

Housing Accelerator Fund: Expanding Housing Options

The federal government is investing \$11.8 million in the City of St. Albert to help make it **easier and faster** to build more housing, while enabling growth that is **thoughtful & well-planned** for our community. Work is underway on seven related initiatives:

- Planning for how lands within 800 metres of planned transit along St. Albert Trail can be used for more housing and mixed-use buildings. (Initiative #1)
- Planning for more housing through small-scale growth in existing neighbourhoods. (Initiative #3)

**#1 Transit
Corridor
Intensification
Strategy**

#2 Quick Wins
Regulatory Updates
(completed Jan 2026)

**#3
Neighbourhood
Intensification
Strategy**

#4 Public Lands
Redevelopment
Strategy

#5 Electronic
Building Permit
Program

#6 Parking
Regulation Study
(completed Jan 2026)

#7 Development
Concierge Service
(launched Dec 2025)

Housing Accelerator Fund: Expanding Housing Options

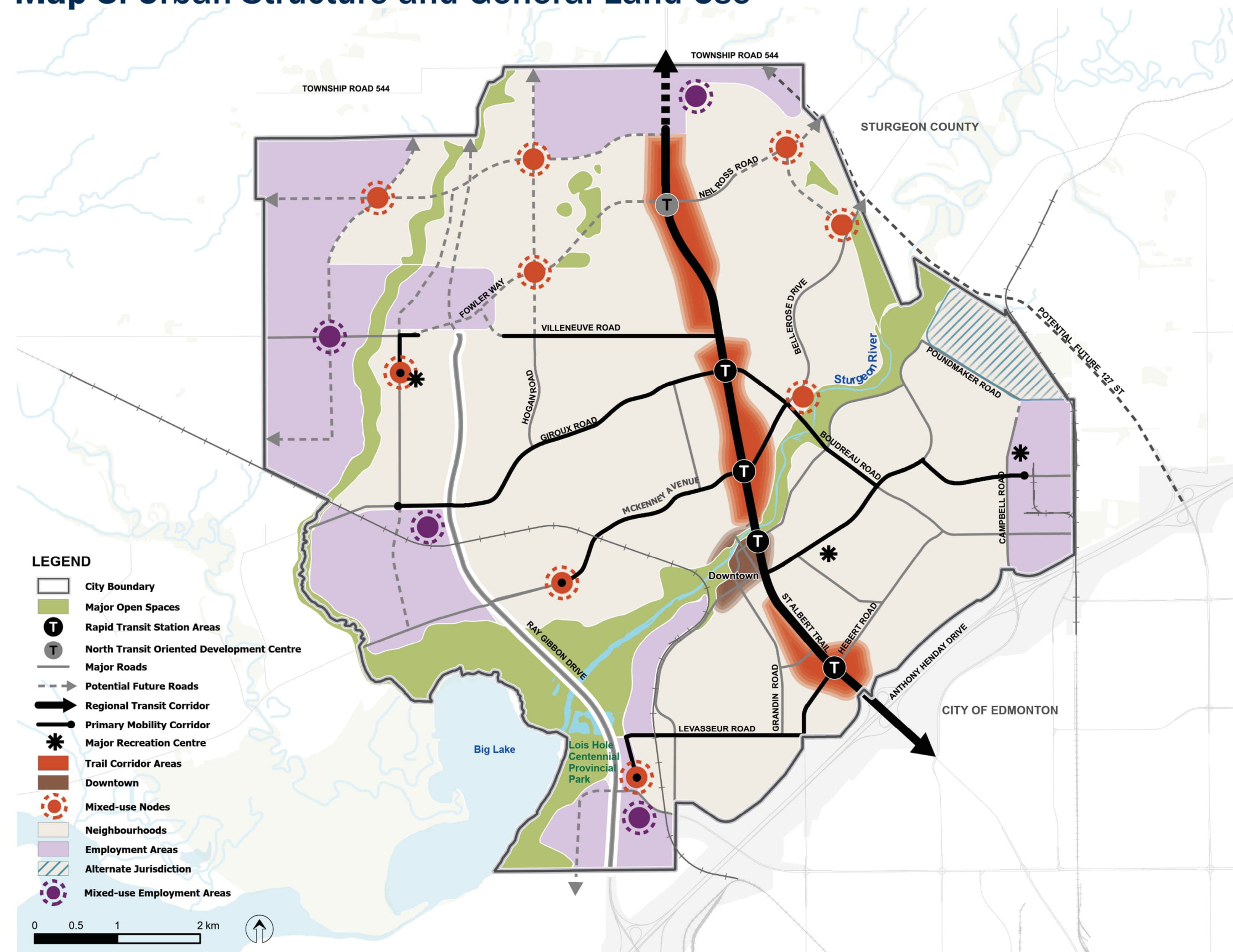


* To be confirmed

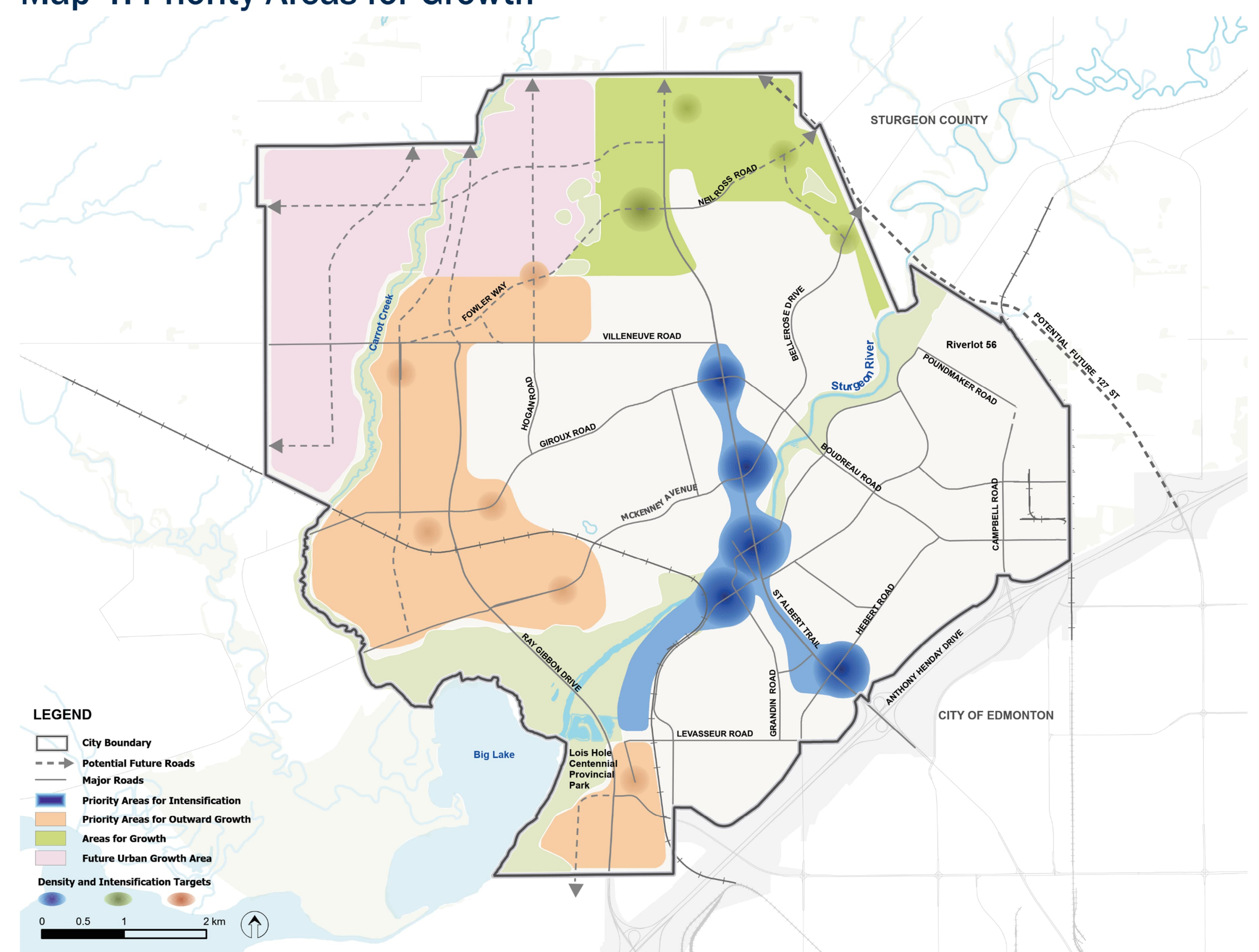
Expanding housing options aligns with *Flourish*

Approved in April 2021, *Flourish* is St. Albert's long-term plan to grow to 100,000 residents. As part of this plan, at least 20% of new homes are intended to be built along St. Albert Trail and within existing neighbourhoods.

Map 3: Urban Structure and General Land Use



Map 4: Priority Areas for Growth



St. Albert Housing Needs Assessment (June 2026)

Housing need and supply in St. Albert was analyzed through demographic trends, market conditions, affordability measures, and lived experiences.

Key Insight #1: Ownership Housing

There is a need for a diverse range of ownership housing options at varying price points.

Key Insight #2: Rental Housing

There is a need for an increased supply of purpose-built rental housing in a range of sizes and affordable to all household incomes.

Key Insight #3: Housing for all Life Stages

There is a need for a range of housing options to suitably accommodate residents at various life stages.

Key Insight #4: Non-Market Housing

There is a need for an increase in non-market housing, including seniors' housing, to support households in need.

What We Learned: Expanding Housing Options Survey

Main themes from the survey feedback included:*

- ❖ Protect **St. Albert's qualities** and maintain neighbourhood **character**.
- ❖ Provide more housing options that are **affordable and suitable** for a range of residents, including seniors, young adults, and families.
- ❖ Importance of **high quality design**, consistent **standards**, and making **effective use of existing infrastructure** to manage long term costs.
- ❖ Respond to **evolving housing needs**, demographics, and **infrastructure pressures**.
- ❖ Direct growth to **strategic locations** where it can be **appropriately planned and serviced** (e.g., new neighbourhoods, downtown, and along major corridors).
- ❖ Importance of **transparent decision making**, meaningful **community input**, and clear **Council oversight**.

* Based on 585 survey responses received from March 9-27, 2026.

What We Did: Revised Guiding Principles

1. Broaden Housing Options in Established Neighbourhoods

Focusing on semi-detached, duplex, smaller single-detached homes, and secondary suites.

2. Foster Complete Communities along St. Albert Trail

Emphasis on St. Albert Trail as the strategic location for growth.

3. Deliver High Quality Urban Design and Public Realm

High quality design for all housing forms.

4. Optimize Land and Infrastructure Efficiency

Pair intensification with investment in upgrades to service anticipated growth.

Low Density Residential (LDR) District

The **Low Density Residential (LDR)** District covers the majority of neighbourhoods in St. Albert, as shown on the map.

WHAT IS BEING CONSIDERED?

Reduced minimum **lot width** for **single detached & semi-detached** dwellings, to allow for lot splitting on slightly smaller lots.

Single Detached	Current	Draft
Interior lot	8.60 m (with lane) 9.82 m (no lane)	8.00 m (all lots)
Corner lot	11.35 m (with lane) 12.72 m (no lane)	10.75 m (with lane) 11.35 m (no lane)

Semi-Detached	Current	Draft
Interior lot	7.35 m (with lane) 8.00 m (no lane)	7.35 m (all lots)
Corner lot	10.00 m (all lots)	10.10 m (all lots)

New dwellings with front-attached garages on narrow lots may only have **single-wide or tandem garages** and **single-wide driveways**.

WHAT WOULD STAY THE SAME?

All: Building height, lot coverage, setbacks.

Duplexes (two attached units on same lot):
Minimum lot width **13.00 m** (interior lot) and **15.00 m** (corner lot).

Secondary suites:
Max 2 suites on a duplex lot or a single detached lot meeting **current** smallest width.
Max 1 suite otherwise.

Townhouses:
Discretionary, maximum 4 units, and only on corner lots with rear lane.

No other housing types are being considered.

Trail Corridor Commercial (TCC) District

The **Trail Corridor Commercial (TCC)** District covers areas along St. Albert Trail currently dominated by commercial uses, but envisioned to have more residential and mixed uses in the long-term.

	Current Regulation	What is Being Considered?
Permitted Residential Uses	Mixed-use buildings	Mixed-use buildings and apartment buildings. Townhouses as part of a mixed-use or apartment building; otherwise at discretion of City staff.
Site Density	(New regulation)	Must be between 50 to 300 dwelling units per net hectare.
Building Height	Maximum 22.00 m.	Maximum 25.00 m (approx. 6 storeys with mixed-use).
Building Setback When Adjacent to Residential	Minimum 6.00 m.	Minimum 10.00 m for an apartment or mixed-use building when directly next to a low-density residential lot . City staff has discretion to require other setbacks or step-backs to mitigate impacts.
Building Façade Length	Should not exceed 100.00 m.	Should not exceed 80.00 m if facing a public street, residential site, park, or natural area.
Urban Design Evaluation	(New regulation)	Each development must submit a conceptual site development plan, traffic impact assessment , and details on architectural theme . It will be assessed on how well it contributes to and fits within the streetscape and with surrounding sites and buildings , and how well it is designed for pedestrians .

