File #: PH-24-002, **Version:** 1

TAMRMS#: B06

7.1

Bylaw 2/2024 - Land Use Bylaw Text Amendment to Amend Regulation 8.21(c)
Presented by: Barb Dupuis, Planner, Planning Branch

RECOMMENDED MOTION(S)

1. That the Public Hearing on Bylaw 2/2024 be closed.
2. That Bylaw 2/2024, being amendment 219 to Land Use Bylaw 9/2005, be read a first time.
3. That Bylaw 2/2024 be read a second time.
4. That unanimous consent be given for consideration of third reading of Bylaw 2/2024.
5. That Bylaw 2/2024 be read a third time.

PURPOSE OF REPORT

This report discusses proposed amendments to Land Use Bylaw 9/2005. This amendment requires a public hearing and Council's approval, as per the requirements in the Municipal Government Act (MGA).

The amendment is to modify Land Use Bylaw Regulation 8.21(c), which states that lots less than 11.50 metres in width shall be located on through streets only. Modification of this regulation would permit narrower lots on non-through streets.

Please note that no lot widths are changing with this amendment. Narrow lots are already permitted on through streets, this amendment would expand the scope of where a narrow lot could be placed.

BACKGROUND AND DISCUSSION

Applicant's Amendment Request
Select Engineering Consultants Ltd., on behalf of Landrex, has applied to amend Land Use Bylaw 9/2005, by removing Regulation 8.21(c). Regulation 8.21(c) states that:
Lots less than 11.5 m in width shall be located on through streets only.

The Land Use Bylaw 9/2005 defines through street as: "*a public roadway built to City standards, other than a lane, that has two separate points of ingress and egress. A lane cannot serve as a secondary route for ingress or egress*".

The applicant's rationale for submitting the application includes:

1. Consistency, treating lot size on non-through streets the same as on through streets.
2. The market is changing, and an 11.5 m wide lot is not always feasible. An 11.5 m (37.7 foot) wide lot accommodates a 9.0 metre (29.5 foot) wide single-detached house. Typically, the product being sold with front attached garages on through streets are 7.9 m (26-foot) or 8.5 m (28-foot) wide single-detached homes, with lot widths of 10.4 m or 11.0 m, respectively.
3. The applicant prefers the flexibility to put narrower lots on non-through streets to provide smaller housing products and to meet density regulations, while keeping a non-through street design.

City's Review of the Amendment Request

Within the City of St. Albert, and within the region, development patterns have been changing. There are requirements under the Edmonton Metropolitan Region Board (EMRB), and the Municipal Development Plan - *Flourish*, to meet 40.0 du/ha density target in new neighbourhoods. The overall trend is toward higher densities and narrower lots. St. Albert has responded with previous Land Use Bylaw amendments to narrow lot widths, and permit lane access housing product.

One component of meeting density targets is low density product. But in order to truly meet city and regional density goals, medium and high density housing product must also be planned for, and constructed. Density targets cannot be met by low density product alone.

The Land Use Bylaw regulations currently allow narrow lots on through-streets within the Residential (RX) and Residential Lane (RXL) Districts, with interior lot widths ranging from 8.0 m to 10.0 m in the RX District, depending on product type. These lot widths accommodate a front attached garage, with a driveway that connects to the street for a single-detached, or semi-detached dwelling. If lots have a lane and no front driveway, interior lot widths range from 7.4 metres to 8.6 metres in the RXL District.

Regulation 8.21(c) requires that lots on non-through street designs, such as cul-de-sacs and P-loops, must be greater than 11.5 m in width. Having lots greater than 11.5 m in width enabled space between driveways to preserve on-street parking, reserve space for boulevard trees, and utility infrastructure. In addition, the 11.5 m lot width helped to accommodate the necessary driveway widths on the pie shaped lots on the cul-de-sac bulb, and surface drainage between lots.

