscaped public plaza, a space that will provide a strong central gathering place for downtown. Surrounding buildings and active ground floor uses including restaurants will frame and enliven this space. As a hard landscaped space, the Civic Plaza will be well suited to hosting festivals and other events and will potentially be a venue for the farmer's market in the short or long term. St. Anne Street should be closed on event days to create a larger pedestrian-only space.

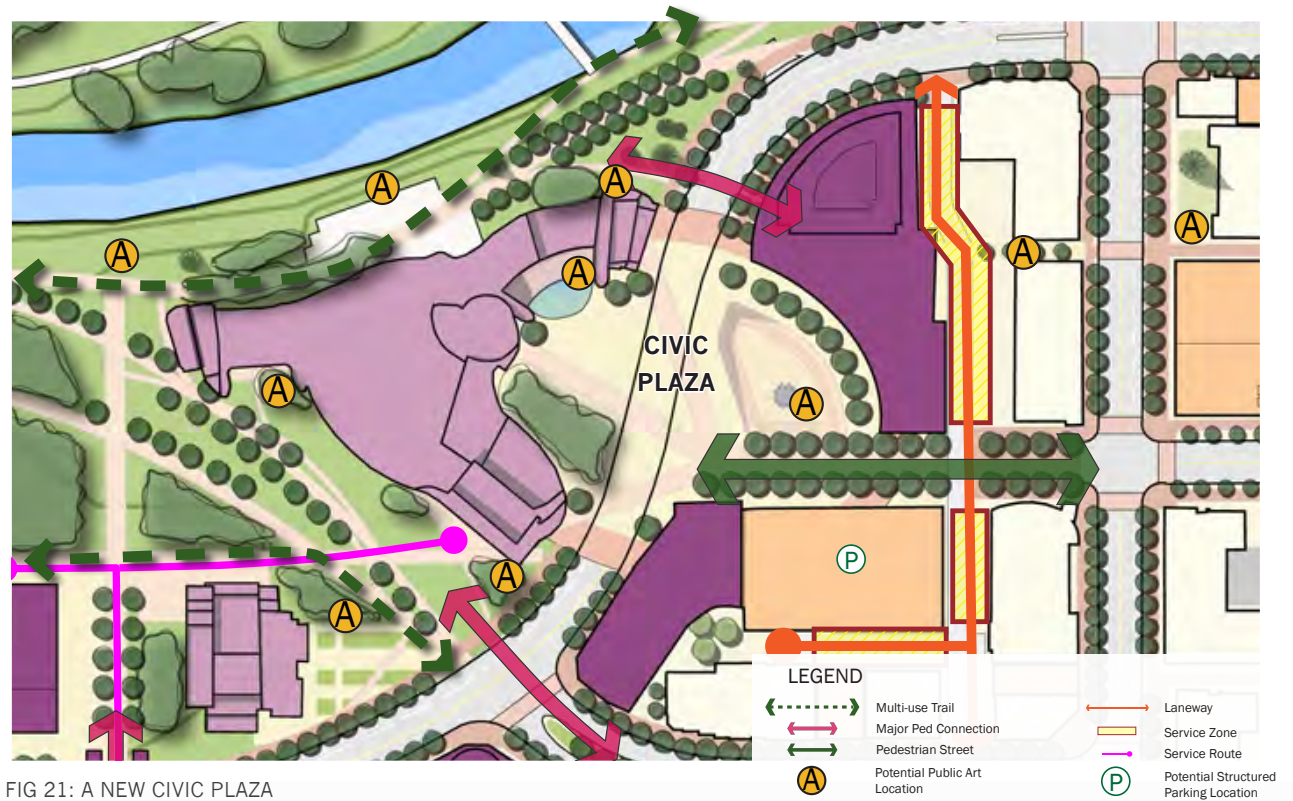


FIG 21: A NEW CIVIC PLAZA

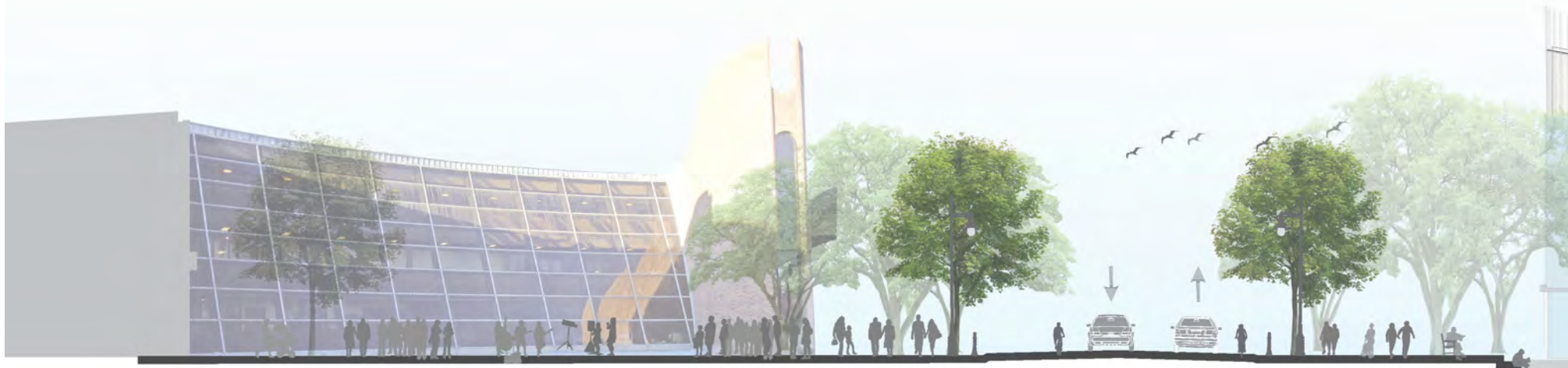


FIG 22: A NEW CIVIC PLAZA CROSSING ST ANNE STREET

Policies:

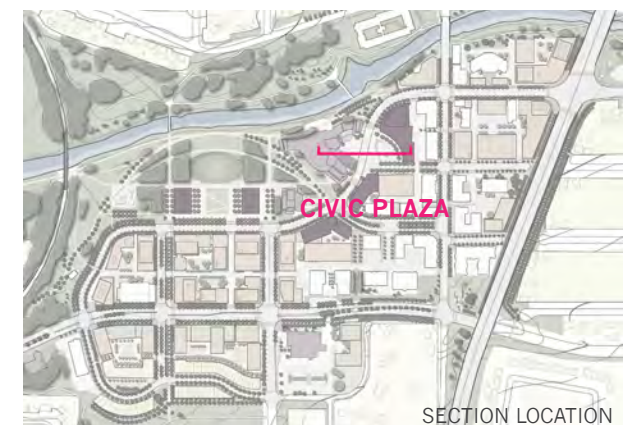
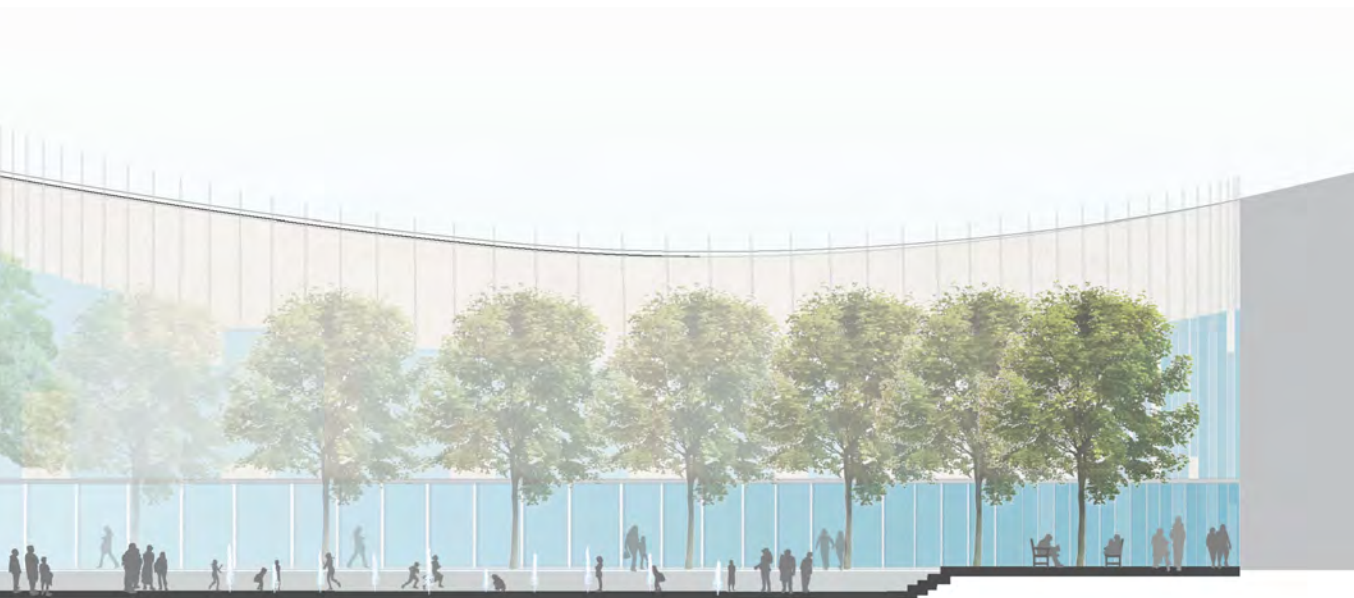
- a) The Civic Plaza shall be designed to complement the existing space in front of St. Albert Place and which preserves the vista toward the landmark building.
- b) The Civic Plaza shall be fully or partially paved with high quality hard landscape materials to facilitate programming for festivals, events and potentially the farmer's market.
- c) The paving material of the plaza should be carried across a rebalanced St. Anne Street to create a unified space that fully engages St. Albert Place.
- d) A landscaped corridor should connect the plaza to Perron Street, creating a strong link to ensure the area becomes a cohesive shopping district.
- e) Surrounding buildings shall be designed with active retail uses at grade. Restaurant and café spaces are strongly encouraged to have patio spaces on the plaza.
- f) The City shall explore the opportunity to create a significant public art feature in the Civic Plaza, and a water or ice feature shall be considered.