Mixed-Use Transit-Oriented Development (MU-TOD) District

This is a **new land use district being considered** that would enable higher density mixed-use development in proximity to future rapid transit. MU-TOD would not be applied to any parcel until a redistricting is brought forward by a landowner for City Council’s consideration.

	What is Being Considered?
Permitted Residential Uses	Mixed-use buildings and apartment buildings. Townhouses as part of a mixed-use or apartment building; otherwise at discretion of City staff.
Site Density	Minimum 100 dwelling units per net hectare.
Building Height	Maximum 35.00 m to 50.00 m (approx. 10-15 storeys with mixed-use).
Building Setbacks	As determined by City staff considering specific site contexts and urban design considerations.
Building Façade Length	Shall not exceed 80.00 m if facing a public street, residential site, park, or natural area.
Urban Design Evaluation	Each development must submit a conceptual site development plan, traffic impact assessment , and details on architectural theme . It will be assessed on how well it contributes to and fits within the streetscape and with surrounding sites and buildings , and how well it is designed for pedestrians .

Your Ideas on Expanding Housing Options

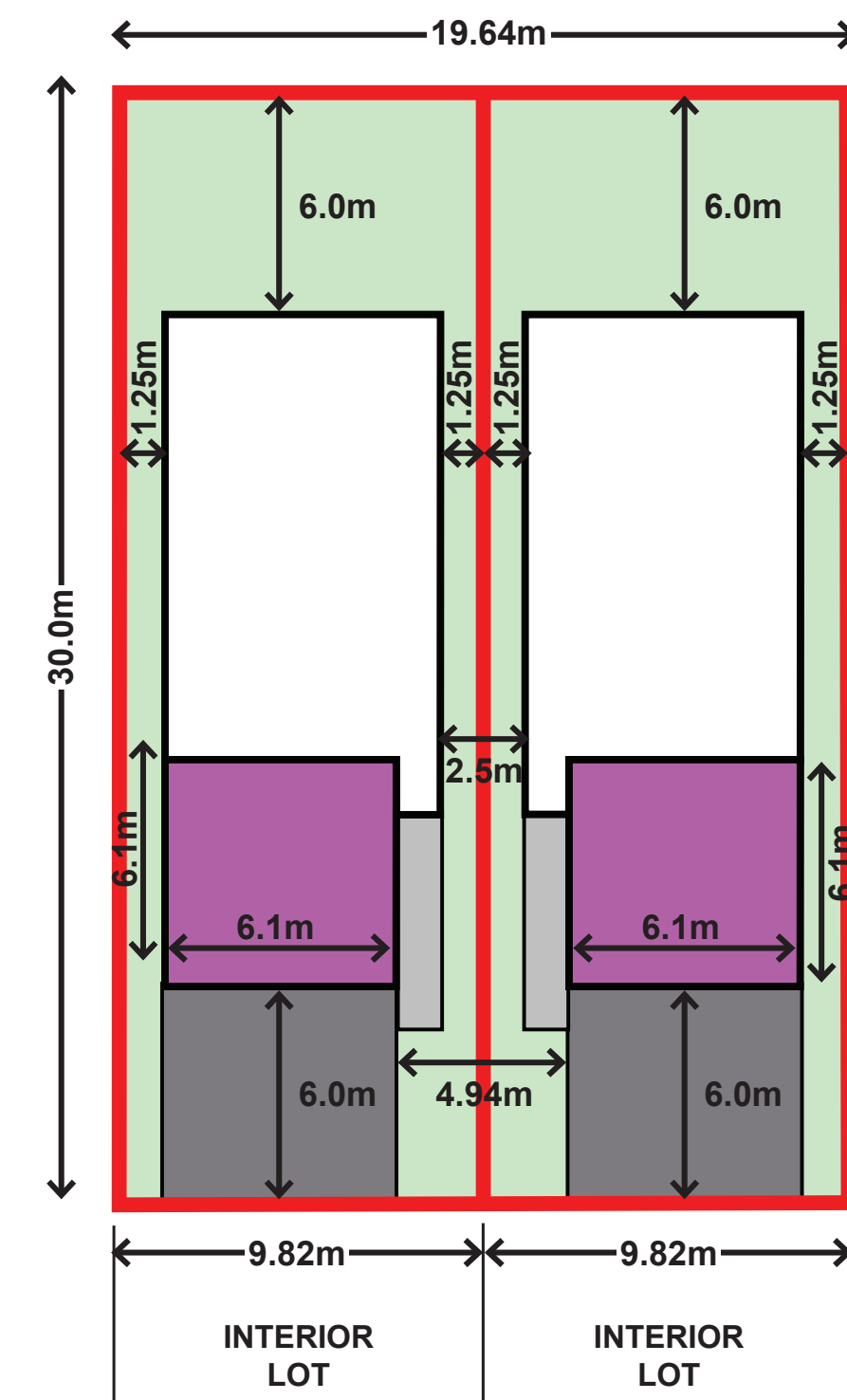
As we plan for future housing in these areas, what should we consider?
Share your thoughts below.

Opportunities

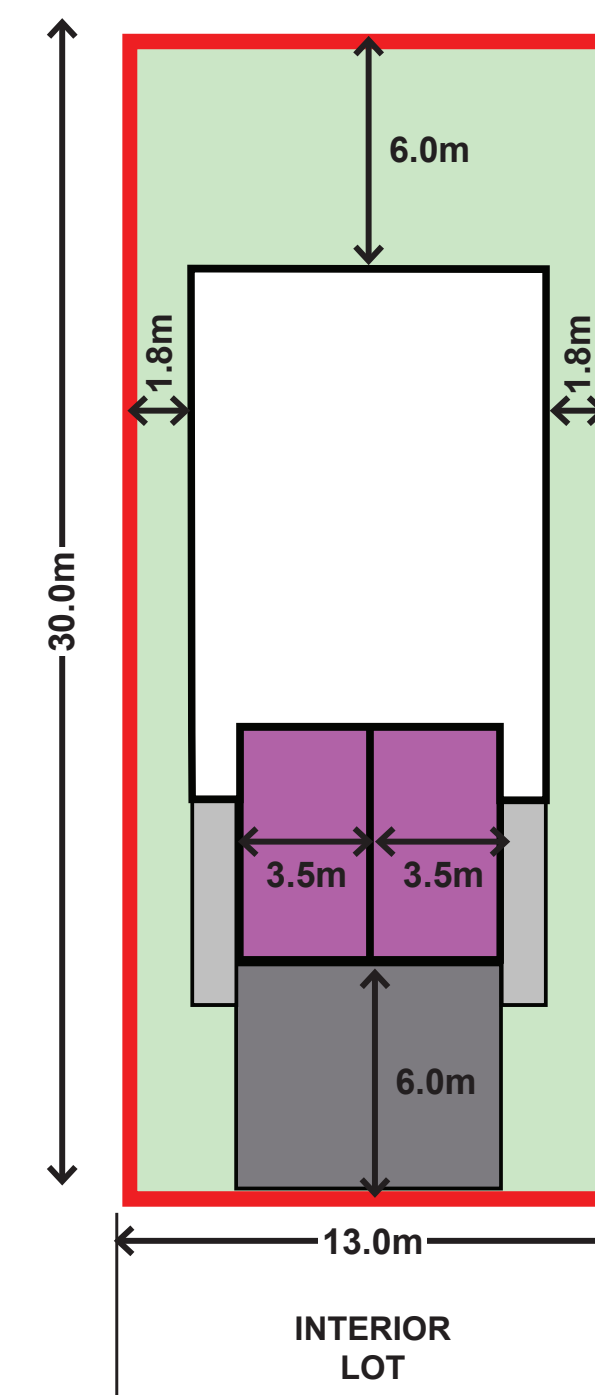
Challenges

What is possible under the current LDR District Land Use Bylaw regulations?