The applicant's request to allow narrower lots on non-through streets required consulting with other city departments including engineering, public works, emergency services, and municipal enforcement. Administration's research looked at these items:

1. Parking considerations.
2. Snow storage and removal.
3. Emergency access / swept path analysis.
4. Bulb on non-through street.
5. Density and access on non-through streets.
6. Intensification on non-through streets.
7. St. Albert case study areas.
8. Municipal comparisons.

Please see attachment 6 to view Administration's research report entitled *Narrow Lots on Non-Through Streets*.

Compliance with *Flourish* Municipal Development Plan (MDP)

The City's MDP - *Flourish*, is a statutory plan, previously approved by Council. *Flourish* MDP contains a growth strategy and planned urban structure that will shape the physical growth of the city. It focuses on responsible land use and urban design practices. Several sections of the MDP are relevant to this proposed amendment, as detailed below:

Street Network Policies

Flourish MDP section 8.2 speaks to the goals for the street network. The street network has a profound impact not only on how people move around the city, but also on their ease of movement. An interconnected street network disperses traffic and provides more options for moving around by walking, cycling, and taking public transit within Neighbourhoods. As St. Albert grows, a well-connected street network is essential for providing more options for how citizens get around.

A key policy from *Flourish* that relates to this proposed amendment is:

Policy 8.2.2
Require street networks to be designed with high interconnectivity and small block sizes for new development and major redevelopment plans so that they support connectivity, walkability, and transit use.

Non-through streets are less connected than through streets. By default, they filter drivers and pedestrians to a singular access point, creating greater impacts on the connecting streets.

Non-through streets typically are less "location efficient". Major destinations such as a person's chosen grocery store, their house, and their workplace, typically have less route options or direct connections. Getting from A to B, in a non-through street layout can increase the travel time.

Administration is proposing a length maximum of 200 metres for non-through streets, to speak to the 'small block size' as noted in the MDP Policy. A distance of 200 metres was chosen because it has been used by other municipalities. Fire Department Access Standards from the City of Calgary, and City of Leduc use the 200 m recommended distance. Engineering standards from the City of Fort Saskatchewan, City of Lethbridge City of Lloydminster, City of Medicine Hat, and City of Red Deer use 200 m or a lesser distance. The City of Beaumont, uses a block length of 240 m in some districts, and 80-180 m in other districts.

Housing Diversity Policies

Flourish MDP section 7.1 speaks to housing diversity. Diverse housing forms provide housing that is suitable for all St. Albert residents, regardless of family status, income, or life stage. More diverse housing stock is required throughout the city, including through infill development in existing Neighbourhoods. The following policies support housing options that align with the needs of current and future residents.

The key policies from *Flourish* that relates to this amendment are:

Policy 7.1.7.
Identify opportunities for Land Use Bylaw updates that support Neighbourhood renewal, aging in place, intensification, and diversification of existing housing stock through incremental redevelopment.

Policy 7.1.8
Accommodate a greater mix of housing forms in existing Neighborhoods that respect the scale and character of the area.

Many of the established neighborhoods in St. Albert are built out with single-detached dwellings.

The proposed changes in this amendment may also bring more single-detached and semi-detached dwellings into established neighborhoods, just placed on narrower lots. This means the form of the dwelling is similar, the height regulations are similar, and the setbacks are similar. It is just at a narrower scale than the existing wider lots.

As stated previously, this amendment is not proposing a new product type, as narrower lots are already permitted for laned housing product, on a through street.

Safety and Protective Services Policies
Flourish MDP section 11.7 speaks to safety and protective services.

Emergency services response times are sensitive to backups and blockages in the road network. The goal is street connectivity, and multiple points of access so that emergency services reach their destination efficiently.

The key policies from *Flourish* that relate to this amendment are:

Policy 11.7.3
Ensure neighbourhood design includes multiple opportunities for access and egress to facilitate safe and efficient evacuation.

Policy 11.7.4
Facilitate safe and adequate emergency services access to Neighbourhoods through highly interconnected street networks and by considering emergency vehicle access during street design.