FESTIVALS AND CELEBRATIONS IN THE SQUARE



PUBLIC WATER FEATURE, PORTLAND OR



SECTION LOCATION

3.1.3 Millennium Park

Millennium Park is proposed to be designed and programmed as an active, multi-use park; a centre-piece of downtown that complements the Civic Plaza. It will be comprised of 3 distinct components:

- **St. Anne Street Promenade:** will be an edge with extensive landscaping including a double row of trees and pedestrian amenities. It will provide a transition between the primarily residential urban neighbourhood planned to the south and the square in Millennium Park.
- **Millennium Square:** will be mixed hard and soft landscaped area flanked by two pavilion-type

buildings that will frame and help enliven the space. The buildings should be used for community or cultural facilities such as a seniors' centre, potential market building, arts facility, youth centre or educational institution.

- **The Lawn and Amphitheatre:** will feature open soft landscaped places for active recreation. The landscape form will integrate flood protection and provide a flexible venue for outdoor concerts and events, skating and other activities. A skateboard park is also envisioned for the active park space. The large grove of trees that currently exists on the site should be reconfigured to reduce barriers and provide clear pathways for people to move through the park.

Policies:

- a) The City will develop a Millennium Park Master Plan to guide phased improvements to the park.
- b) View corridors from pedestrian crossings at the St. Anne Street and Tache Street intersection and Grandin Road toward the Sturgeon River shall be created.
- c) The City shall explore public art opportunities for Millennium Park.
- d) Buildings fronting onto Market Square shall feature active ground floor uses to animate the open space.
- e) Service routes to existing and proposed development in the park should be identified.



FIG 23: MILLENNIUM PARK

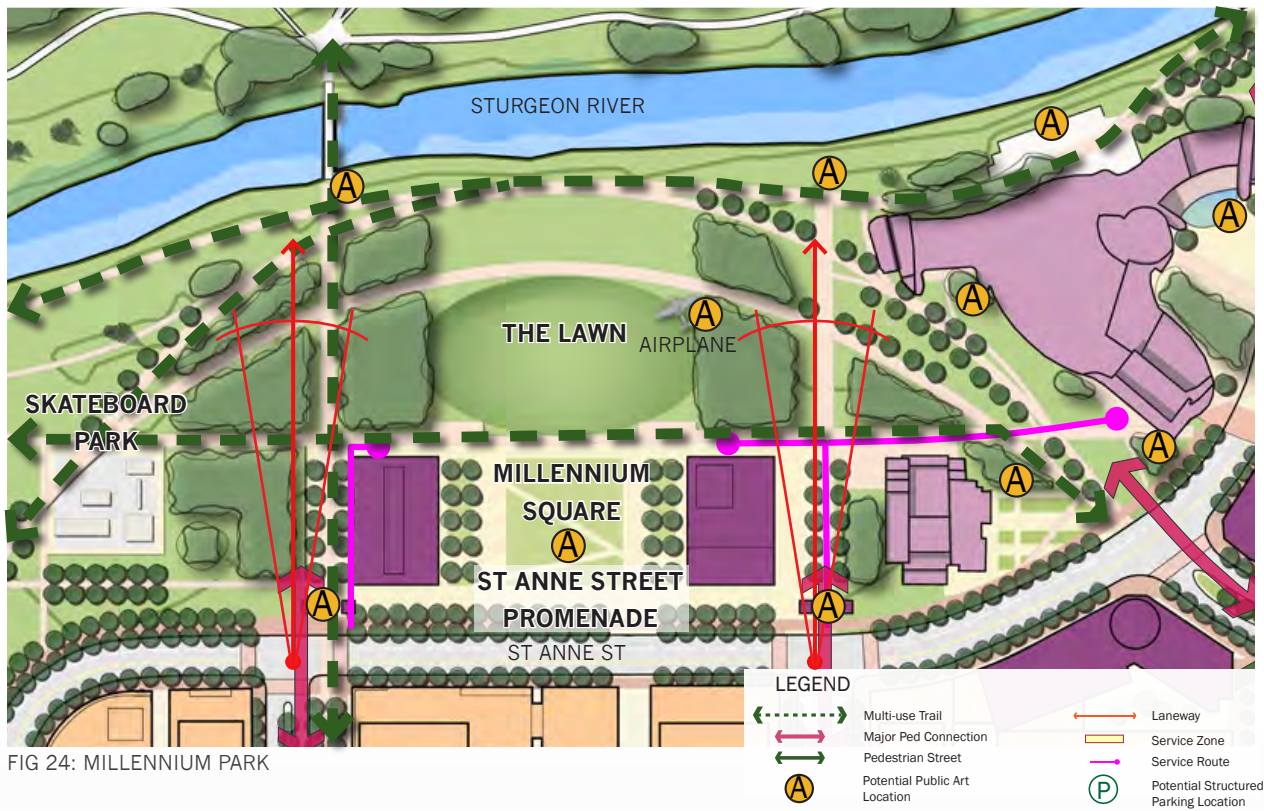


FIG 24: MILLENNIUM PARK



LAWN FOR PASSIVE RECREATION



MARKET BUILDING





EXISTING PUBLIC ART, FOUNDERS COURT

3.1.4 Founders' Walk

The Founders' Walk Historical Trail integrates and highlights several historic, cultural, educational, commercial and religious facilities in downtown and Mission Hill. Several public realm improvements will occur as part of Founders' Walk that will support the goal of the DARP to increase the walkability of downtown. Programming opportunities for the Founders' Walk include heritage festivals, interpretative historical walks and other events.

Policies:

- a) The City shall continue to implement the Founders' Walk initiative in close collaboration with other public realm initiatives and retail enhancement proposed in the Downtown Area Redevelopment Plan.



ST ALBERT GATEWAY

UPGRADED PEDESTRIAN PATHWAYS

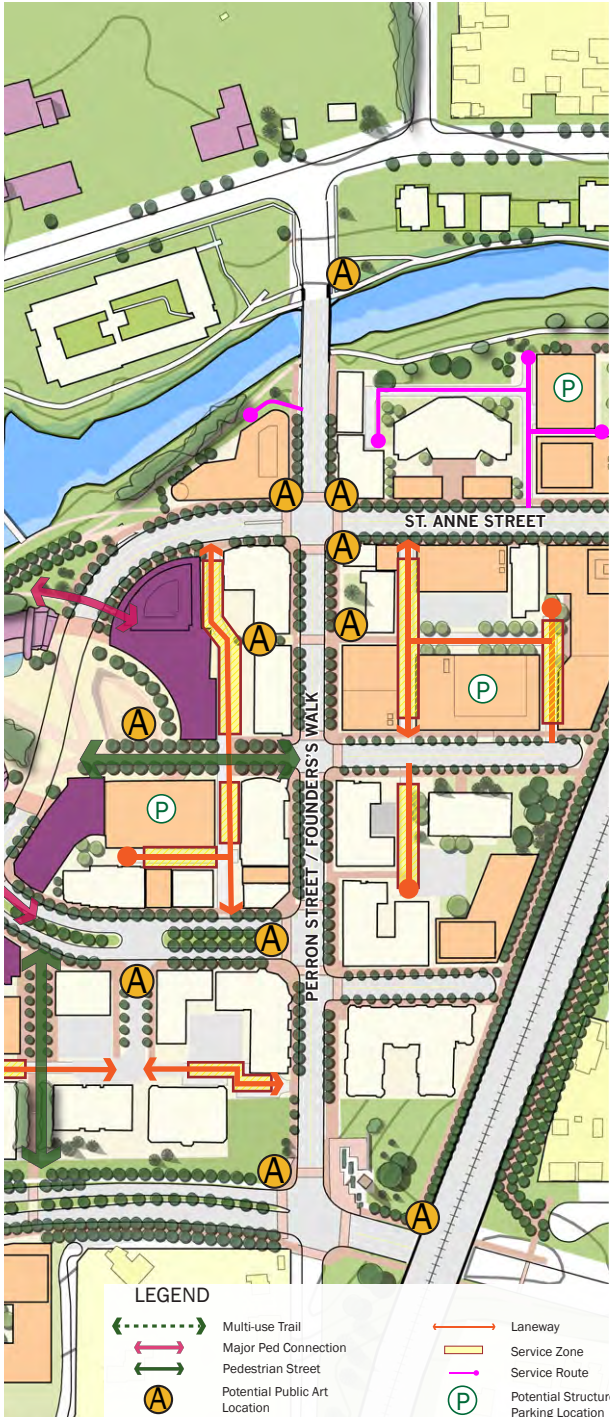


FIG 25: FOUNDERS' WALK



PEDESTRIAN-SCALE SIDEWALK AND DEVELOPMENT



DESIGNATED MULTI-USE TRAIL ALONG ROADWAY

3.1.5 Tache Street

Tache Street will be an important green connection between Grenadier Park and Millennium Park. The street will feature a narrow roadway, wide pedestrian realm, extensive landscaping and a designated multi-use pathway. The generous public realm and opportunity to program the space will encourage people to linger and enjoy the street as though it were a park. Contrasted with the more car-oriented Sir Winston Churchill Ave, Tache Street will be a civic focal point and add identity for the

future Millennium Heights neighbourhood. Views to the Sturgeon River and Grenadier Park will be maintained.

Policies:

- Tache Street shall be designed as a neighbourhood gathering place and green corridor generally in accordance with the cross section illustrated in Figure 18.