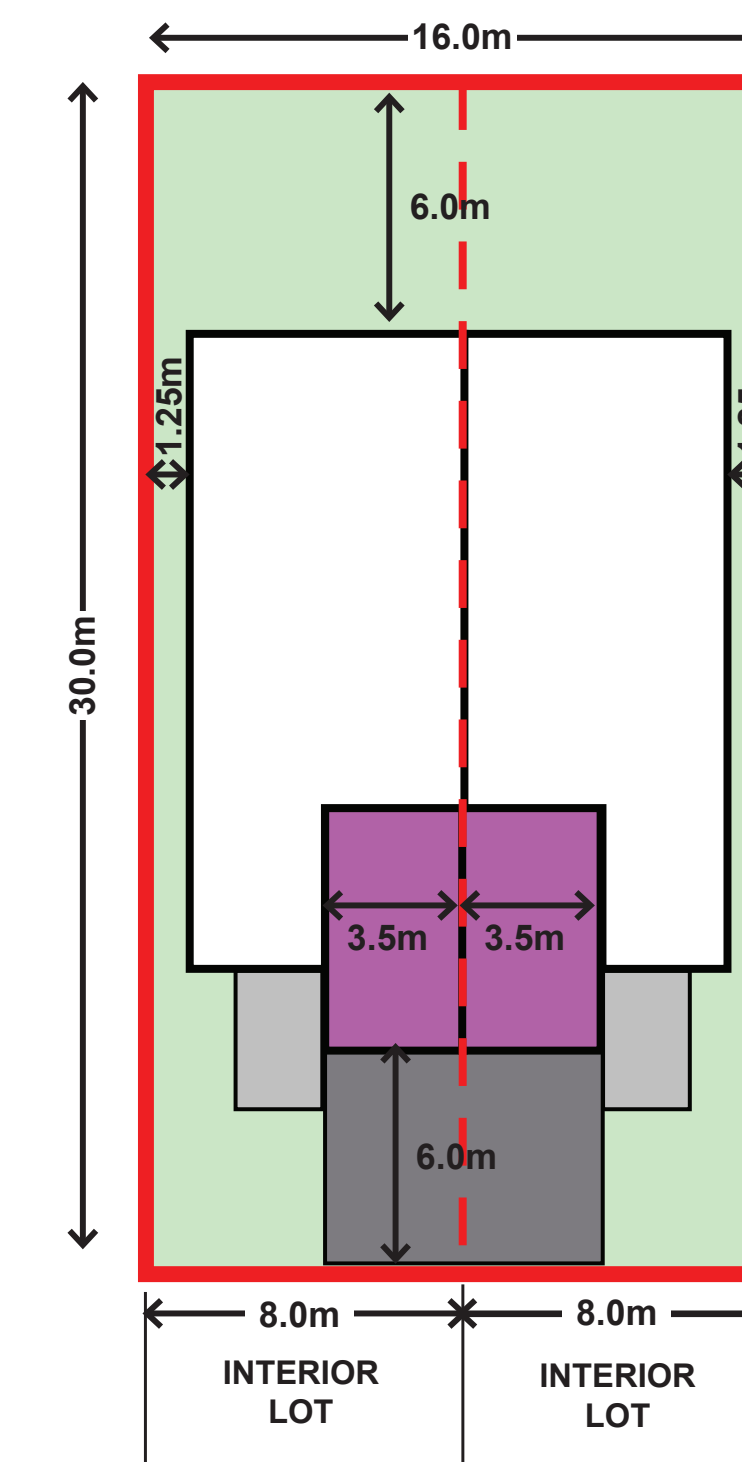
Single Detached



Duplex

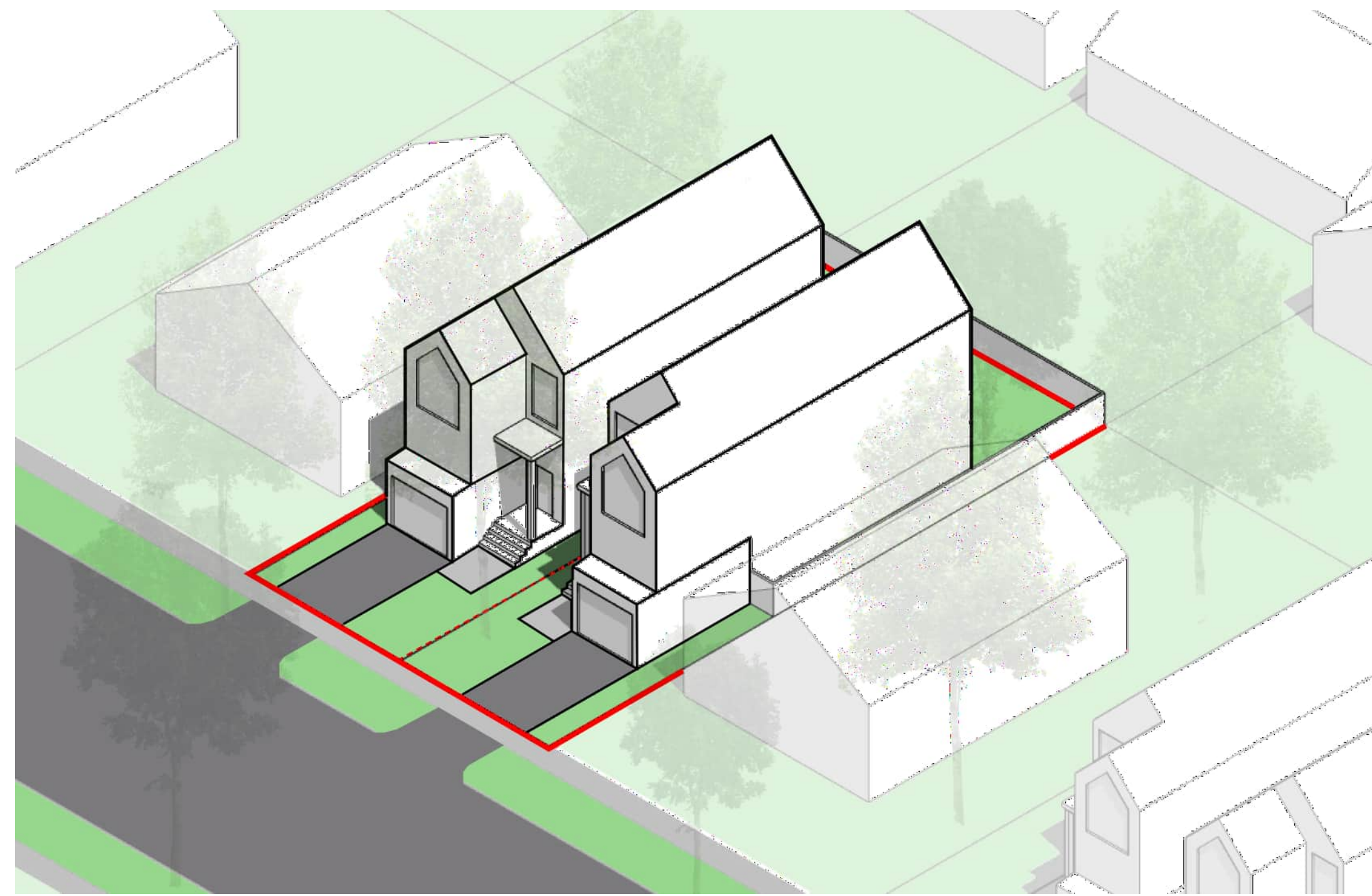
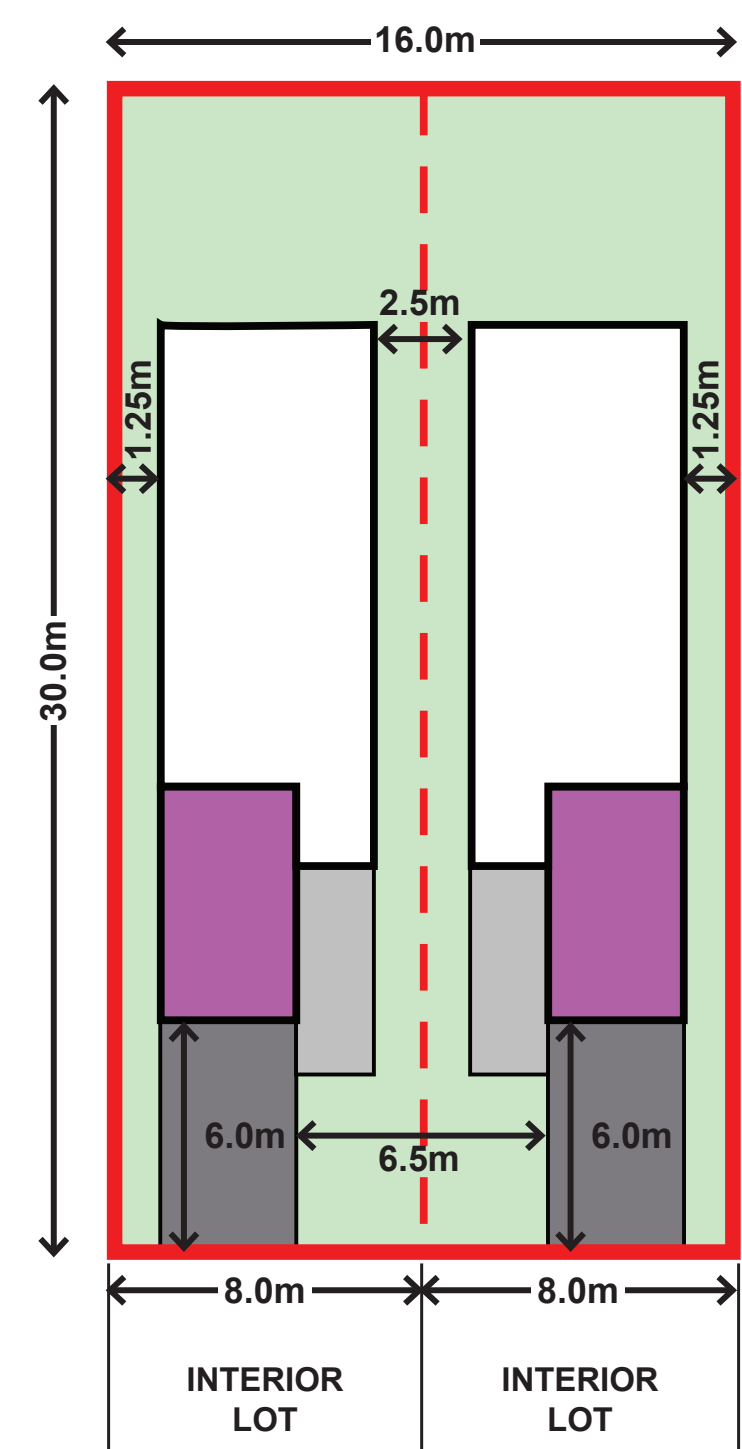


Semi-Detached



What is Being Considered? How New Housing Could Fit in Existing Neighbourhoods

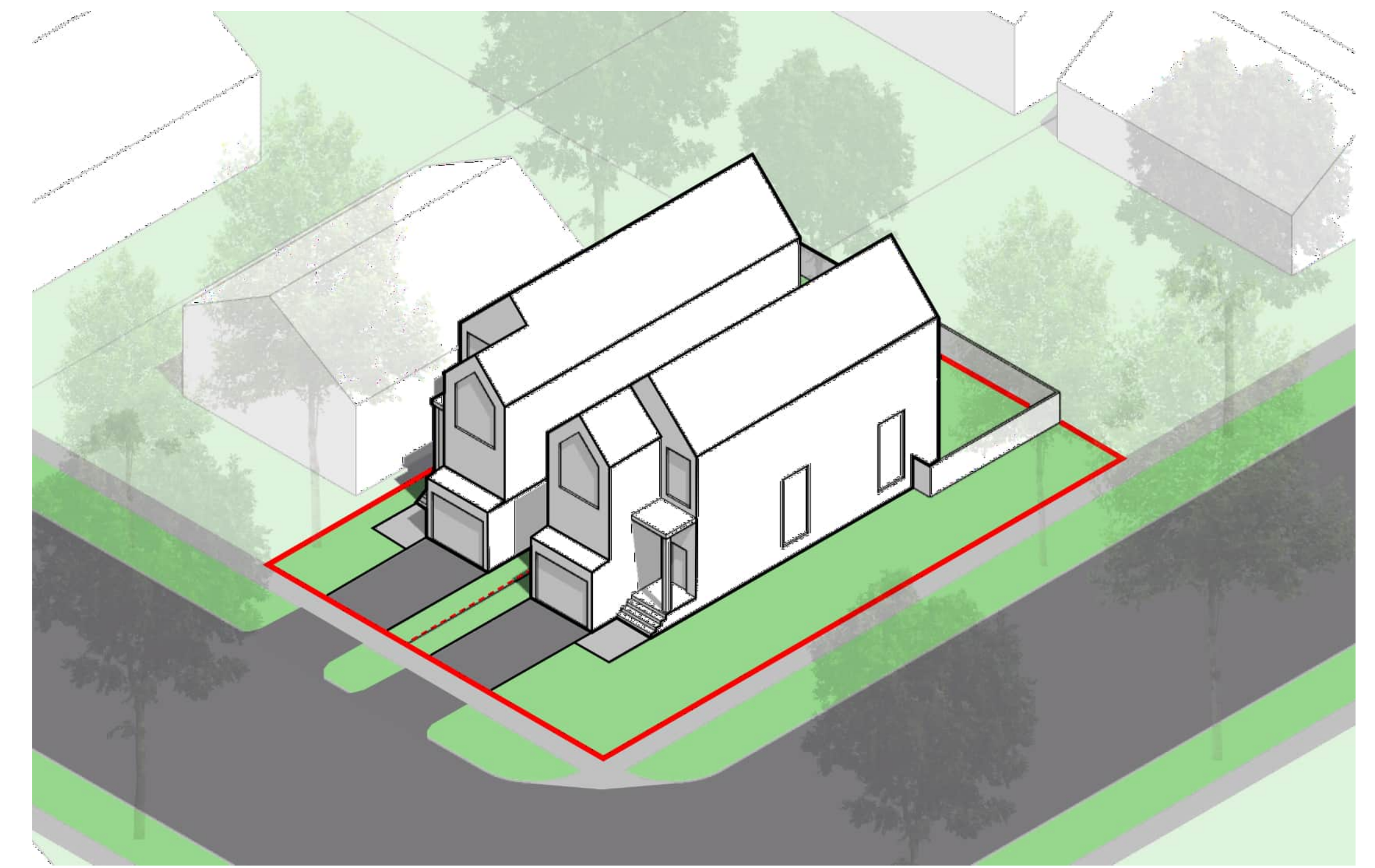
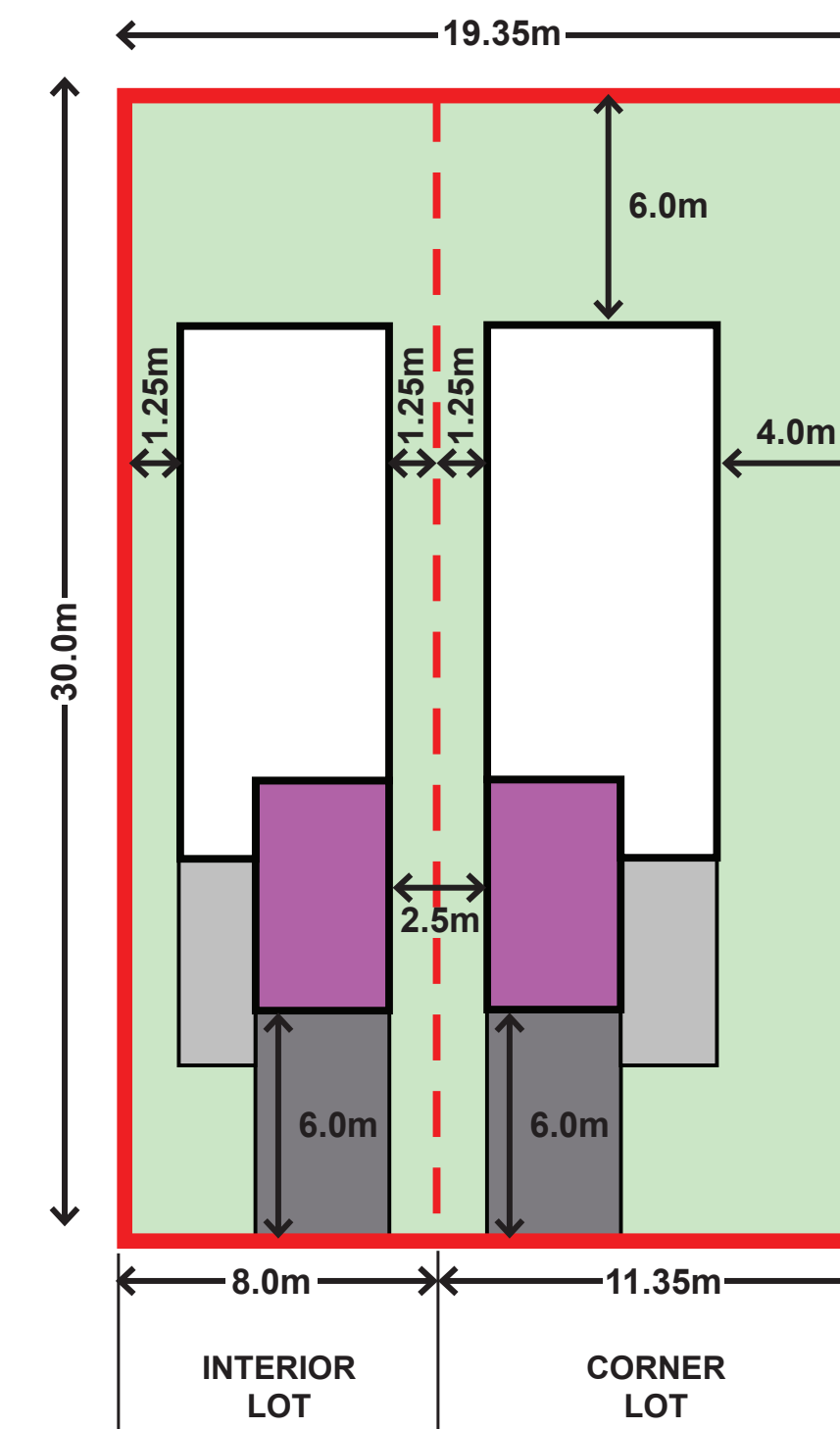
Single Detached Lot - Mid Block



LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Area
- Driveway Area
- Landscape Area

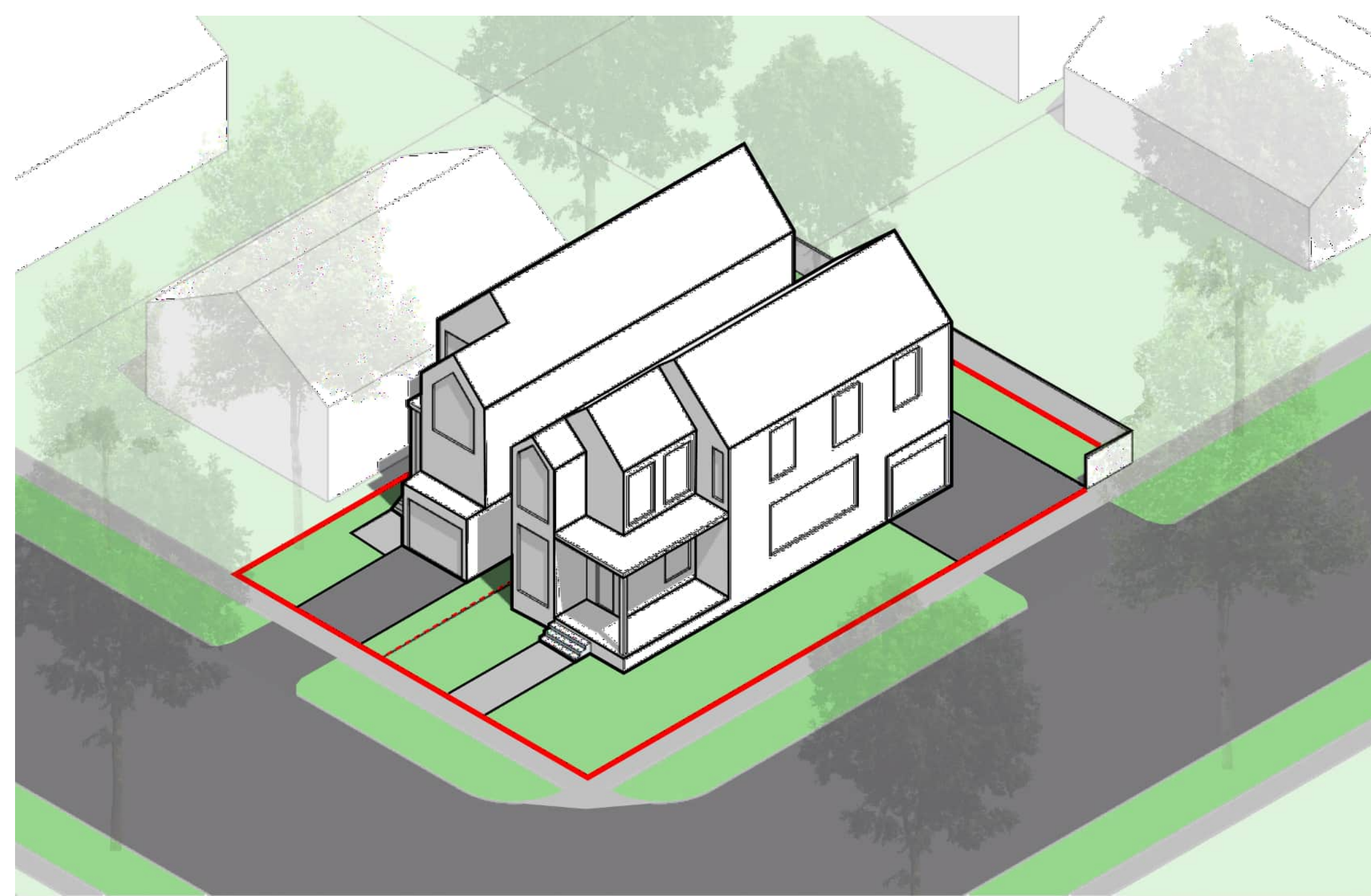
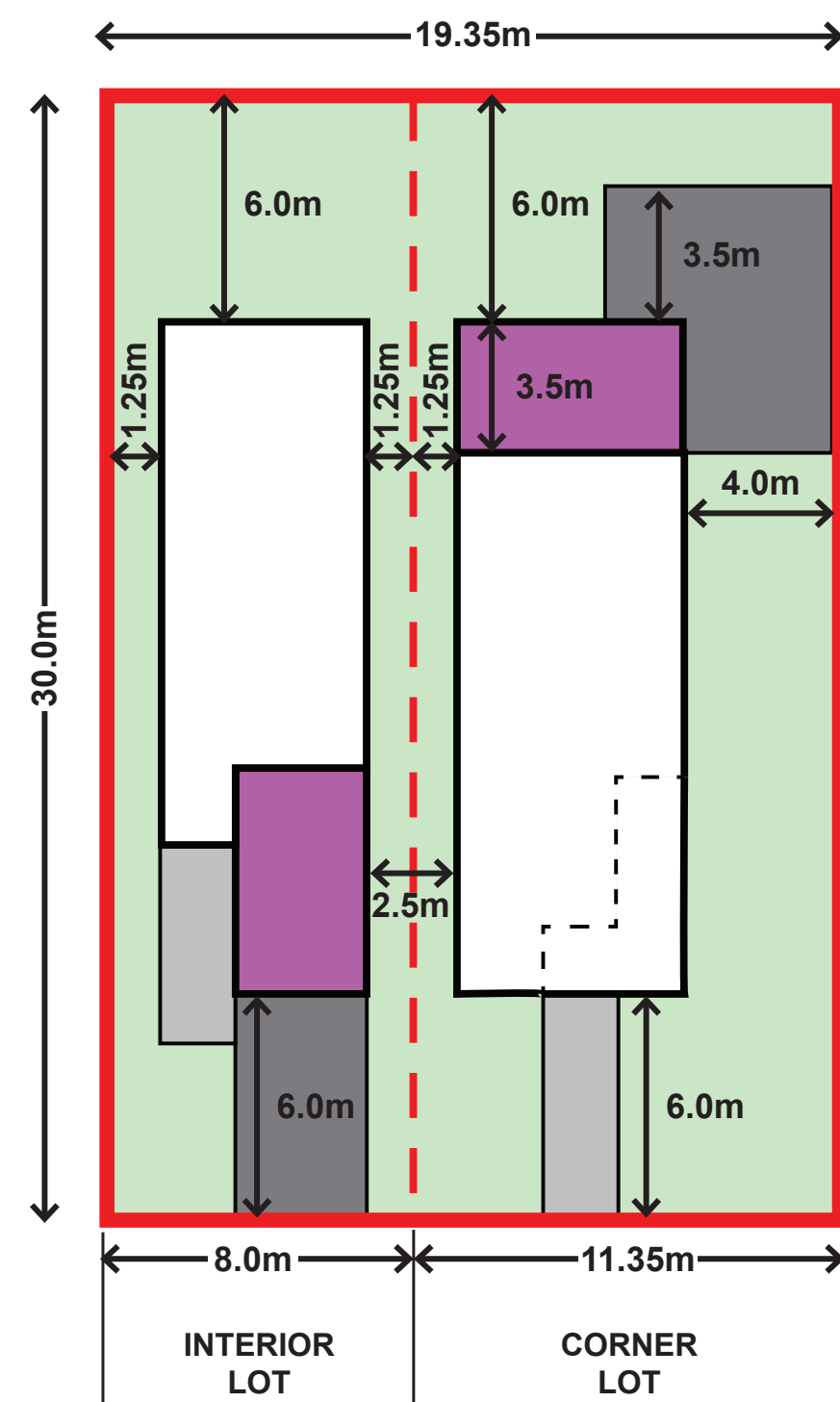
Single Detached Lot - Corner Lot - Option 1



LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Area
- Driveway Area
- Landscape Area

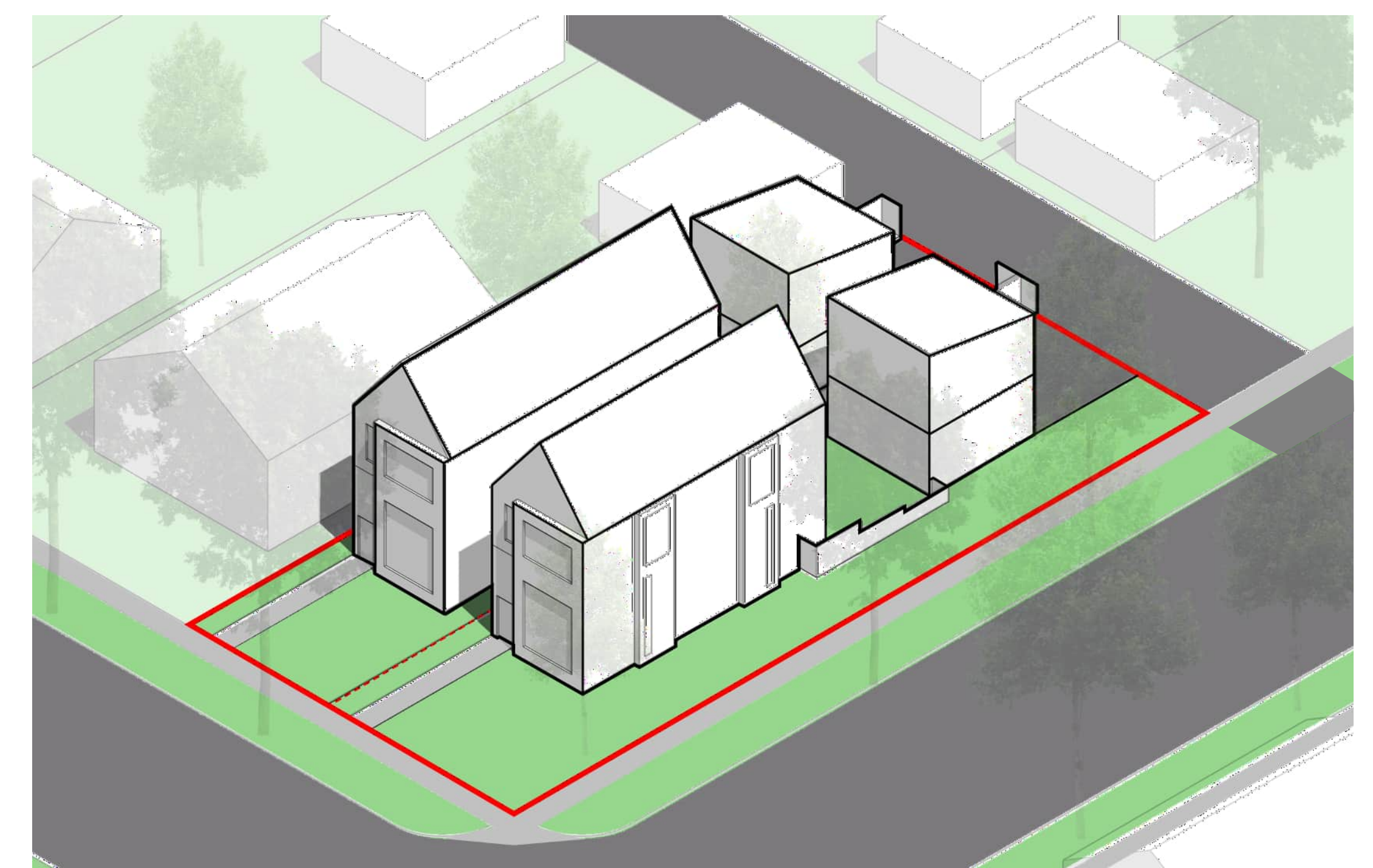
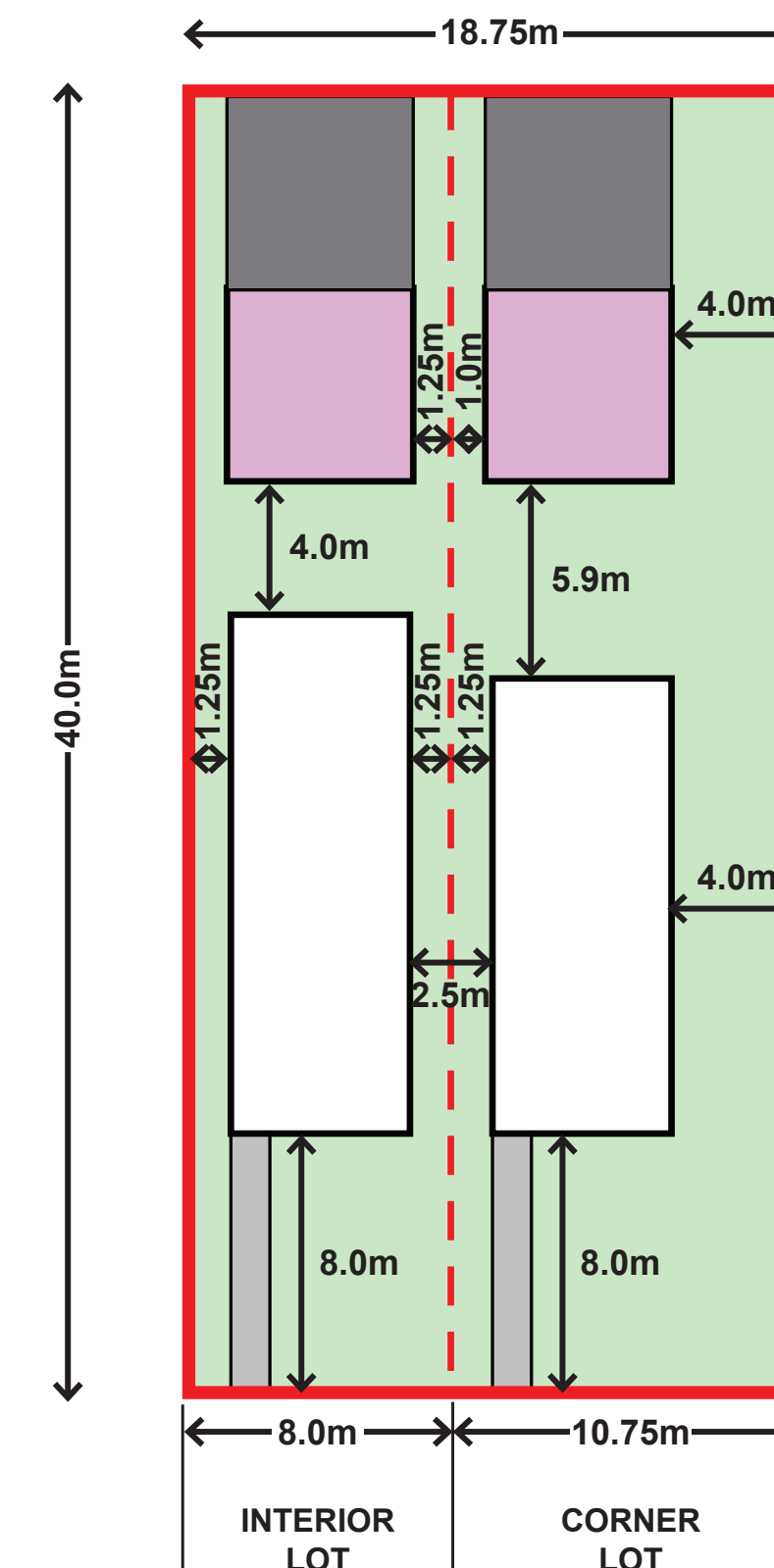
Single Detached Lot - Corner Lot - Option 2



LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Area
- Driveway Area
- Landscape Area

Single Detached Lot - Corner Lot w/ Lane

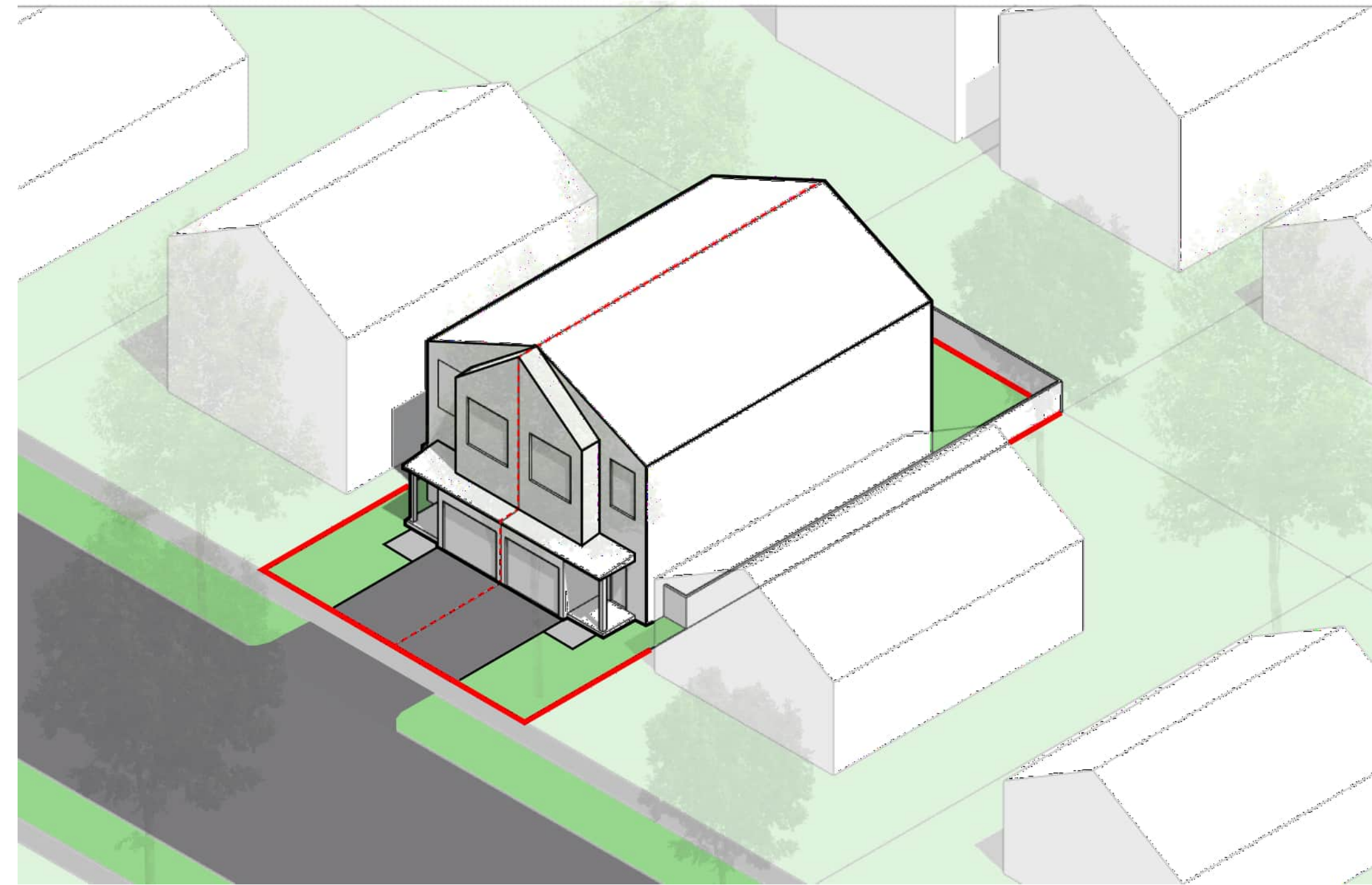
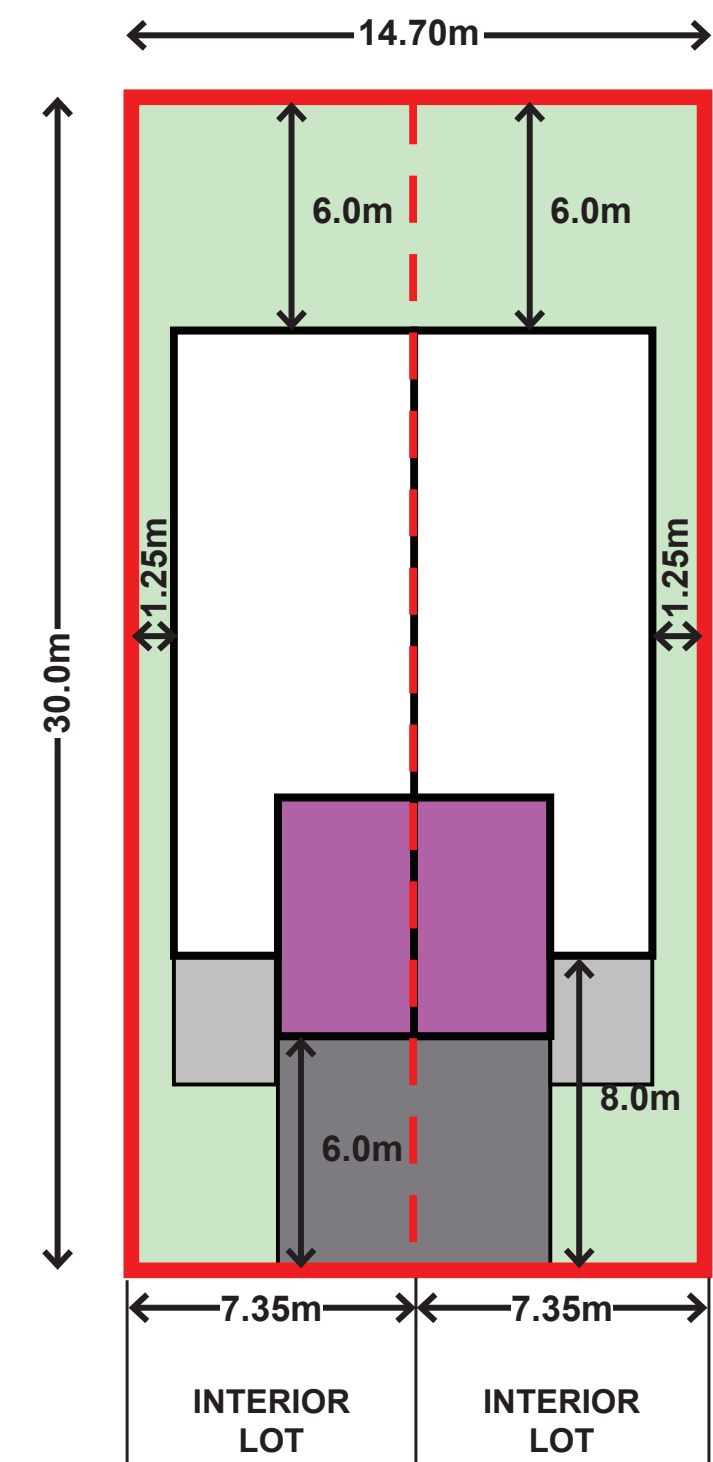