These policies speak to neighbourhoods having multiple points of access, so emergency services can access the neighbourhoods efficiently, and safely evacuate residents if needed.

Administration's proposal to limit the number of dwelling units to 100 on a non-through street, and the street length of non-through streets is to assist with emergency vehicle access and trying to limit the scope of impact to residents if an issue does occur at the single access point. The limit of 100 dwelling units on a non-through street is based on the *National Fire Protection Association (NFPA) Code 1141: Standard for Fire Protection Infrastructure for Land Development in Wildland, Rural, and Suburban Areas*.

Neighbourhood Policies
Many non-through streets are built within Neighborhoods. Flourish MDP Section 14.6 speaks to neighbourhoods. St. Albert's low-rise, tree-lined Neighbourhoods are a defining feature of the city. Increasingly, the properties in these areas are being redeveloped and replaced with new single-detached houses, semi-detached houses, townhouses, and apartment buildings. Growth and change in Neighbourhoods should support their continued vitality, mitigate population loss, and utilize existing

infrastructure more efficiently.

The key policies from *Flourish* that relate to this amendment are:

Policy 14.6.1
Encourage a range of low and medium density housing forms in all Neighbourhoods throughout the city.

Policy 14.6.2.
Regulate Neighbourhood redevelopment, through the Land Use bylaw, to achieve the following:

1. *Appropriate transitions in height, scale, and design with other buildings in the immediate surroundings;*
2. *General compatibility in front, side, and rear yard setbacks within the block and along the street;*
3. *A consistent streetscape;*
4. *Compatibility with surrounding land uses; and*
5. *Appropriate soft landscaping and preservation of existing vegetation.*

Policy 14.6.8
Ensure new Neighbourhoods are designed and developed to be complete, inclusive, walkable, and well serviced by:

1. *Requiring a housing mix that achieves a minimum overall density of 40 dwelling units per net residential hectare;*
2. *Designing street networks with high interconnectivity and direct connections to existing streets, thereby maximizing access and egress opportunities and network permeability for all modes of transportation and emergency vehicles;*
3. *Requiring driveway locations to comply with applicable City standards;*

These policies speak to the necessity of more compact land development, with connectivity. The connectivity helps to distribute the impacts of density, and provide alternative route options for residents.

Administration's Recommended Changes
Overall, there are fewer concerns related to the reduction of lot widths on the straight portion of the non-through street. Those sections will be similar in design to through-streets. The issue is with bulbs, or partial bulbs, on front vehicle access products.

To account for this, administration has proposed rewording 8.21(c) instead of removing it entirely. The 11.5 m wide lots would remain in place on the bulb, and partial bulbs of non-through streets.

Administration recommends limiting the number of lots that can be placed on a non-through street. That limit would be 100 dwelling units. This maximum would also help to omit higher density multi-unit sites from being located on non-through streets. There are several other jurisdictions that limit the number of lots to 100 or a lesser number, including: City of Calgary, City of Fort Saskatchewan, City of Leduc, City of Lethbridge, City of Medicine Hat, and City of Red Deer.

Administration recommends also limiting the length of a non-through street, to 200 m or less in length. Any street longer than this would need to be designed as a crescent, with two points of connection to another roadway. There are several other jurisdictions that limit the length of a non-through street including: City of Beaumont, City of Calgary, City of Fort Saskatchewan, City of Leduc, City of Lethbridge, City of Lloydminster, City of Medicine Hat, and the City of Red Deer.