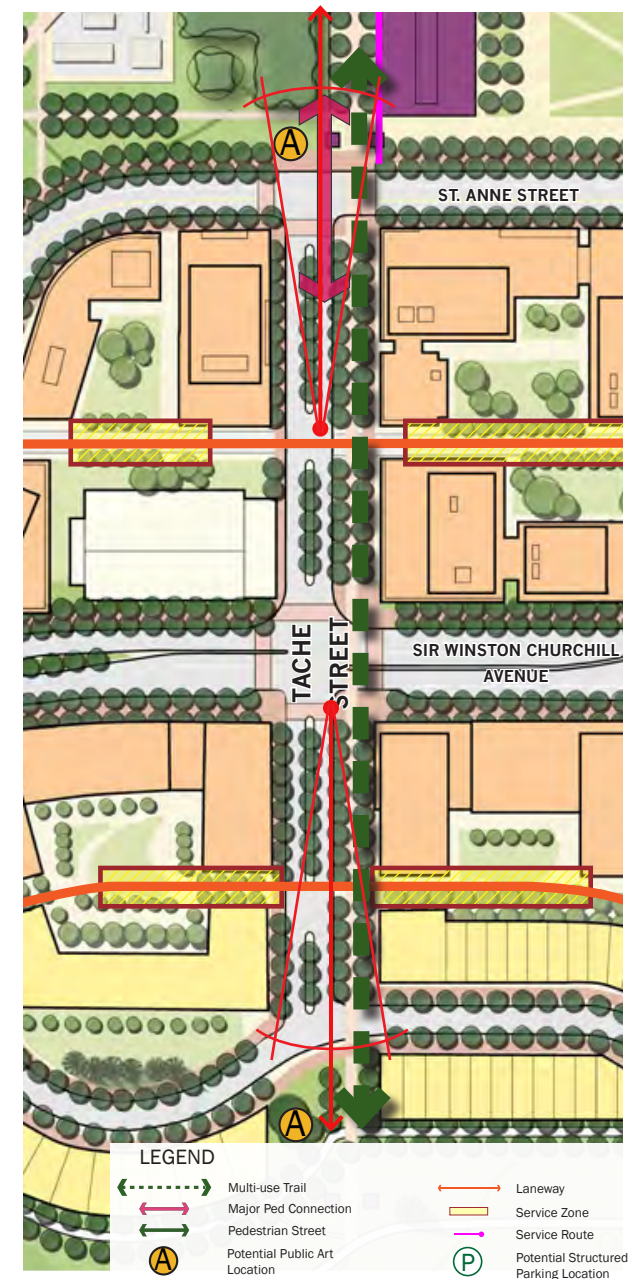


FIG 26: TACHE ST



PROPOSED TACHE ST ALIGNMENT (FIG 18)



LANDSCAPED MEDIAN PARK, MONTREAL

3.1.6 St. Thomas Street and Cardinal Walk

As described in Section 2, St. Thomas Street should be redesigned to include a wide, flat landscaped median. This will beautify the street and provide an open space link from Perron Street to St. Anne Street and the riverfront. It should feature extensive landscaping and tree planting to create the environment of a linear park space that can be actively programmed for street festivals and other events. The space between St. Albert Place and the courthouse building is currently utilized for servicing access and parking. This space is overlooked by one of the most attractive facades of St. Albert Place and would be better served by a

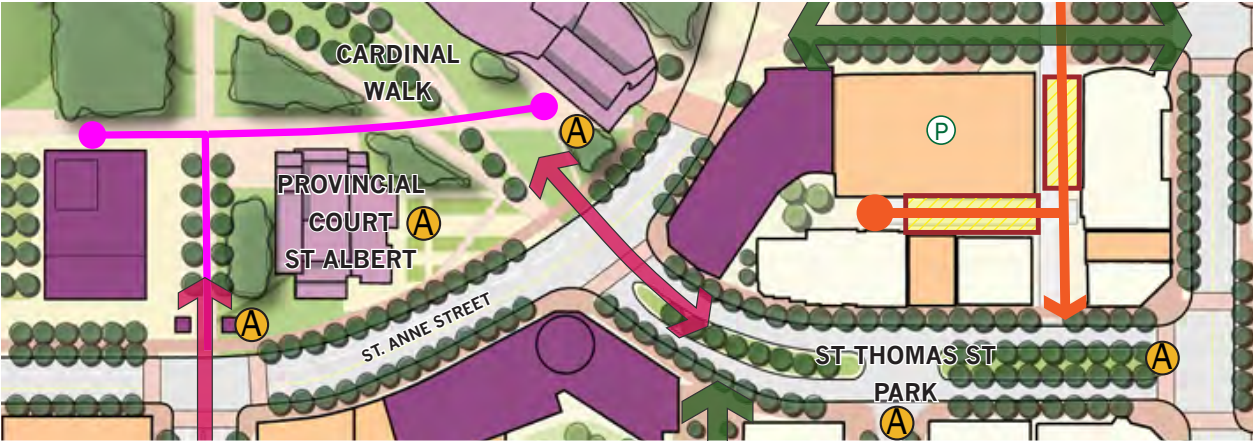


FIG 27: ST THOMAS ST AND CARDINAL WALK

landscaped corridor and path, perhaps named after Douglas Cardinal, connecting St. Thomas Street to Millennium Park. The space may also continue to be a servicing route for St. Albert Place and the Courthouse.

Policies:

- a) St. Thomas Street shall generally be designed in accordance with the cross section dimensions illustrated in Figure 14.
- b) Cardinal Walk shall be a multi-use hard landscaped environment for pedestrians as well as service vehicles with a high degree of public realm amenity.



PROPOSED ST THOMAS ST ALIGNMENT (FIG 14)



LANDSCAPED LINEAR PARK



FIG 28: GREEN GROVE DRIVE

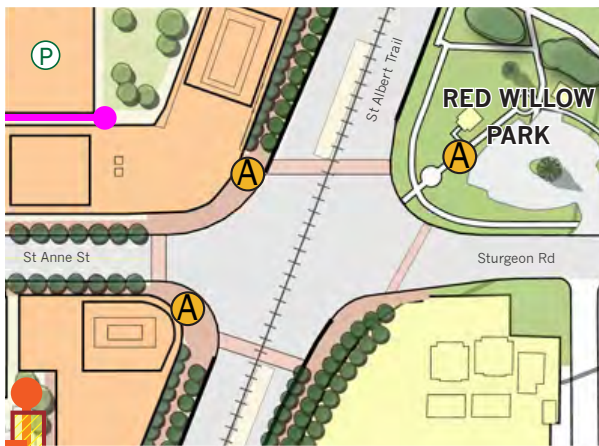


FIG 29: ST ALBERT TRAIL AND ST ANNE ST

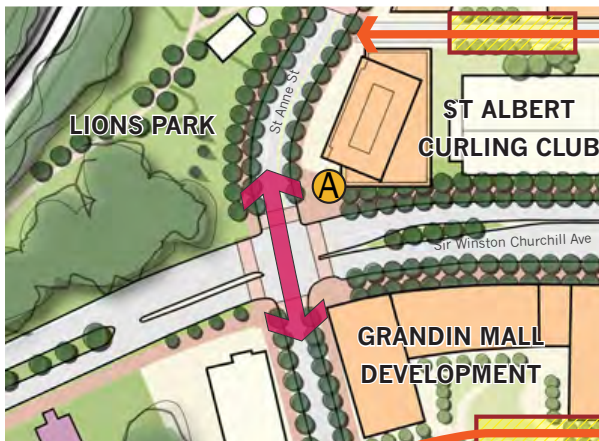
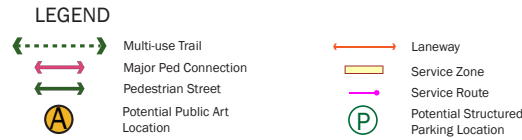


FIG 30: WESTERN SIR WINSTON CHURCHILL AVE



3.1.7 Gateways

Three proposed gateway features will demarcate important entry points into downtown St. Albert. These will provide unique identity and visual amenity through the design of landscape and buildings.

- **Sir Winston Churchill Avenue and Perron Street/ Green Grove Drive:** This gateway is already intact, including the landmark clock tower. This space will continue to undergo upgrades to signify this important entry into downtown.
- **St. Albert Trail and St. Anne Street:** This gateway may feature larger scale buildings on either side of St. Anne Street. The development's landscaping should contribute to this site as a gateway. With the potential for a rapid transit station near the intersection of St. Albert Trail and St. Anne Street, the design of this gateway should consider transit user needs and a high volume of pedestrians. This gateway location also includes opportunities for enhanced landscape design at the park space located at the northeast corner of the intersection.



PEDESTRIAN PUBLIC REALM, DENVER

- **Western Sir Winston Churchill:** The west end of the Grandin Mall site and adjacent to the Curling Club will be an entry point into an expanded downtown. Landscaping as part of development and public open spaces at this location should contribute to signifying this location as a gateway. This gateway site is also an important entry point in the Red Willow Parks System.

Policies:

- The City shall explore gateway locations as potential locations for public art as well as distinct signage.
- Streets, parks and buildings at gateway locations shall be designed in harmony with one another to reinforce downtown gateways.

3.2 Streetscape Design

Streets are the public spaces where people most often experience the public realm. They are complex places where people move throughout a community, and are addresses for residences, businesses, stores and community facilities. Great streets share a number of common design elements. These elements help create safe, accessible, comfortable places for people to walk and enjoy. Important design features of the streetscape include distinctive paving, street furniture, trees, landscaping and lighting. Establishing streetscape standards that exceed the traditional standards in St. Albert will be an important factor in creating a people-friendly Downtown. Section 2.1 – Street Network – provides the rationale for rebalancing streets and proposes cross sections for downtown streets. This subsection provides further detail regarding specific elements within streetscapes.

Policies:

Sidewalk Zoning and Minimum Dimensions

- a) Curb Zone: this area accommodates street lights, parking meters and other signage poles. It also provides space for snow storage and, where parking is permitted, for vehicle doors to be opened. This space should be paved with durable material as it is subject to both high traffic and salt and sand spray.
- b) Landscape Zone: this area accommodates landscaping (trees and grasses) and street furniture (benches and bicycle racks) and may include signage such as “sandwich boards.” Design of this area, including paving strategies, must promote the health of plant materials. Elements within this zone should be aligned to minimize visual clutter, promote easy of pedestrian movement, and facilitate maintenance and snow removal.
- c) Walking Zone: this area accommodates the movement of pedestrians including those with impaired mobility and vision. Cycling and rollerblading are not encouraged.
- d) Frontage Zone: this area separates the pedestrian zone from door swings and other building elements that may protrude into the public realm. This area may include seating and other displays as long as it does not conflict with pedestrian movement.
- e) Cafe Zone: this area accommodates seating and tables for commercial uses in the public realm. It may be fenced. The design of this area and elements within it must not conflict with pedestrian movement.