LEGEND

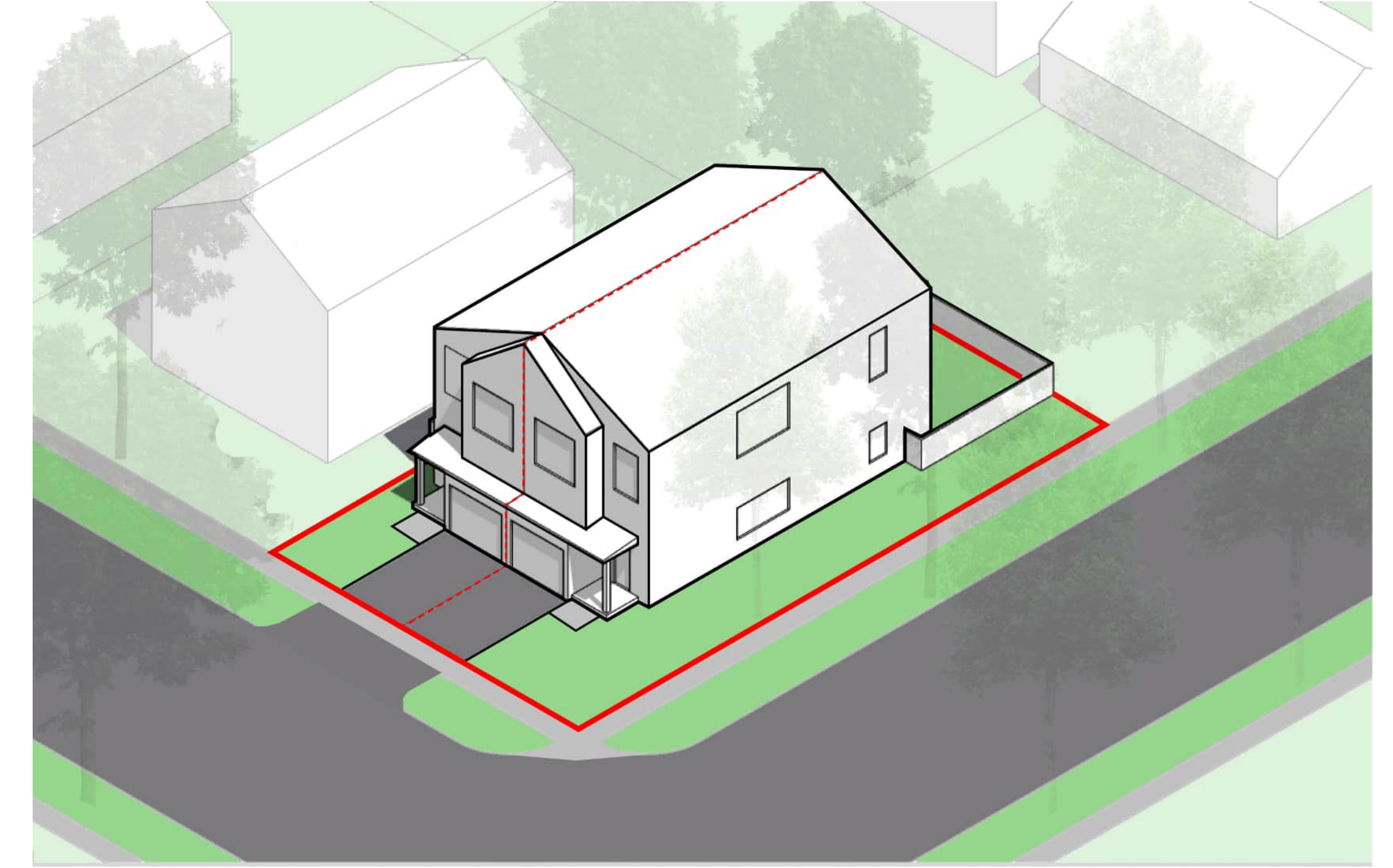
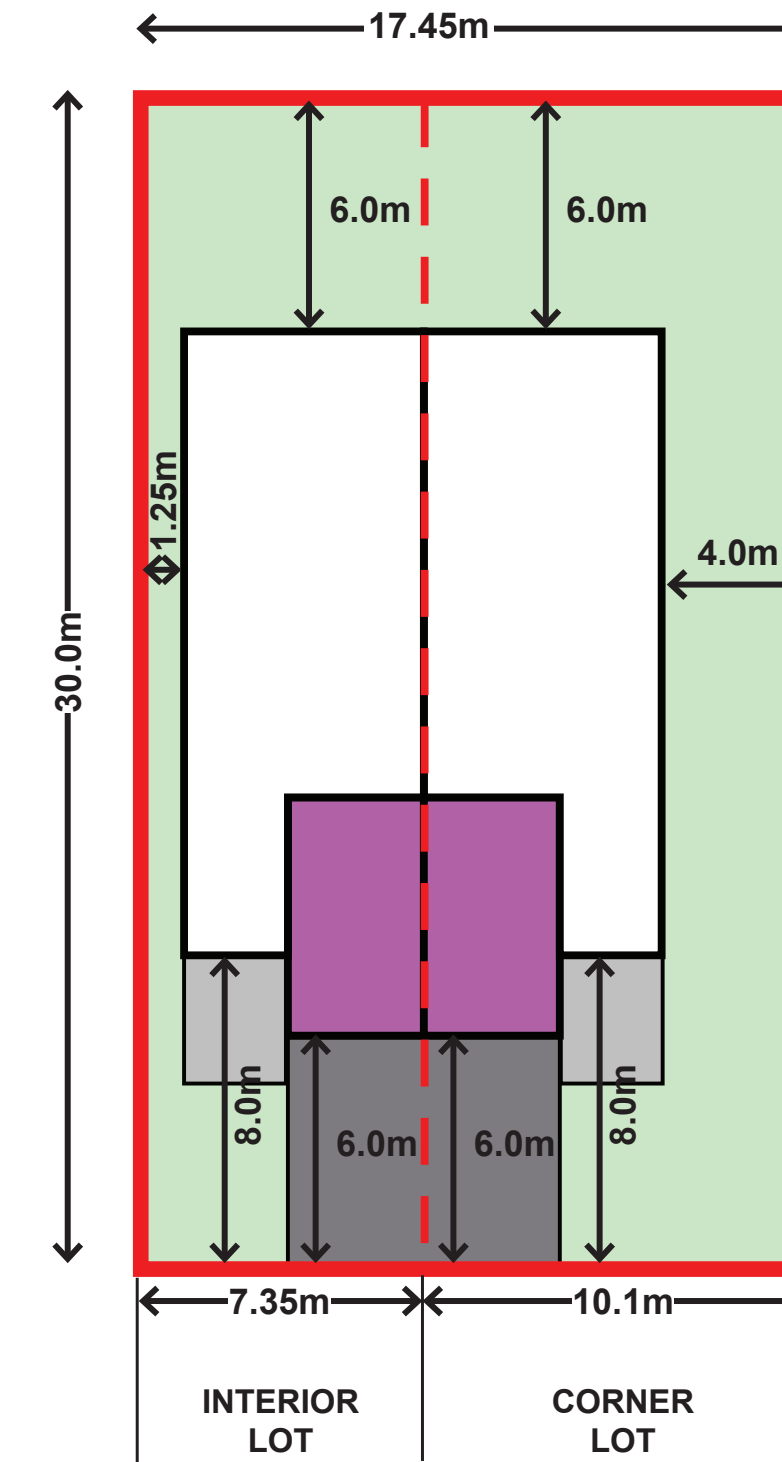
- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Suite
- Driveway Area
- Landscape Area

What is Being Considered? How New Housing Could Fit in Existing Neighbourhoods

Semi-Detached Lot - Mid Block



Semi-Detached Lot - Corner Lot



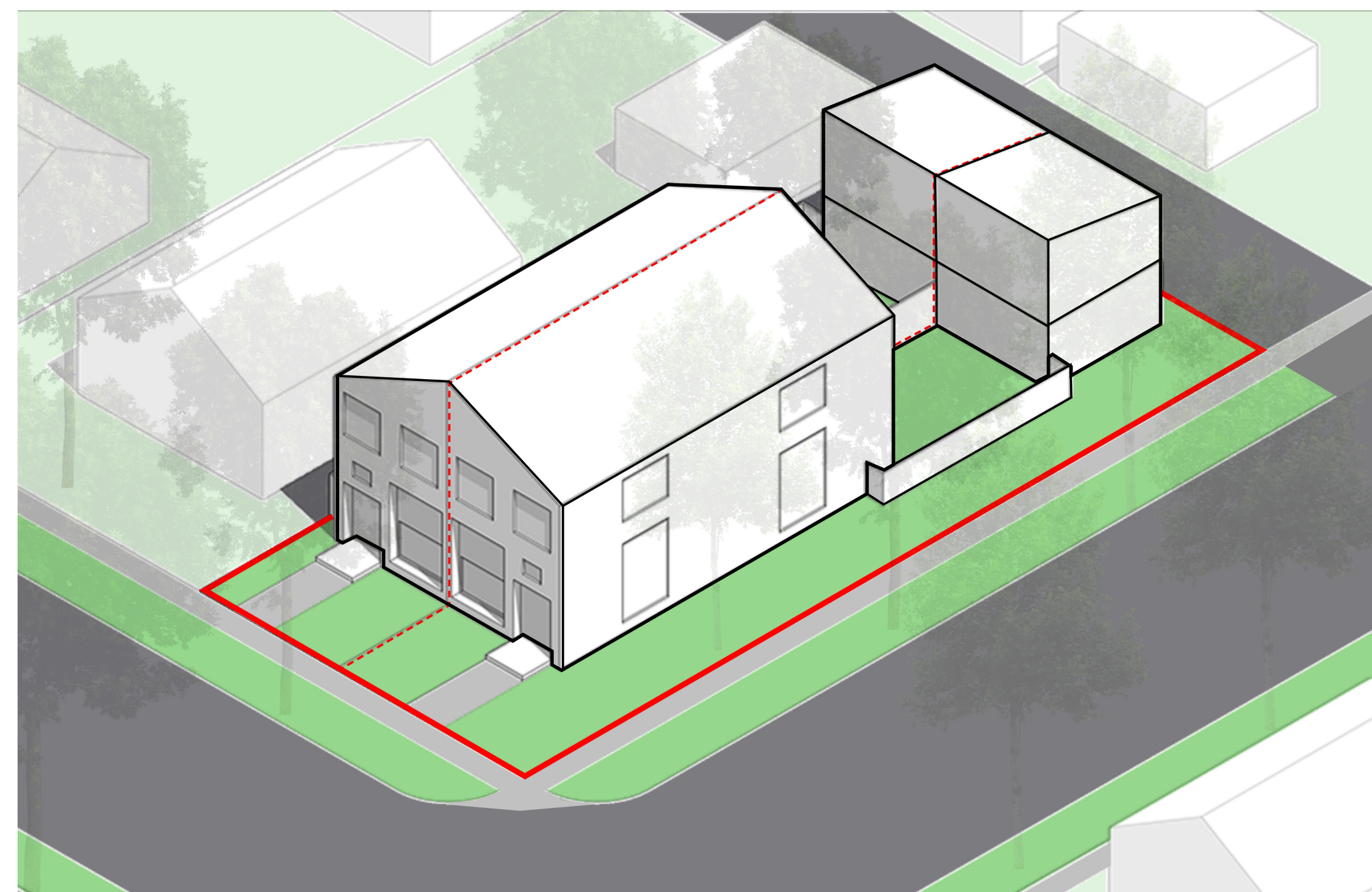
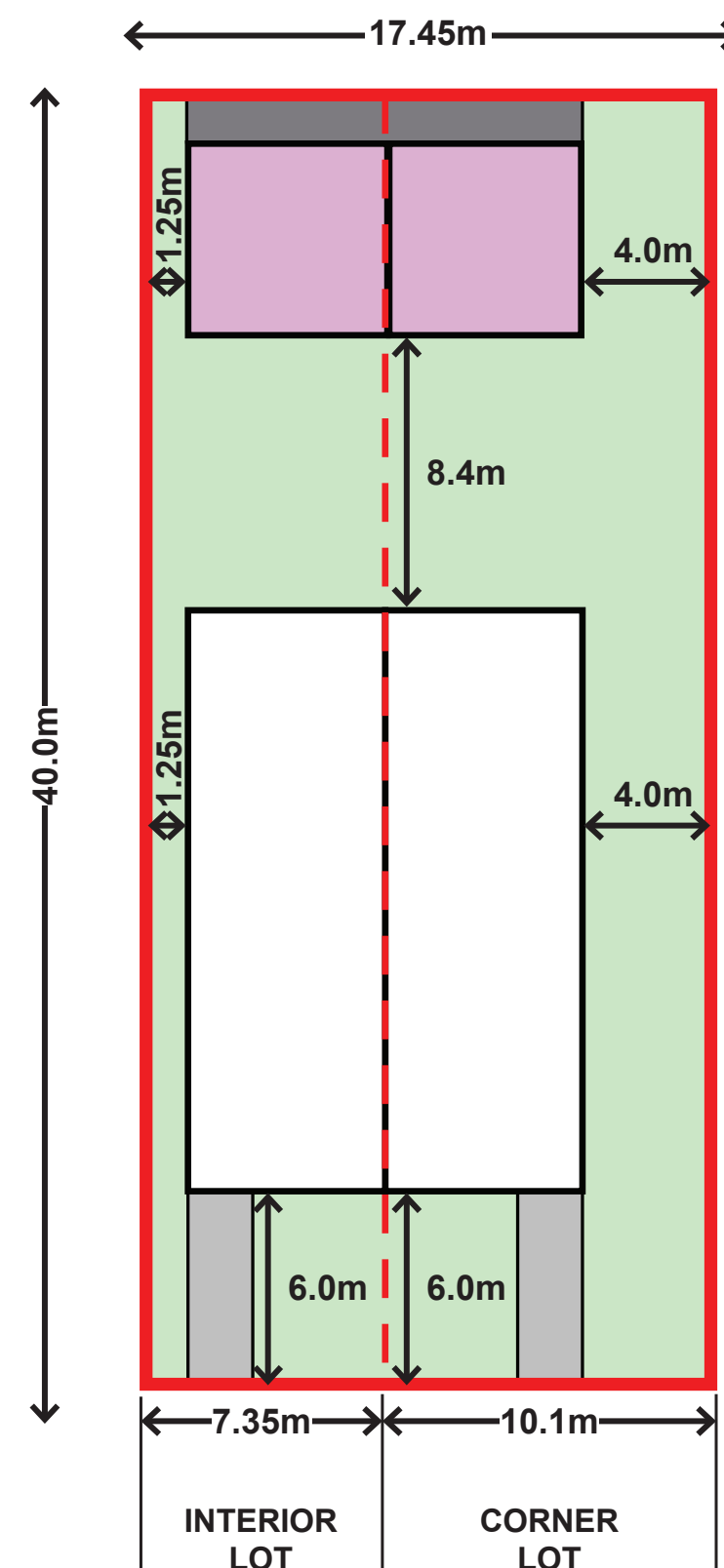
LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Area
- Driveway Area
- Landscape Area

LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Area
- Driveway Area
- Landscape Area