Parcel Exceptions

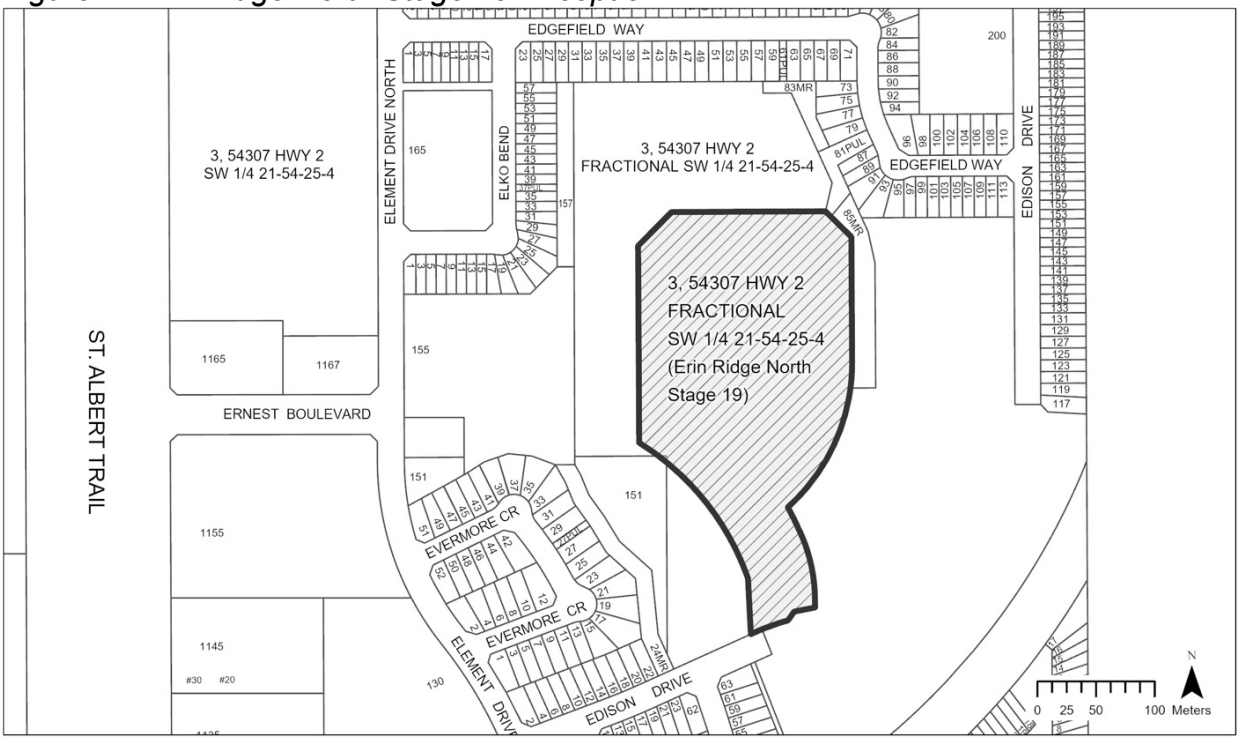
It was identified through the amendment process that several existing parcels of land, would not meet the requirements of the new proposed rules, and would not be able to develop out in accordance with their respective Area Structure Plans. Those parcels are in Erin Ridge North, and Ville Giroux. These ASPs were developed prior to the adoption of *Flourish,* so it is difficult to retroactively apply this new regulation, given the existing development pattern.

Erin Ridge North

The first parcel, located in the Erin Ridge North neighborhood, is currently called Erin Ridge North Stage 19, and is a planned non-through street with 73 single-detached lots. Please see Figure 1. This stage is located within the Erin Ridge North Area Structure Plan and exceeds the proposed length requirement. The Erin Ridge North Area Structure Plan was originally approved in 2009, prior to the adoption of *Flourish* Municipal Development Plan.

Currently the proposed non-through road is approximately 600 m in length. An exception has been added to the proposed length requirements to allow this longer road. The non-through street is still limited to 100 dwelling units however.

Figure 1: Erin Ridge North Stage 19 Exception



Ville Giroux

The second parcel, located in the Ville Giroux neighbourhood, is a planned non-through street, greater than 200 m in length, with more than 100 proposed dwelling units. Please see Figure 2. Two exceptions are being proposed: the first is to allow a non-through street longer than 200 m, and the second is to allow more than 100 dwelling units on a non-through street. The total number of dwelling units enabled on the Ville Giroux site, as per the ASP is 472 dwelling units. Approximately 380 dwelling units are proposed to be high density units, and 92 are proposed to be medium or low density units.