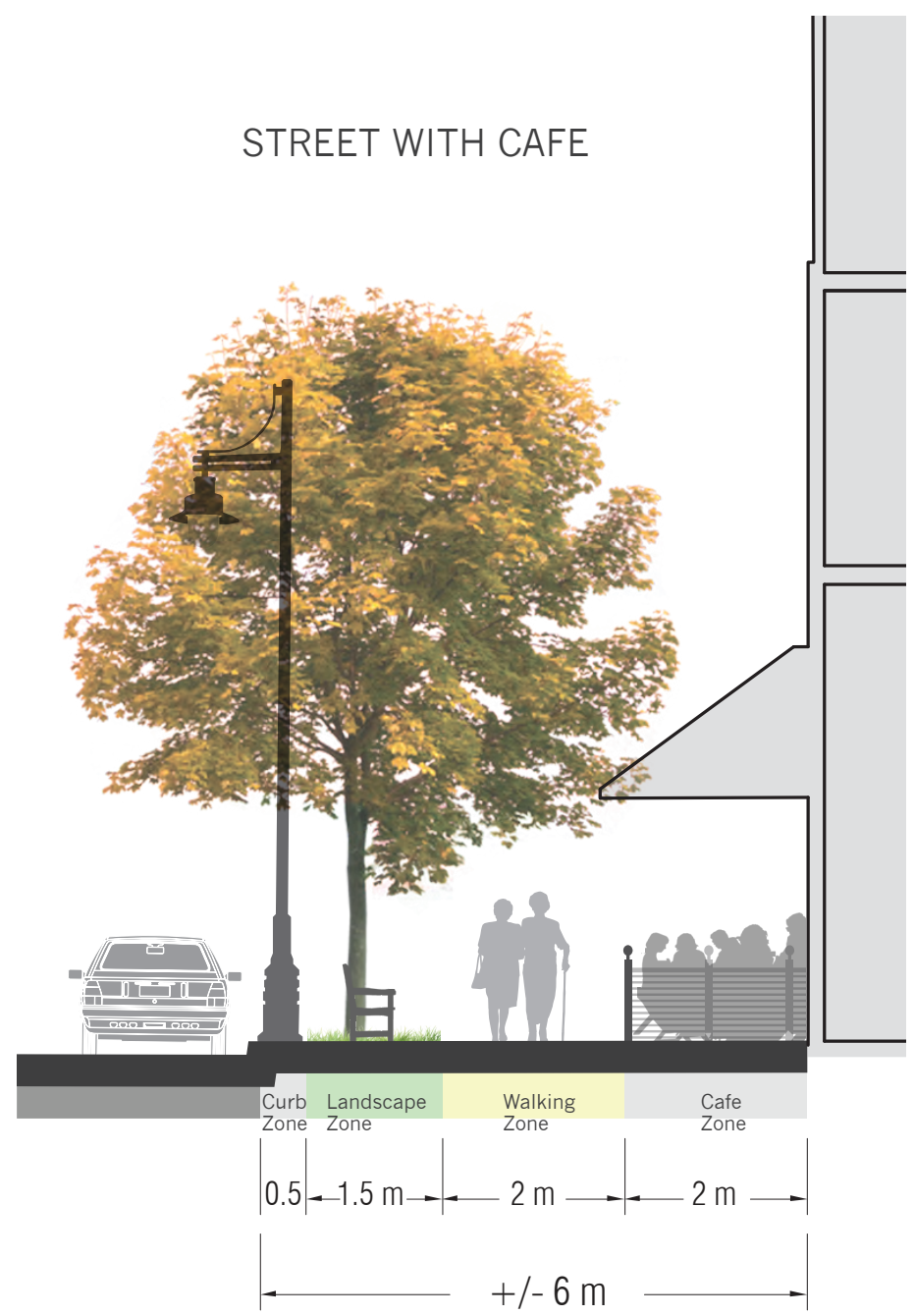


FIG 36. MINIMUM SIDEWALK DIMENSIONS



PERMEABLE PAVING MATERIAL AND BIOSWALE



WIDE PROTECTED SIDEWALKS

Sidewalks and Crosswalks

- a) New streets shall include sidewalks on both sides of the street.
- b) The design of sidewalks and pathways shall ensure a minimum 2 m wide “through zone” free of obstruction along all routes and with greater widths of a minimum 3 m in areas with retail commercial frontage.
- c) Sidewalks shall be built with hard, durable, level materials that are resistant to slipping and capable of clearing during winter months.
- d) Pedestrian street crossing distances shall be minimized and designed in a way that makes them clearly visible to vehicles, including the use of “zebra striping” or differentiated paving materials and, be a minimum of 3 metres in width.



STREET FURNITURE AND PLANTINGS



WELL DESIGNED TRANSIT SHELTER



WELL DESIGNED STREET FURNITURE



A WELCOMING PEDESTRIAN ENVIRONMENT



BENCH/SCULPTURE



BIKE STORAGE FACILITIES

Street Furniture

- a) The placement of street furniture shall be well organized to ensure pedestrian routes are free of obstacles.
- b) Street furniture, including well designed benches, shall be included in the composition of the streetscape.
- c) Street designs shall include attractive, human scaled light standards that will create a sense of safety and provide a distinctive design feature.
- d) Pedestrian-level lighting shall illuminate sidewalks and increase the comfort and security of pedestrian areas and building entrances.
- e) Well designed garbage and recycling bins shall be incorporated into the streetscape, without obstructing pedestrian movements or cluttering the streetscape.
- f) Bicycle posts and other bicycle parking shall be an integral part of the streetscape.
- g) Streets shall be free of clutter, and be monitored over time, to ensure an attractive and unobstructed streetscape environment.

- h) Bus stops should be integrated into building facades where possible and stand alone shelters should be designed with high quality and durable materials.

Trees and Landscaping

- a) A generous street tree canopy and other landscaping shall be a primary feature of the streetscape.
- b) Deciduous trees shall generally be planted 6 - 9 metres apart to provide a continuous canopy along all streets within downtown.
- c) Trees shall be planted 1.0 to 1.5 metres from the curb except where not possible.
- d) Electrical outlets at the base of trees shall be considered to facilitate tree lights where appropriate.
- e) Designs for tree planting on streets shall accommodate and facilitate an average 25 year lifespan for sidewalk vaults and 50 years in tree lawns. Designs shall include sufficient root and branching space and should include a means of supplying supplementary water, fertilizer and air as well as protection against snow clearing and de-icing activities.



PEDESTRIAN SCALE LANDSCAPING



SPECIAL PAVING AT PEDESTRIAN CROSSINGS

- f) Additional soft landscaping to buffer pedestrians from vehicular traffic and improve the appearance of the street may be appropriate.
- g) Consideration shall be given to environmental and climatic conditions when choosing appropriate vegetation. Plants should be chosen that can tolerate the conditions it will be exposed to, including limited subsoil, heat, cold, drought, wind and shade.

Signage

- a) Encourage signage sensitive to the pedestrian scale of downtown by prohibiting large automobile-oriented billboards.
- b) Provision for banners or other signage which distinguishes downtown or shopping districts such as Perron Street should be incorporated into the streetscape design.
- c) Regulations regarding the appropriate location, size and treatment of A-board or sandwich board signs are addressed in the Land Use Bylaw.

Utilities

- a) Services and utilities shall be buried, where practical, to minimize their visual impact.
- b) The visibility of utility boxes shall be minimized by placing boxes in inconspicuous places, and/or by screening them with plantings. Such screening should not interfere with access to the utility.
- c) Joint use of utility poles shall be maximized to minimize their number.
- d) Shared use of utility trenches shall be maximized to reduce right-of-way requirements providing additional space for tree planting and landscaping.



CELEBRATORY BANNERS



14TH ST, CALGARY



EXISTING LANDMARK/MONUMENT, TACHE ST.



EXISTING PUBLIC ART, CELEBRATION GARDEN

3.3 Public Art and Programming

Public art is increasingly seen as a vital aesthetic, social, economic and cultural advantage for communities. It is a significant component of place-making and should be integral to the basic design of streetscapes and open spaces, transit facilities and other public and private development. Refer to Figure 31 for specific locations recommended for public art.

Policies:

- a) The City will develop a public art strategy for downtown that includes mechanisms to secure funding for public art from public and private development.
- b) Custom design of streetscape furniture such as benches, utility covers, lighting, sidewalks, shelters and bicycle racks is encouraged.
- c) The airplane currently located at the terminus of the existing Tache Street should be relocated in Millennium Park as this area of downtown redevelops.
- d) The installation of interactive public art intended for the enjoyment of children and adults should be encouraged.
- e) Public art should be placed in high profile locations such as terminus of axial views and in key public spaces.
- f) The location of public art shall not conflict with pedestrian movement.