Semi-Detached Lot - Corner Lot w/ Lane

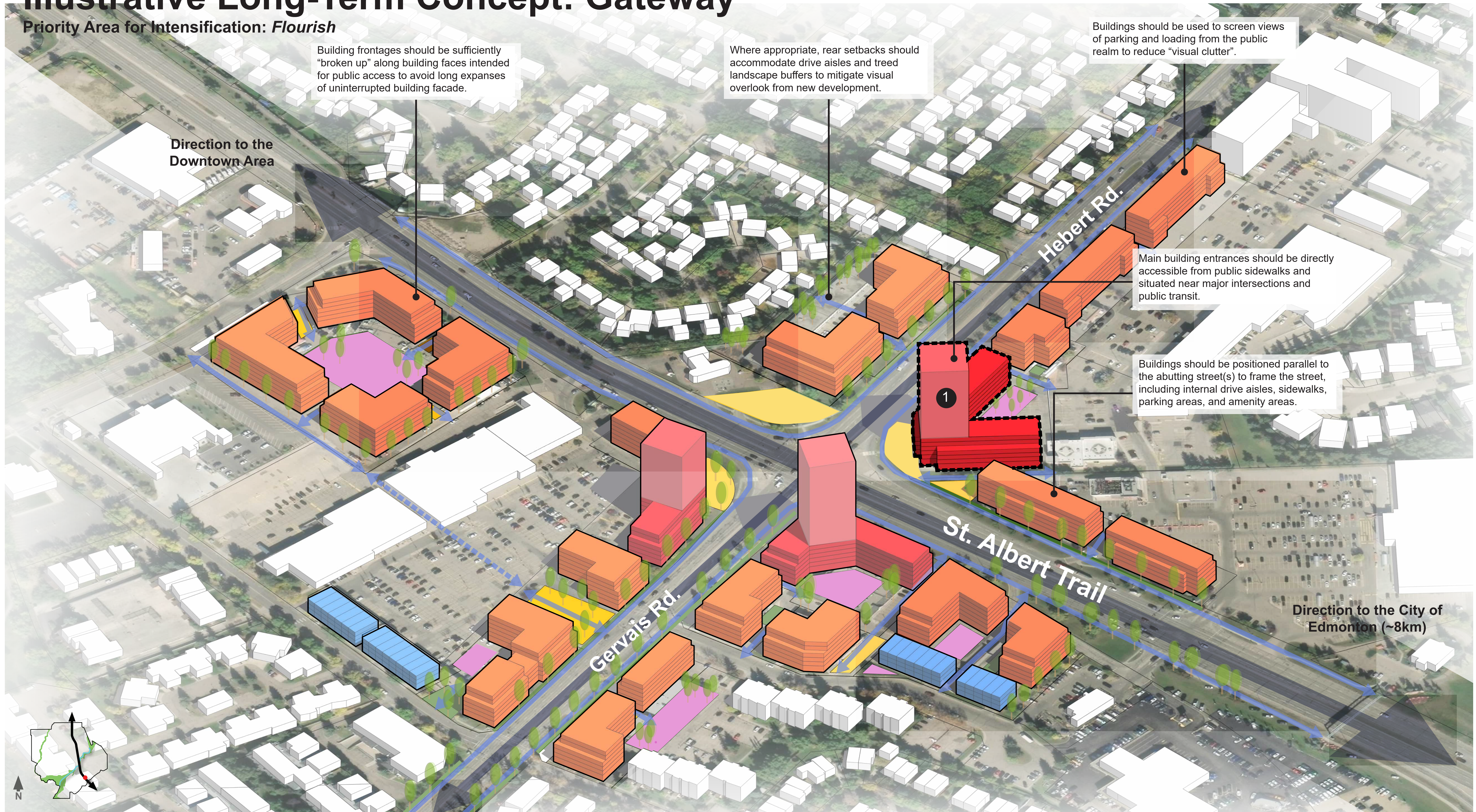


LEGEND

- Parcel Boundary
- - - New Subdivided Parcel Boundary
- Primary Dwelling Building Area
- Garage Suite
- Driveway Area
- Landscape Area

Illustrative Long-Term Concept: Gateway*

Priority Area for Intensification: *Flourish*



Building frontages should be sufficiently "broken up" along building faces intended for public access to avoid long expanses of uninterrupted building facade.

Where appropriate, rear setbacks should accommodate drive aisles and treed landscape buffers to mitigate visual overlook from new development.

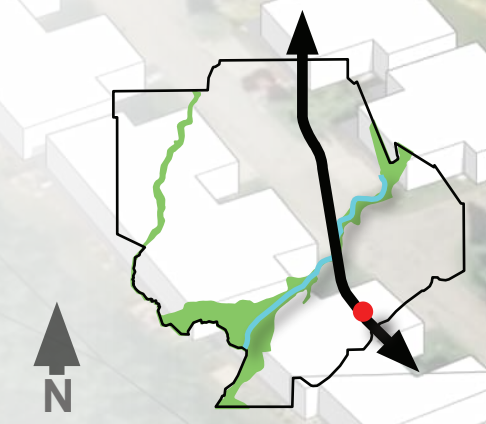
Buildings should be used to screen views of parking and loading from the public realm to reduce "visual clutter".

Direction to the Downtown Area

Main building entrances should be directly accessible from public sidewalks and situated near major intersections and public transit.

Buildings should be positioned parallel to the abutting street(s) to frame the street, including internal drive aisles, sidewalks, parking areas, and amenity areas.

Direction to the City of Edmonton (~8km)



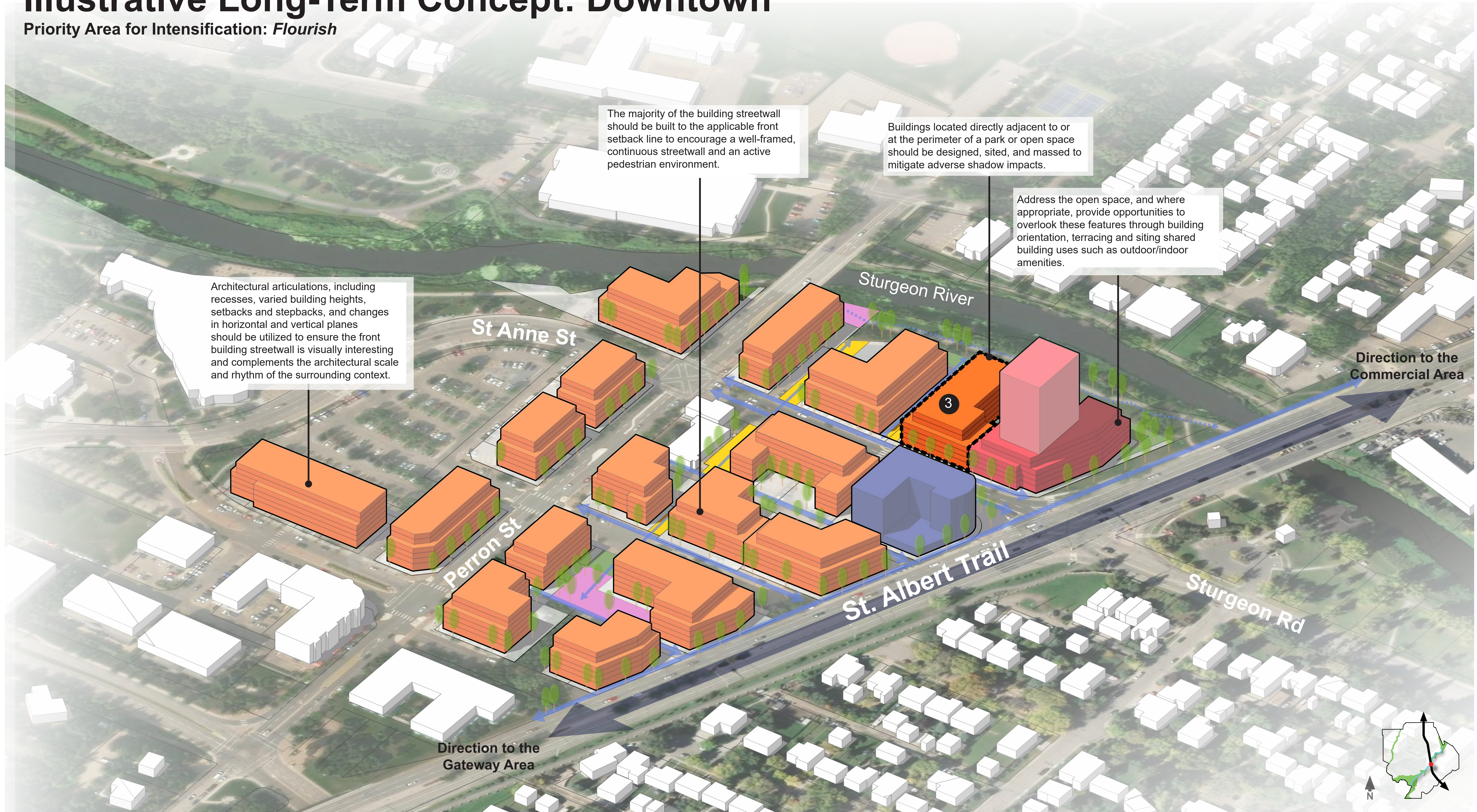
LEGEND

	Existing Building		Conceptual Future Mid-Rise Development		Conceptual Open Space/Outdoor/ Amenity/Plaza		Pedestrian Circulation
	Conceptual Future Tall Building Development		Conceptual Future Townhouse Development		Major Streets		

***How to read this Illustration:**
 - This is a long-term scenario showing how the corridor *could* evolve over time
 - Change would occur gradually, site by site, as properties redevelop
 - The timing is uncertain and depends on market conditions and landowner decisions
 - Full build-out could take several decades and may not occur exactly as shown

Illustrative Long-Term Concept: Downtown*

Priority Area for Intensification: *Flourish*



Architectural articulations, including recesses, varied building heights, setbacks and stepbacks, and changes in horizontal and vertical planes should be utilized to ensure the front building streetwall is visually interesting and complements the architectural scale and rhythm of the surrounding context.

The majority of the building streetwall should be built to the applicable front setback line to encourage a well-framed, continuous streetwall and an active pedestrian environment.

Buildings located directly adjacent to or at the perimeter of a park or open space should be designed, sited, and massed to mitigate adverse shadow impacts.

Address the open space, and where appropriate, provide opportunities to overlook these features through building orientation, terracing and siting shared building uses such as outdoor/indoor amenities.

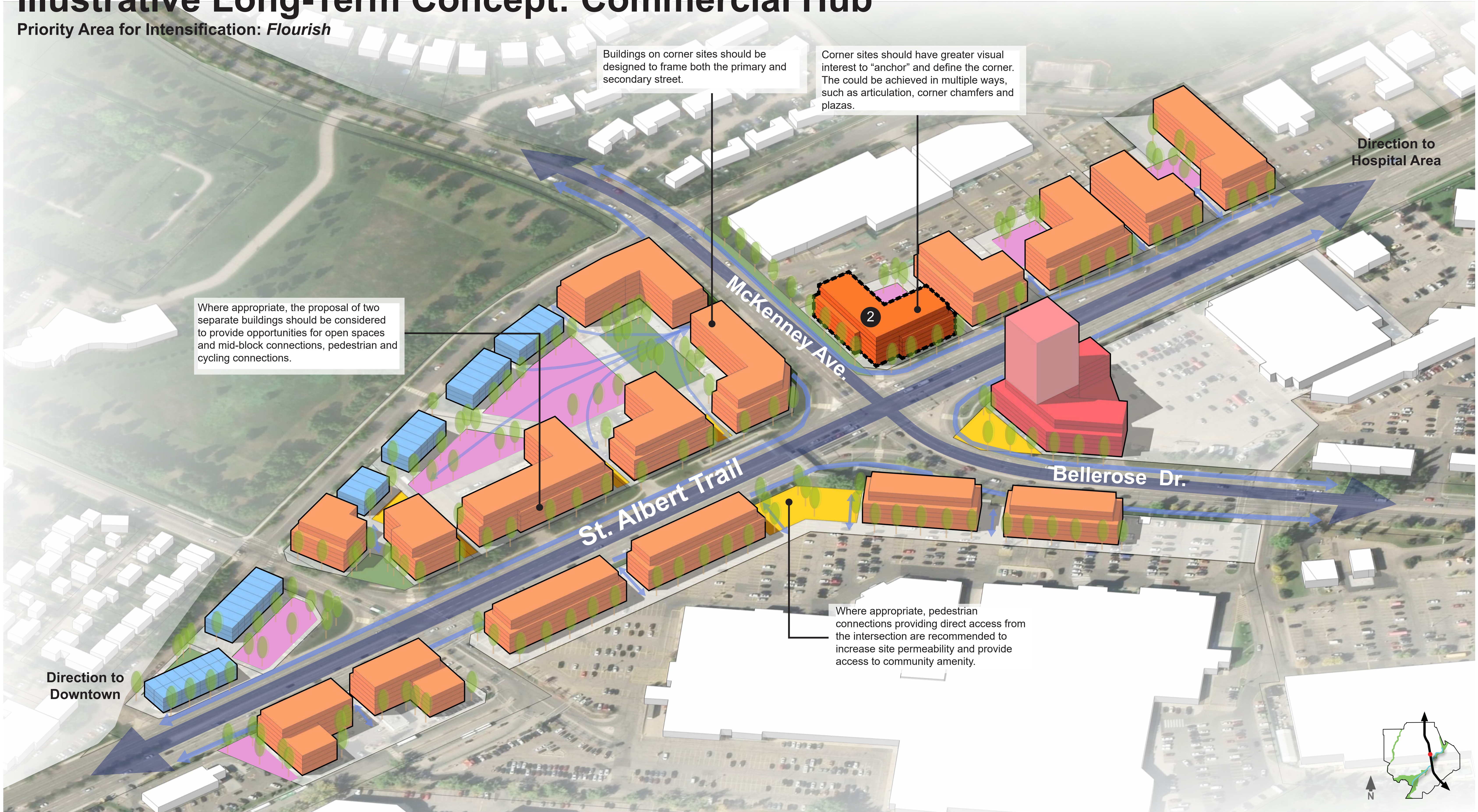
LEGEND

	Existing Building		Conceptual Future Mid-Rise Development		Conceptual Open Space/Outdoor/ Amenity/Plaza		Pedestrian Circulation
	Conceptual Future Tall Building Development		Under Construction		Major Streets		

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Illustrative Long-Term Concept: Commercial Hub*

Priority Area for Intensification: *Flourish*



Buildings on corner sites should be designed to frame both the primary and secondary street.