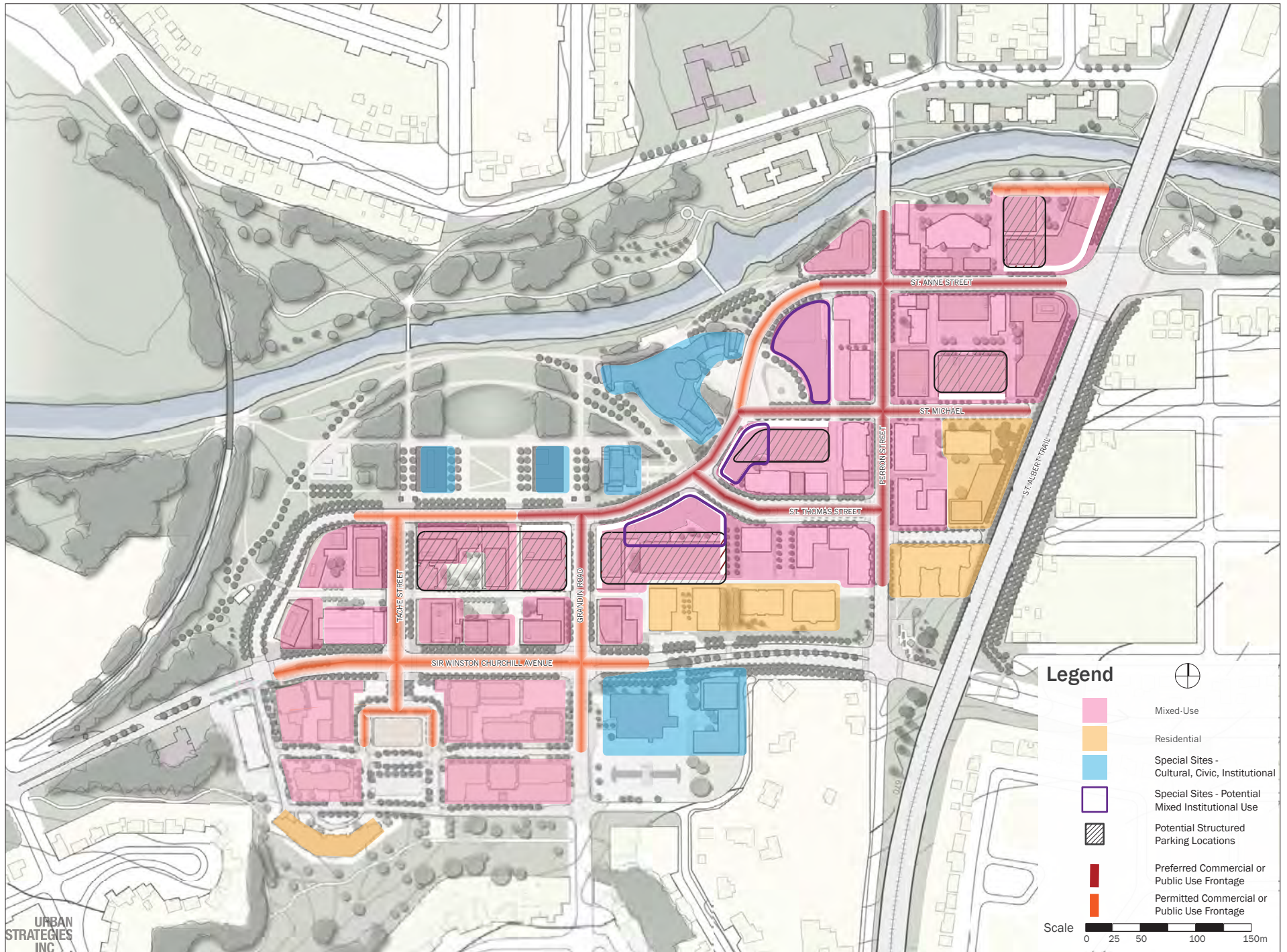
FIG 31: PUBLIC ART

4 Land Use and Site Development

Inherent to all vibrant downtowns is the mix of uses and critical mass of people that support local businesses and foster active street life. Downtowns focus more intense land uses including residential, commercial, institutional, government, employment and community amenities.

Today, there are areas of the downtown that exhibit these land use characteristics, while others have concentrations of vacant or underutilized land or very low density single use buildings situated away from street edges. Over time, reurbanization of these areas is needed to achieve the vision for lively and pedestrian-friendly downtown. This change will occur over time through public and private investments and initiatives. This section provides direction and policies that will ensure land uses contribute to the vitality of downtown.

In addition to land use, the physical characteristics of buildings such as their height, massing, setbacks, placement on the block, materials, and street interface have a big role to play in creating an attractive and pedestrian-friendly downtown with active streets. Consistently good quality buildings will contribute to the long term vision for downtown, distinguishing it from other areas of St. Albert and the Edmonton Metropolitan Region. This section provides objectives and policy related to land use and site and building development.



4.1 Land Use

Accommodating a wide variety of uses is critical to creating a liveable and walkable downtown. It is the wide mix of uses and many different people and activities in the community that make it come alive at all times of the day. Development in the downtown generally should support an active public realm and have regard for the long term Physical Concept for downtown.



GATEWAY MIXED USE



MID-SCALE MIXED USE

4.1.1 Land Use Precincts

Figure 32 illustrates the land use plan for downtown. As shown in pink, much of the downtown is identified as “mixed use”, where a range of uses is permitted. Some areas are intended for residential uses, while others are reserved for government, cultural, civic or other institutional uses. Permitted and discretionary uses are detailed further in the Land Use Bylaw.

Policies:

Mixed Use Areas

These areas are intended to accommodate a broad mix of uses. Uses may include offices, residential, retail, hotels, businesses and personal services, and others.

Residential Areas

This precinct may include apartments, townhouses, live-work units, parking structures, and other supportive uses.

Special Sites

Uses in this precinct may include government and community buildings, recreation facilities, public markets, seniors and special housing, and other supportive uses.



AN ANIMATED PUBLIC REALM



MIXED USE WITH LARGE-FORMAT RETAIL

4.1.2 Prohibited Uses

Auto-oriented uses detract from the character and walkability of a downtown. These uses generate significant amounts of automobile traffic conflicting with pedestrians and require higher quantities of parking.

Policies:

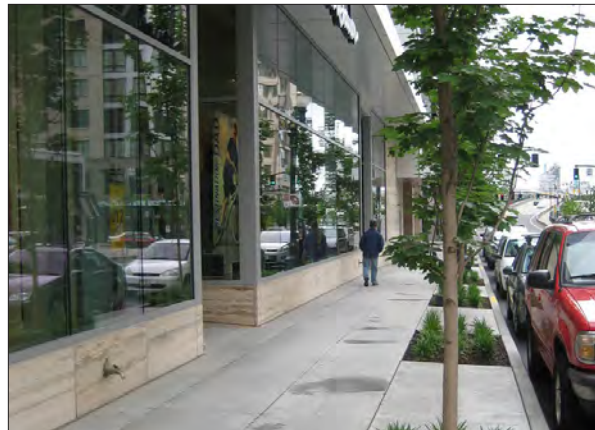
- a) Maintain active streetscapes downtown by prohibiting auto-oriented developments such as drive-through establishments and other vehicle oriented uses.

4.1.3 Ground Floor Uses

To reinforce a pedestrian-friendly character and create a continuous shopping experience ground floor uses fronting onto streets and parks need careful consideration. Figure 32 illustrates where it is preferred that active commercial-retail frontages or public uses be incorporated into the ground floor to animate and accentuate the street or a key public space.

Policies:

- a) On frontages specified with a red line in Figure 32, strive to achieve a minimum 70% of the ground floor frontage of buildings consisting of street-oriented retail, restaurants and/or services.
- b) On frontages specified with an orange line in Figure 32, ground floor frontages are encouraged to include street-oriented retail, restaurants and/or services.
- c) Residential buildings on streets without retail uses are encouraged to have grade related units.



ACTIVE GROUND FLOOR USES

on the ground floor.

- d) Professional offices generally should be discouraged from locating on the ground floors of buildings on designated retail streets and the planned Civic Plaza. On the ground floors of buildings on Perron Street, such uses should not be permitted. On other frontages where street-oriented retail, restaurant or services are encouraged, no more than 35% of a building's ground floor area fronting the street should be occupied by professional and personal services. Existing ground floor professional offices that do not conform with this policy on the date of adoption of this plan are permitted to continue.

4.1.4 Incorporating Larger Retail Uses

Larger format retail uses including grocery stores, large drug stores or other large format retailers may be a part of the future of downtown. In particular, grocery stores provide valuable amenities for community residents. However, larger format retail should be accommodated in a much more urban and pedestrian-friendly built form than what typically exists in suburban contexts.



NEW COMMUNITY CENTRE

Policies:

- a) Large format retail should be designed to address the street with at least one entrance on the street and large transparent glass frontages that allow activity within to be seen from the street. Corner buildings should have an entrance at the corner.
- b) Large format retail should be encouraged to minimize their building footprint by distributing floor area over multiple stacked floors.
- c) Large format retail of no more than 3,700 m² (40,000 ft²) in a single building is permitted. Large format retail should not be stand alone, and instead should be incorporated into the base of higher density mixed use buildings.
- d) Buildings with larger retail uses (above 930m² or 10,000 ft²) should have smaller retail units fronting streets with the larger uses accessed from the street but located primarily behind the small retail bays or on higher floors.

4.1.5 Community, Cultural and Civic Uses

Currently, a number of community, cultural and civic uses are spread throughout the downtown and a number of facilities located within St. Albert Place have outgrown their spaces, meaning that



WELL-DESIGNED CIVIC BUILDINGS

some functions may eventually be shifted out of the building into new facilities. Other important civic, social and cultural facilities are located in facilities that will need expansion, replacement or relocation. Opportunities should be explored to consolidate some facilities and locate them in prominent and well designed structures that befit their importance within the community and better suit an urbanized downtown.

Policies:

- a) Figure 32 illustrates potential locations for consolidated community, cultural and civic uses, including a new civic administrative building. The City, and other organizations should consider these locations for future institutional uses.
- b) The City should consider expansion and/or potential relocation of the library.

4.2 Site and Building Development

This subsection addresses the placement and orientation of buildings, height and massing and other matters of site design and built form. These are important urban design considerations that ensure buildings contribute to the intended character of downtown.

4.2.1 Street Edge

The intent of the Physical Concept is to foster an environment in downtown that has a fundamentally urban characteristic. A critical element needed to achieve this goal is to define the street edge with buildings. Street-oriented buildings contribute to an inviting and comfortable public realm and allow people to engage with the activity that is occurring within buildings. Similarly, people within buildings or uses such as patios that spill out into the public realm provide “eyes on the street”.

Policies:

- a) Buildings should be close to the street edge along a consistent build-to line generally 0-3 metres from the edge of the property line.
- b) Buildings should contribute to a consistent



AN ACTIVE, MIXED USE STREET EDGE

street wall with minimal gaps or courts between buildings.

- c) Active retail-commercial uses should be oriented to the street.
- d) See sub section 4.2.5 - Building Elements - for guidelines and policies regarding building faces.

4.2.2 Building Heights and Massing Guidelines

Medium and high density buildings have a significant visual and physical presence in their settings. Thoughtful delineation of building heights and the massing of structures will ensure that new development does not overwhelm the pedestrian, effectively defines the street and park edges, preserves views to the sky and ensures visual privacy between buildings and the public realm. By regulating building envelopes, views throughout the downtown will be optimized. Minimum building heights and massing guidelines as set out in Figure 33 will help achieve the critical mass of people and activity necessary to revitalize downtown and ensure that buildings are all of a sufficient scale to effectively support an urban and pedestrian-friendly public realm. The height guidelines in Figure 33 are intended to inform appropriate transitions from

downtown to the Sturgeon River and surrounding neighbourhoods. Exact locations and heights will be refined through the Land Use Bylaw and detailed site plans.

Policies:

- a) New buildings should consider the height guidelines as set out in Figure 33. The intention of this policy is to create terracing of building heights from the tallest buildings on Sir Winston Churchill Avenue down to pedestrian scale buildings on St. Anne Street and Perron Street.
- b) Buildings should have a street wall of at least 3 storeys from grade before any stepbacks are introduced.
- c) From grade, the first stepback, of a minimum 3 metres, should not occur higher than the 5th storey of the building, or a height of 20 metres.
- d) Below 8 storeys, there should be no maximum floor plate restrictions, however building massing should adhere to the stepback requirements (policy c).
- e) Above 8 storeys, building floor plates should be no greater than 750 m² for residential and hotel uses; and generally no greater than 2,000 m² for

office or institutional uses.

- f) Stepbacks and reduction of building mass on higher floors is encouraged to reduce the visual impact of taller buildings.
- g) To ensure sunlight penetration to the ground level, and the privacy of building occupants, there should be a minimum separation distance between tower components of buildings of 25 metres.
- h) Ground floor frontages should be flush with the building face above. Recessed ground floors, including colonnades or arcades, are generally discouraged.
- i) Three special overlay sites have been identified on Figure 33. These are considered special landmark sites where buildings may be permitted within the ranges indicated subject to the approval of City Council. Prior to approving taller buildings on these sites, City Council shall consider the advice of a design review panel, or other professional design advice. Taller buildings on these sites shall be of exceptional quality and shall not have significantly adverse impacts on their surroundings.

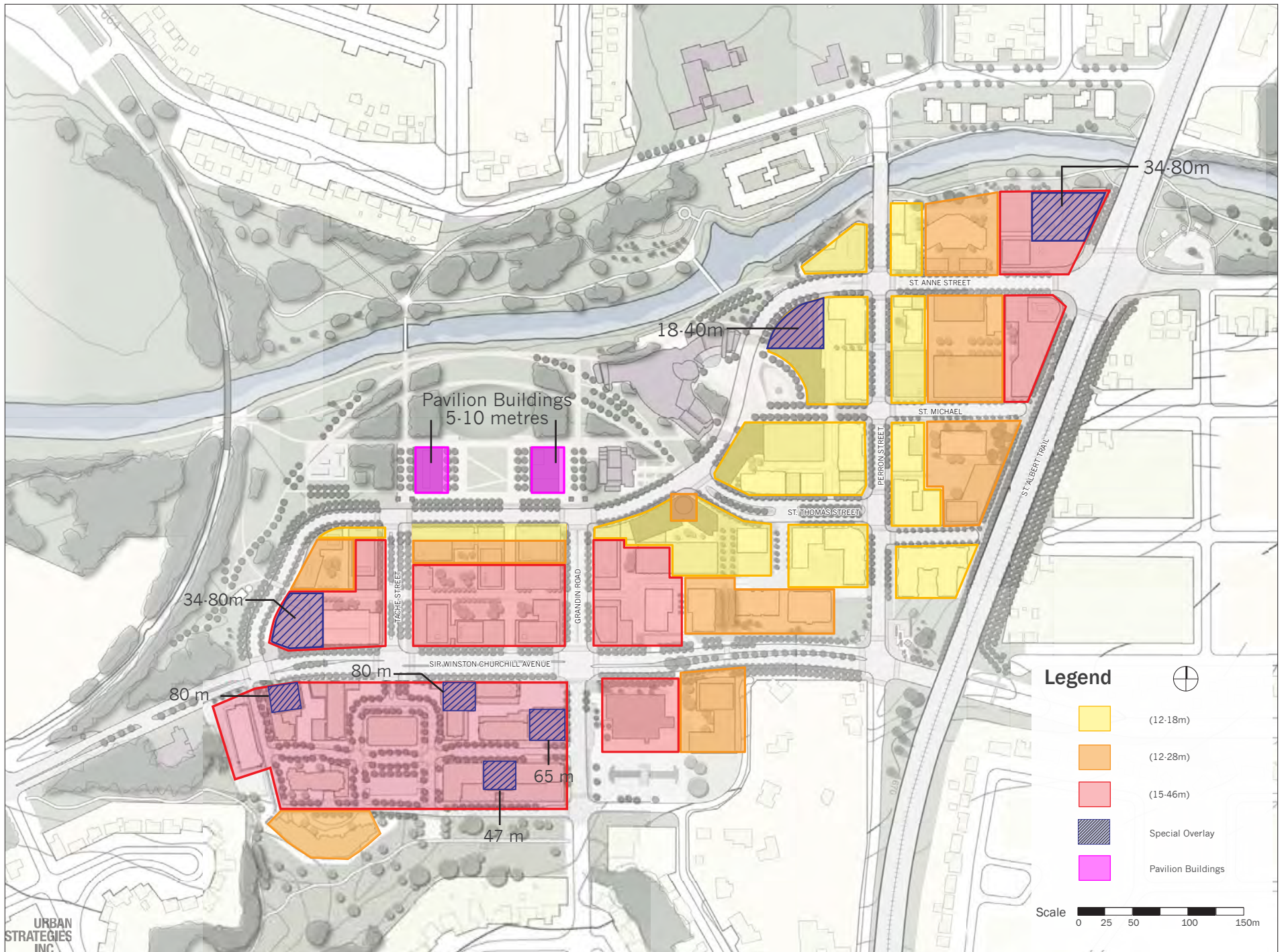


FIG 33: BUILDING HEIGHT GUIDELINES



GRASS-CRETE PARKING SURFACE



GREEN ROOF

4.2.3 Environmental Site and Building Design

Sustainability is inherent to downtowns. Downtowns have increased density, contribute to the reurbanization and reuse of lands within the existing built up area, reduce the need for automobile ownership, reduce overall automobile trips and make more efficient use of resources. Building and neighbourhood design as well as the design of streets and open spaces should contribute to overall environmental sustainability.

Development within the downtown shall be encouraged to incorporate sustainable neighbourhood and building practices including:

1. Optimizing energy efficiency of buildings;
2. Pursuing LEED certification or comparable standards for all new private buildings. Public buildings require LEED Silver certification;
3. Incorporating green roofs;
4. Using renewable energy sources;
5. Using innovative wastewater technologies;
6. Introducing innovative stormwater management techniques including reduction in quantity, bioswales; permeable surfaces; collection,

- filtering and reuse;
7. Integrating indigenous planting and biodiversity of material within landscaping, streetscaping and public spaces;
8. Provision of internal building recycling receptacles;
9. Orientation of buildings to optimize solar gain, and;
10. Parking lot.

4.2.4 Architecture

There is no substitute for design quality. Regulations cannot mandate everything to do with strong design sense and well thought out, high quality architecture. Successful cities have cultivated a culture of strong design through peer review processes such as urban design review panels, design competitions and leading by example. Douglas Cardinal's St. Albert Place set a high bar for downtown St. Albert. New public buildings should continue to lead by example through competitions and leading edge architecture.

Some downtowns have mandated architectural themes for new buildings to cultivate a desired image for that place. Some are based upon continuing a predominant style of their built heritage while others respond to their geographic location such as in marine or alpine settings. St. Albert's downtown does not possess a building stock that is primarily one style; it has an eclectic mix of architecture. Rather than pursuing a distinct architectural theme, downtown development should strive for urban design and architectural excellence.



ACTIVE MIXED-USE AND OFFICE LOBBY

Policies:

- a) The City shall explore the creation of an urban design review panel.
- b) Important civic, cultural or institutional buildings are encouraged to undergo design competitions and distinguish themselves with high quality architecture befitting their special status in the community.
- c) Buildings should be of high quality and include durable and attractive building materials.
- d) Use of stucco or vinyl siding on building facades is not appropriate in a downtown setting and is not permitted.



AT-GRADE RESIDENTIAL ENTRANCES

4.2.5 Building Elements

The design of the various building elements will play a substantial role in the overall quality of buildings and their ability to create an active and pedestrian-friendly downtown. Well designed buildings will differentiate downtown and contribute to the vitality of the area versus those developments which only add density.

Policies:

- a) Ground floor commercial frontages should feature narrow retail units and frequent street entrances to help create a strong visual rhythm.
- b) Ground floor commercial frontages should incorporate transparent glass that allows activity within to be seen from the street.
- c) A minimum 70% of ground floor building façades with required commercial-retail uses at grade should have transparent glazing.
- d) Ground floor commercial frontages should incorporate weather protecting features to increase pedestrian comfort. Awnings and canopies are encouraged as part of commercial frontages, as well as ensuring robust street tree



WEATHER PROTECTION

- canopy. Canopies and awnings should be allowed to encroach on the public right-of-way.
- e) Developments with ground floor commercial uses should have a minimum floor-to-floor height of 4.0 metres.
- f) Buildings should have at least one entrance from each public street they face.
- g) On streets, large lobby frontages, blank walls, servicing functions and other inactive frontages should be prohibited.
- h) All at-grade residential units should in most cases, have individual primary entrances and main floor levels placed slightly above grade to achieve visual privacy from sidewalks and streets.
- i) Building design should have detailed and well articulated street level façades with quality materials to create a visually interesting street interface and sense of human scale.
- j) There should be variation in building materials and design treatments on the lower floors of buildings on a block to reduce their perceived mass.
- k) Each development block should contain varied architectural expression.



ARCHITECTURAL VARIETY AND STEP-BACKS



PAVILION AND SPECIAL SITES



SEMI-PRIVATE SPACES

- l) Balconies shall be designed as integral components of the building and should not appear as 'tacked on'.
- m) Stepbacks, balconies, canopies and fenestration should emphasize vertical proportion and de-emphasize mass.
- n) Tower tops shall screen or incorporate mechanical units and elevator cores into the design of the building top and contribute to an attractive skyline profile.
- o) Development shall not be permitted over streets, or between buildings except over a rear lane or private internal vehicle access route.

4.2.6 Pavilion and Special Use Building Design

Pavilion and special use buildings include those that will be located within Millennium Park. By virtue of their unique location and stature in the downtown, these buildings need to be of outstanding quality. Their design will have a certain degree of latitude in building form and massing to encourage creative and iconic design.

Policies:

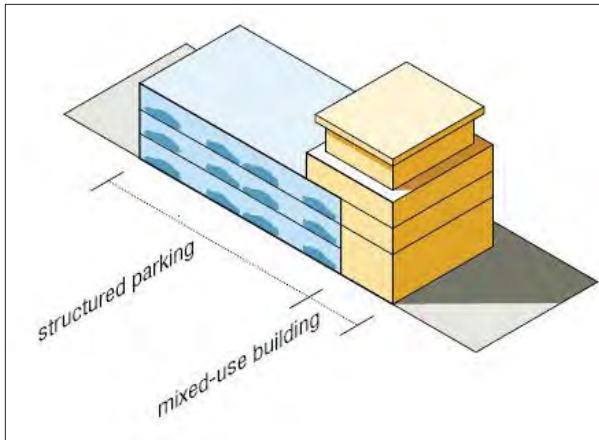
- a) Pavilion and special use building locations are indicated as "Special Sites" in Figure 32.
- b) These buildings should exhibit architectural excellence and are encouraged to demonstrate unique design responses suitable to their particular use and context.
- c) Generally, these buildings should contribute to a pedestrian-friendly public realm.
- d) Servicing areas shall be screened from pedestrian view and located away from key open space and street frontages.