Corner sites should have greater visual interest to "anchor" and define the corner. This could be achieved in multiple ways, such as articulation, corner chamfers and plazas.

Where appropriate, the proposal of two separate buildings should be considered to provide opportunities for open spaces and mid-block connections, pedestrian and cycling connections.

Where appropriate, pedestrian connections providing direct access from the intersection are recommended to increase site permeability and provide access to community amenity.

LEGEND

- Existing Building
- Conceptual Future Mid-Rise Development
- Conceptual Future Tall Building Development
- Conceptual Future Townhouse Development
- Conceptual Open Space/Outdoor/ Amenity/Plaza
- Conceptual Open Space/Outdoor/ Amenity/Plaza
- Conceptual Open Space/Outdoor/ Amenity/Plaza
- Conceptual Open Space/Outdoor/ Amenity/Plaza
- Major Streets
- Pedestrian Circulation

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Illustrative Long-Term Concept: Hospital Area*

Priority Area for Intensification: *Flourish*



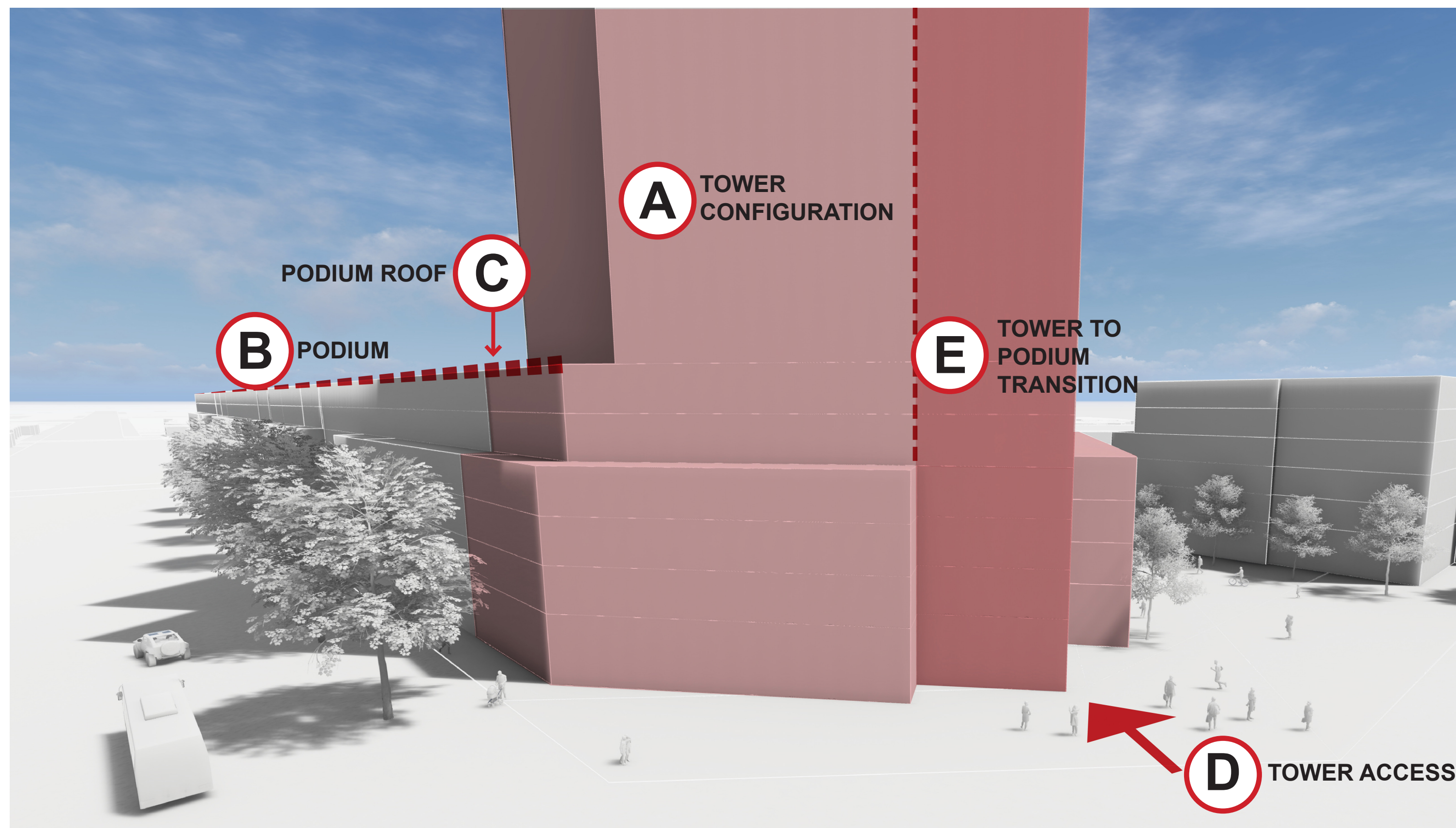
LEGEND

	Existing Building		Conceptual Future Townhouse Development		Major Streets
	Conceptual Future Mid-Rise Development		Conceptual Open Space/Outdoor/Amenity/Plaza		Pedestrian Circulation

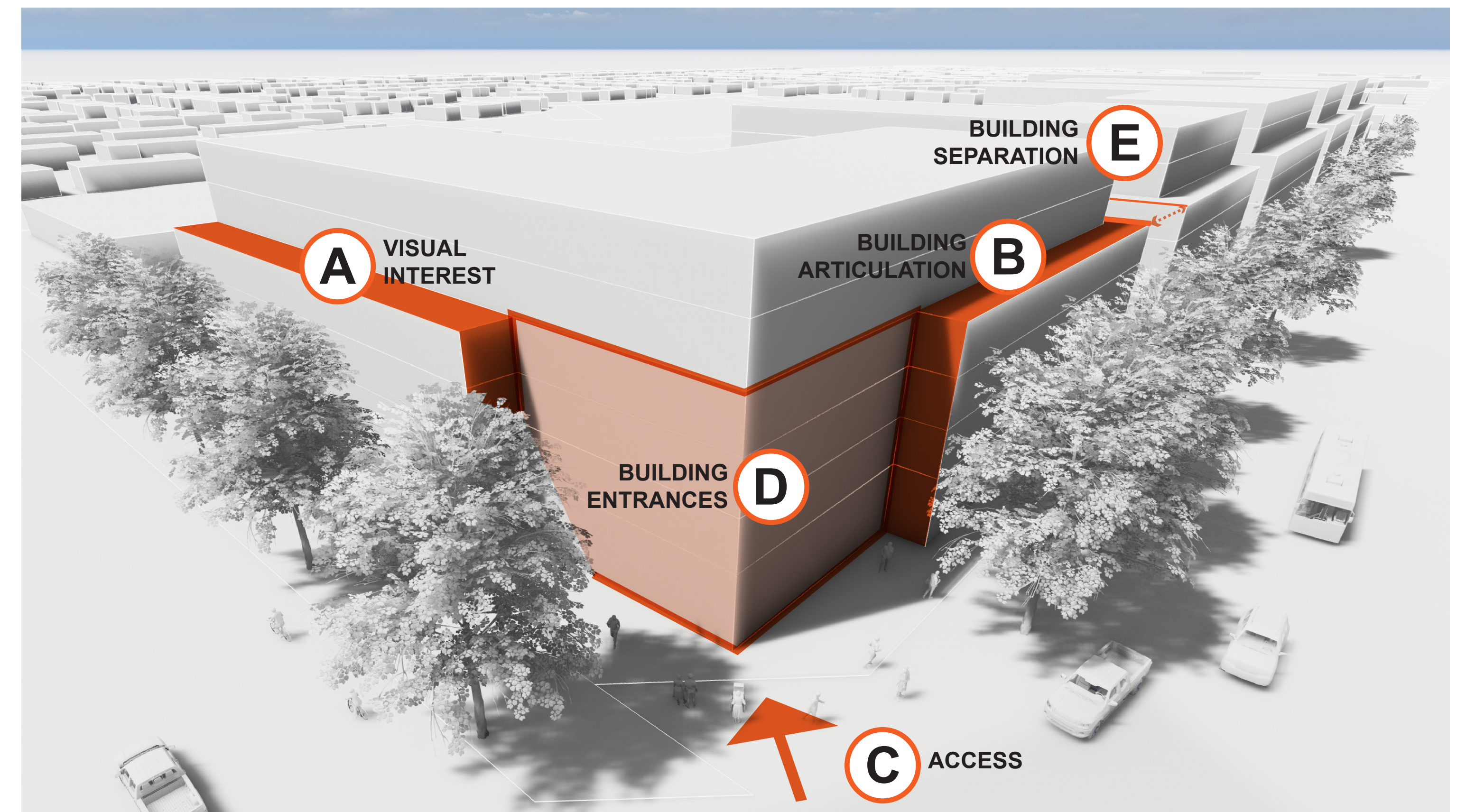
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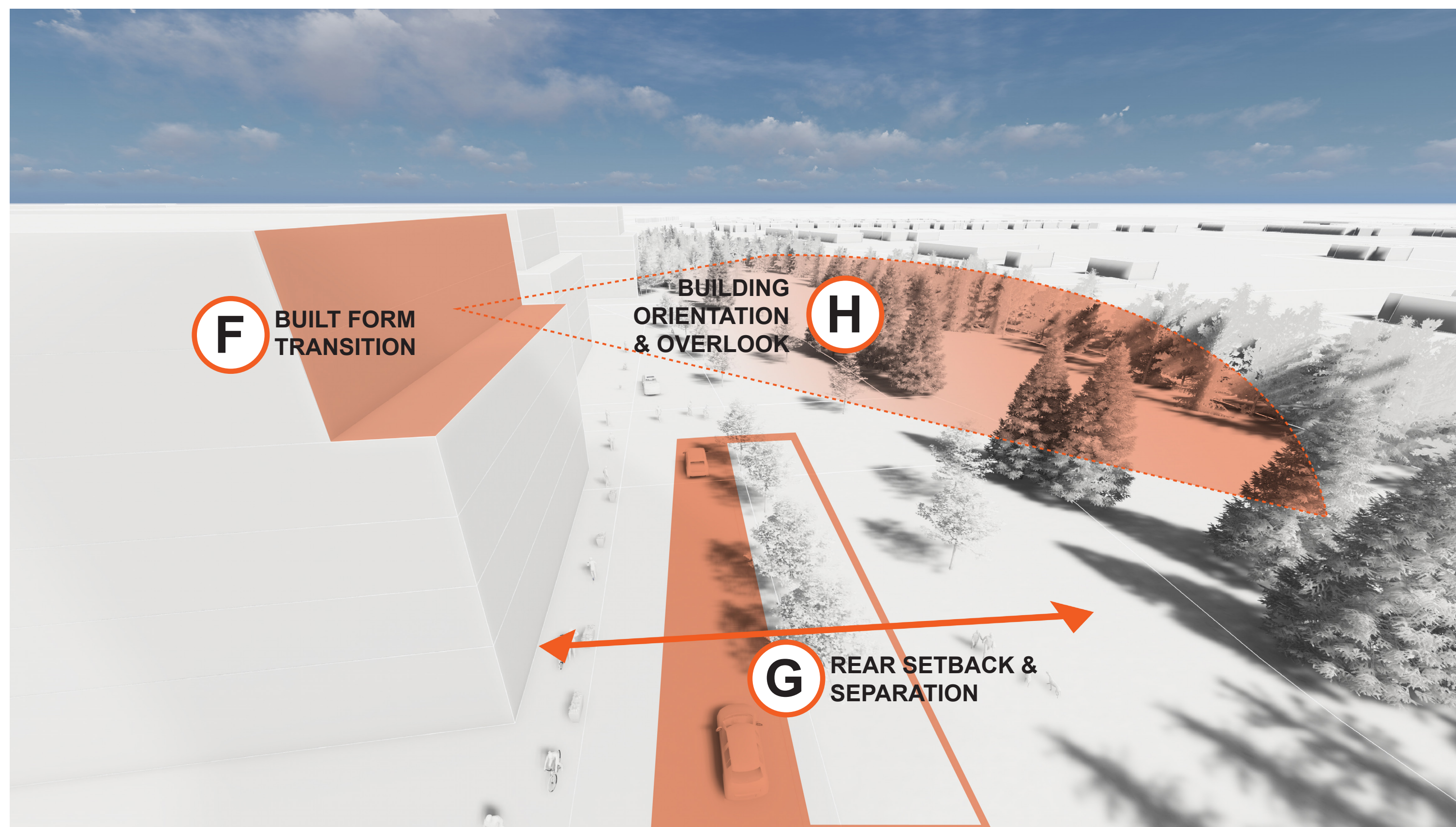
1 Towers



2 Mid-Rise Buildings



3 Mid-Rise Transition



4 Townhouses