4.2.7 Private, Semi-private and Interstitial Spaces

These are spaces that will be a part of new developments and may include spaces such as private courtyards, mews, rooftop parks or other landscaping occupying interstitial spaces on a development site. These are important spaces to provide amenity to users of the building as well as visual interest and beauty for the downtown.

Policies:

- a) New developments shall include accessible common indoor and outdoor amenity spaces such as courtyards, rooftop gardens or other spaces.
- b) Landscaping and site design shall delineate a clear distinction between the private and public realm through the creation of gateways, changes in ground plane elevation, material changes, etc.
- c) Interstitial spaces on the development site shall be suitably and attractively landscaped to provide visual amenity and environmental benefits and shall consider all seasons.



INTEGRATED STRUCTURED PARKING



INTEGRATED STRUCTURED PARKING



POCKET PARKING SPACE



SURFACE PARKING WITH PEDESTRIAN AMENITIES

4.2.8 Parking Design

The goal of creating pedestrian and transit-oriented environments in downtown makes the management and design of parking facilities a high priority.

Parking should be accessible, intuitive, safe and reflect CPTED best practices. Parking facilities should be unobtrusive and not a detriment to the quality of the public realm. This means reducing surface parking and placing parking underground or in above grade parking garages, and/or screened from pedestrians behind buildings. Also, expanding the street and block structure creates many opportunities for on-street parking. This is beneficial to the retail uses proposed throughout downtown.

Policies:

- a) Parking for residential uses generally should be provided in below grade or structured parking facilities within the development site.
- b) Where feasible, above ground parking structures should be fronted by residential, retail, institutional or commercial uses to screen parking from the public realm. Generally, they should have active uses at grade.

- c) Building faces of parking structures should be treated architecturally as building fronts with no blank walls.
- d) Garage vents should be integrated into hard surface areas with limited impact on pedestrian amenity or landscaped areas.
- e) Parking access ramps for below grade or structured parking should be located on lanes or as illustrated in Figure 11.
- f) There should be no surface parking between buildings and a public street.
- g) Surface parking lots should be screened behind buildings.
- h) The design of surface parking lots should include provision for pedestrian circulation and environmental features including permeable paving.
- i) Land Use Redistricting Applications and/or Development Permit applications should demonstrate how any existing surface parking lots can be redeveloped over time.
- j) Parking structure heights should be limited to five storeys.



Part C:

Implementation

To achieve the vision of the DARP it will require deliberate action, leadership, cooperation and substantial investment over time by all stakeholders and elected officials. Approval of this Plan is simply the first step in realizing the potential for downtown St. Albert. A number of initiatives, studies, investments and other actions will be needed as downtown develops into a vibrant and complete community. Careful planning and approval of privately and publicly-led development will be fundamental to the success of the plan. This part of the document outlines a number of key tools, projects and strategies critical to implementing the DARP.

1. Zoning and Development Review

1.1 Embedding DARP policies in the Land Use Bylaw

The Land Use Bylaw for downtown will be one of the primary vehicles by which urban design policies will be enforced. It is recommended that the City of St. Albert embed many of the urban design policies and recommendations contained within the DARP in the Land Use Bylaw for downtown.

1.2 Development Review

As new development comes forward, the City of St. Albert will be responsible for enforcing the policies and intent of the DARP. Given the plan's emphasis on design quality, it is recommended that the development review process include rigorous review of a project's design. The City should consider establishing a standing or ad hoc design review panel comprised citizens from St. Albert and the Capital Region with professional backgrounds in architecture, landscape architecture, building construction and urban design.

The panel would play an advisory role, making recommendations for design changes during the approvals process to ensure a high level of design quality. More and more municipalities across Canada are using design review panels with good results.

2. Future Studies

Throughout the DARP, several future studies are recommended to support and supplement the plan:

1. A Downtown Parking Strategy: As described in the Downtown Area Redevelopment Plan, a new approach to parking downtown will be critical to unlocking key sites for redevelopment, better serving existing businesses and meeting the demand for future parking. A comprehensive parking strategy will be an important follow-up study. In general terms, the strategy should aim to consolidate public parking in a series of strategically located facilities over time and optimize the use of on-street parking. The study should include the following key tasks:

- Updated analysis of existing parking supply versus demand;
- Assessment of the advantages and disadvantages of existing parking locations;
- Projection of future parking demand from commercial uses (retail and office) either proposed or anticipated by this plan;
- Quantitative analysis of the potential for additional on-street parking on new and

improved streets in this plan;

- Make recommendations for the preferred locations and general sizes of future off-street public parking facilities (structures or surface lots);
- Develop a general phasing plan for future public parking facilities and identify the preferred location and size for a “phase one” structure;
- Explore and make recommendations regarding a cash-in-lieu policy applicable to commercial developments to assist in the implementation of parking structures;
- Make recommendations regarding the management and operations of public parking facilities;
- Coordinate with the downtown civic and community facility strategy.

2. Downtown Civic and Community Facilities Strategy: Previous studies have identified the need for additional office space for City employees downtown, an expanded library, a new seniors’ centre and additional cultural facilities.

The DARP identifies potential sites for new or improved civic, cultural and community facilities in and close to St. Albert Place and in Millennium Park. To provide direction on the most appropriate locations for needed facilities, in the context of the DARP, and define general space requirements for each facility, the City should undertake a strategic planning exercise. The strategy should consider a range of cost-effective approaches to implementing new civic and community facilities, including optimizing the use of St. Albert Place, developing a new multi-purpose building and public-private development partnerships. The strategy may also provide direction on which City-owned lands downtown are not needed for future municipal facilities and might be sold for development to help finance required facilities.

3. Signage and Wayfinding Strategy: Easy navigation to and within downtown will be vital to its success as a destination. The City and its economic development partners should prepare and implement a signage and wayfinding strategy

consistent with the City's overall economic development and tourism strategy. The study should address:

- Welcome and directional signs on the major routes to downtown;
- Directional signage within downtown that includes distances to key destinations, including parking;
- Standards for appropriate commercial signage on buildings and signs that may encroach in the right-of-way, e.g., perpendicular blade signs and sandwich or 'A' boards;
- Policies and regulations needed to prohibit inappropriate signs, e.g., billboards, pole-mounted and rooftop signs, and mobile signs.

4. Millennium Park Master Plan: The transformation of Millennium Park, as envisioned by the DARP, may occur in phases. The first step is to prepare a detailed master plan for the park that clearly defines each distinct component of the park and how they fit together to create a holistic, multi-faceted place. The area to

be planned should include Lion's Park and the adjacent section of the Red Willow Parks System, and indeed the Sturgeon River. It may also include the area identified in this plan as Cardinal Walk, between St. Albert Place and the Provincial Courthouse.

The master plan should include a detailed concept and guidelines that together provide direction regarding landscaping, environmental features, programming (all seasons), and structures for appropriate community and commercial uses (e.g., restaurants, concession stands, rental facilities). The accommodation of special events and festivals may also be considered. The master plan should also identify opportunities for improvements to the river as a natural, cultural and recreational resource, in the context of a larger inter-municipal strategy addressing the health of the river. An additional pedestrian and bicycle bridge across the river should be considered.

5. Public Art Strategy: With the goal of continually expanding the presence of public art downtown, a strategy should be developed to identify policies and programs that encourage art projects in publicly accessible spaces, sponsored by the public and private sectors. The strategy should consider requiring a financial contribution from public and private developments (e.g., 1% of the construction budget) to be used for on-site for a public art project or pooled to fund a downtown public art grant program. It should also identify opportunities to integrate public art in streetscape elements and infrastructure projects generally.

6. Downtown Approaches Study : Recognizing opportunities for potential redevelopment and streetscape improvements in strategic areas along the vehicular approaches to downtown, the City should initiate a land use and urban design study for these areas, which are generally identified in the DARP. They include properties on Green Grove Drive, older commercial sites on St. Albert Trail close to downtown and

sites at the east end of Riel Business Park. Redevelopment in these areas over time will play an important role in reinforcing the identity and vitality of downtown. The Approaches Study should identify appropriate land uses and built form parameters for each of these areas, being sensitive to adjacent stable areas. Future change in these areas should be planned holistically to support not only downtown but also current plans for higher order transit facilities on St. Albert Trail and improvements of Red Willow Park System.

7. Servicing and Stormwater Management Study:

In light of the significant population growth planned downtown, the City should study the network and capacity of sewers and water mains serving downtown and identify improvements anticipated to be required. The study will inform the City's Capital Plan. In addition to addressing piped services, it should also consider policies and guidelines for "best practice" approaches to stormwater management.

3. Strategic Capital Projects

The DARP highlights a number of specific projects that should be implemented by the City of St. Albert over the lifespan of the plan. It is recommended that some of these projects be initiated in the short term to act as catalysts for growth and private development in the downtown. These projects can be designed and built independently or bundled in groups for greater impact or effectiveness. The timing and phasing of recommended improvements will depend on available funding, development pressures and other factors.

Street Improvements

1. St. Anne Street roadway narrowing and pedestrian realm improvements – Perron to St. Thomas segment

This project should be coordinated with development of the Civic Square.

2. St. Anne Street realignment and extension from St. Thomas Street to Tache Street

This project could proceed before or after the above St. Anne Street improvement. It includes an extension of Grandin Road to the realigned St. Anne Street.

3. St. Anne Street extension from Tache Street to Sir Winston Churchill Ave

This project should follow the above St. Anne Street improvements.

4. Perron Street roadway narrowing and pedestrian realm improvements

5. St. Thomas Street median improvements

6. Tache Street green corridor north of Sir Winston Churchill Avenue

The section of Tache Street south of Sir Winston Churchill Ave should be secured through the redevelopment of the Grandin Mall site.

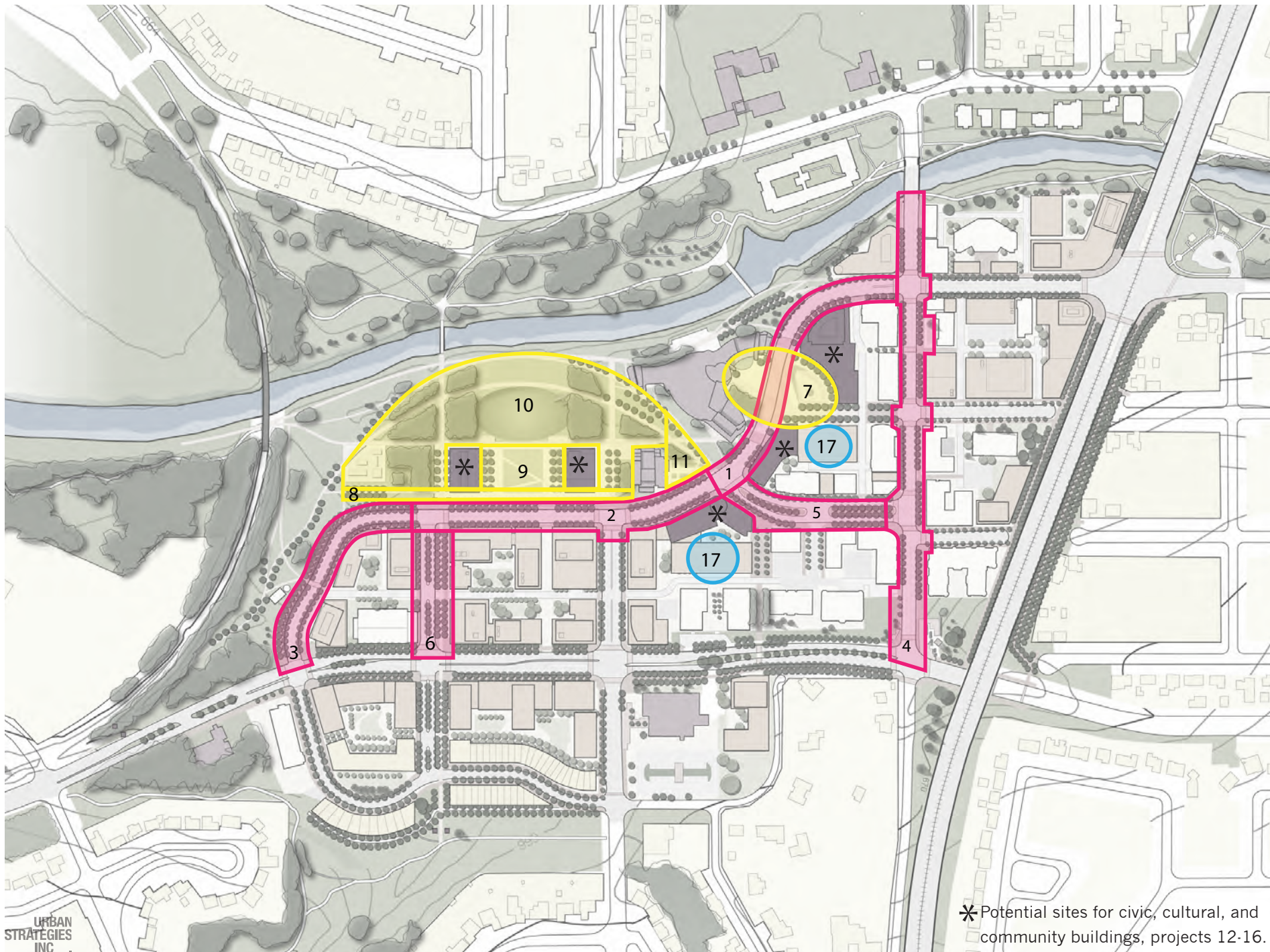
Parks and Open Spaces

7. Civic Square

This project will be coordinated with development of a public parking structure on the south side of the square, with retail uses at grade.

8. Millennium Park Phase 1 – The Promenade

This project should be coordinated with the extension of St. Anne Street to Tache Street.



9. Millennium Park Phase 2 – Millennium Square

This project should be coordinated with the development of one or both public buildings in the park.

10. Millennium Park Phase 3 – The Lawn and Amphitheater

11. Cardinal Walk between St. Albert Place and the Provincial Courthouse

This project should be coordinated with improvements to St. Thomas Street.

Civic, Cultural and Community Buildings

12. Expansion of the Profiles Art Gallery

13. Development of a New Seniors Centre

This project should consider incorporating space for the Canadian Legion.

14. City Hall Annex Building

Three potential sites have been identified for this building. It may be pursued as part of a

joint project that also includes a public parking structure and/or private development.

15. Library Project

Five potential sites have been identified for the potential relocation of the library. These includes the two sites flanking Millennium Square. Alternatively, the library may be expanded in its current location within St. Albert Place.

16. Cultural and Potential Market Building in Millennium Park

Other

17. Public Parking Structure(s)

The Downtown Parking Strategy will set out an implementation plan for the phased development of parking structures. These projects should be developed with other abutting or integrated uses (civic, commercial, residential).

4. Development Partnerships

The City's ownership of a large proportion of downtown's redevelopable lands is a tremendous advantage. Strategic sites not required for municipal purposes may be sold to private developers or used to leverage development partnerships for public and private benefit. A thoughtful approach is needed to redevelop lands, form partnerships with developers, build necessary supporting infrastructure and manage the redistribution of parking as surface parking is replaced by development. The City should monitor the marketability of its lands and periodically assess the costs and benefits of selling land or pursuing a development partnership to achieve one or more projects identified in section 3.

In looking for a partnership model, the City should consider The Bridges development on the former site of the Calgary General Hospital. In this redevelopment model, a department responsible for city-owned land assets, Corporate Properties and Buildings, acted as land developer, created an Outline Plan, subdivided the land and sold off individual parcels in phases through a competitive Request For Proposal process. Each parcel was

sold based on specific criteria that included triple bottom line objectives and other very specific design guidelines based on an Area Redevelopment Plan. Prior to the disposal of land to private developers, the physical infrastructure including new streets, sidewalks, landscaping, public parks and plazas, sewers, and other hard infrastructure were built.

The Bridges is one of the best examples of how to implement a large scale publicly-led redevelopment project. It offers a proven model already in place in Alberta, and has similarities to the reurbanization context in downtown St. Albert.

5. Funding Tools and Strategies

This section sets out a number of tools and strategies that may be utilized by the City to fund and achieve the various improvements in the plan.

5.1 Community Enhancement Fund

Revenue for public improvements in St. Albert such as development levies, Council-approved budget allocations and grants from senior levels of government could be pooled into a Downtown St. Albert Community Enhancement Fund (CEF). The CEF would be established by Council and administered by a Committee with a Terms of Reference and membership to be approved by Council. The Committee should have a core membership from a number of departments within the City including: Planning and Development, Parks, Transportation and others. Additional membership could include other stakeholders within downtown St. Albert such as businesses and landowners. Each year, or as is necessary, the Committee would prepare a list of priority projects for funding to be approved by Council.

5.2 Development Levy

A Development Levy should be one of the primary sources of funding for recommended improvements. The levy rate must be fair and equitable to developers and ensure that downtown St. Albert is competitive with other areas of the city for development.

To determine the Levy rate, the City should:

- Prepare a costing of priority public improvements;
- Determine what proportion of this cost should be funded through the development levy in light of other potential funding sources; and
- Determine an estimate of the quantity of development that will occur within the downtown and establish a levy rate per square metre of gross floor area that will achieve the desired amount of revenue.

5.4 Community Revitalization Levy

A Community Revitalization Levy (CRL) is a variation on the Tax Increment Financing (TIF) tool which is commonly used in the United States and has recently been adopted in Alberta under the Municipal Government Act. It is being utilized in Calgary's Rivers District and is being implemented for the Fort Road area in Edmonton. This financing tool works by identifying a redevelopment area and affixing a boundary. Within that boundary, the existing tax base that will continue to flow into the City's general revenue stream is determined. The City or development agency borrows money which in turn is reinvested in the community, commonly for affordable housing, public realm improvements and other hard and soft infrastructure. This investment spurs private development, which increases the tax base. The incremental amount above the 'frozen' tax base is used to pay back the loan.

The CRL or TIF system is often only utilized in situations where there is zero or negative growth and where a community is 'blighted', therefore unable to attract any private investment. However, this definition is fluid, and is often used in areas where there is growth. It can be seen as a way for improvements to 'pay for themselves' and access to financing for projects. The ability to leverage the sale of public lands is an important factor in establishing CRL zones.

6. Plan Monitoring

The DARP will not be a static document. It is a plan that will evolve, change and be amended as new ideas and opportunities come forward over the next 25 years. The policies of this Plan will be monitored for their effectiveness and adapted to respond to changing conditions. Amendments arising from the monitoring program will be brought forward for City Council's consideration where appropriate. Indicators should be developed and used to monitor the effectiveness of the DARP policies over time.

The City will continue to engage affected businesses, property owners, other stakeholders and the public as the plan is implemented and when amendments to the DARP and to the Land Use Bylaw are proposed.



Appendix A

Development and Parking Yields

Development and Parking Yields

As part of the DARP process, the quantum of new development and parking was estimated. This estimate was based on a full-build out of the Physical Concept put forward in the plan. These estimates are for illustrative and working purposes only and are presented here as a guideline for further refinement.

Development

The development yield estimates the Gross Floor Area of new development and also breaks down the potential amount of commercial, retail or institutional uses and a potential number of residential units. The development yield was calculated with an assumption that each building would have an efficiency rate (useable floor area) of 80% of Gross Floor Area establishing the Net Floor Area. It also assumed that 80% of the total Net Floor Area would likely be for residential uses, with the remaining 20% for commercial, retail or institutional uses. The residential unit calculation was based on an assumption of an average 90 square metre unit size. Development

yield calculations excluded the Grandin Mall site, which is subject to an active development proposal. It was assumed to contribute approximately 1200 residential units upon build out based on the current proposal, in addition to other illustrated development in the Physical Concept.

Development Yields:

- Total Gross Floor Area: 237,000 square metres
- Total Net Floor Area: 190,000 square metres
- Total Commercial, Retail and Institutional Net Floor Area: 38,000 square metres
- Total Residential Units 2800 (including 1200 at the Grandin Mall Site)

Parking

Total structured parking potential was also calculated. Five sites in the Physical Concept are identified as potential locations for above grade parking garages. The yields calculated the maximum possible number of parking stalls possible on a five level parking structure, but it is unlikely that all parking structure footprints would not be as large as the total site area the calculations were based on.

The number of parking spaces was calculated by taking the Gross Site Area, multiplying by 5 levels to get the total Gross Floor Area and an assumption of 1 stall per every 32 square metres of the Gross Floor Area. This calculation is for shared public parking and does not represent all new parking that would be built. It is expected that all new residential development will provide all its required dedicated private parking on site, much of which would be contained within the building envelope.

Parking Yields:

- Over the five sites it is estimated that a maximum of 3500 parking stalls could be developed.