The Ville Giroux Area Structure Plan was originally approved in 2010, prior to the adoption of *Flourish* Municipal Development Plan.

Figure 2: Ville Giroux Exception



Parcel Exception Summary

Administration is proposing these two parcel exceptions so that existing planned and developing neighborhoods can build out as proposed in their Area Structure Plans. New neighborhoods will need to conform to the proposed rules (if this amendment is approved by Council).

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

The application was circulated on February 10, 2022, to internal departments, and the public. As this was a City-wide change, there was no mailout, and the City of St. Albert used a public participation platform called *Cultivate the Conversation*. This tool (*Cultivate the Conversation*) was used to host a webpage for this application, where residents can view documents and status updates, publicly post questions or comments, or contact the planner assigned to the file.

Verbatim anonymous comments that were collected through *Cultivate the Conversation*, and social

media responses can be seen in attachment 4, entitled *What You Said Report*. These concerns were also summarized in attachment 5, entitled *What We Heard Report.*

Some of the common themes from the public related to the proposed amendment included:

- Traffic congestion and lack of street parking;
- Concerns regarding snow removal;
- Concerns regarding emergency access;
- Concerns regarding increasing density;
- Concerns regarding privacy; and
- Concerns regarding neighbour disputes.

The concerns regarding lack of street parking, privacy, and neighbor disputes tend to occur as lot widths get narrower, and there is less private space for each landowner. Street parking is public, and any driver may use it. In terms of privacy issues and neighbour disputes, those are a civil matter between the two parties.

Increasing residential density is an important goal of the EMRB, and is supported by the City of St. Albert, as per the adoption of *Flourish*; however, low density products are only one component of overall density. In order to meet density targets, medium and high density products must also be constructed.

Concerns regarding emergency access are being addressed by proposing to limit both the number of dwelling units allowed on a non-through street, and the length of non-through streets.

The stakeholder communications for this land use bylaw text amendment will include a public hearing, scheduled for February 20, 2024. A public hearing notice has been posted on the City website, and full page CityLights advertisements will appear on
February 1, and February 8, 2024. Corporate Communications will also be issuing a news release for the public hearing.

IMPACTS OF RECOMMENDATION(S)

Financial:
None at this time.

Compliance & Legal:
The public hearing and first, second, and third readings of Bylaw 2/2024 are scheduled for the same day (February 20, 2024). The MGA provides that a proposed bylaw must not have more than two readings at a Council meeting unless the Council members present unanimously agree to consider third reading at the same meeting.

If unanimous consent for third reading of Bylaw 2/2024 is not granted on February 20, 2024 after first and second reading, third reading of Bylaw 2/2024 will occur at the next regular Council meeting on March 5, 2024. During the time between February 20, 2024 and March 5, 2024, Council members will be unable to accept further written or verbal submissions germane to this matter, and will not be able to ask for new, substantive information on the subject matter prior to third reading (MGA, s. 187; Procedure Bylaw, Schedule R, s. 19).

Program or Service:
At time of subdivision, Planning and Engineering will determine if studies are required to be provided by the applicant, such as a swept path analysis, or Traffic Impact Assessment to determine the number of vehicles at a single access point.

Organizational:
None at this time.

Risks:
Placing limits on non-through roads is working towards limiting the City's risk. Keeping wider lots on bulbs ensures that there is vehicle access that does not trespass on adjacent lots. It ensures that there is room for a drainage swale on one side of the lot.

Currently, there are no limits on the number of dwellings or length of non-through streets. By placing limits on these two items, it is working towards limiting the City's risk. It limits the number of households that are impacted when repair is needed to the single intersection point, or if evacuation of the area is ever needed.

ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN
None at this time.

ALIGNMENT TO LEVELS OF SERVICE DELIVERY

Service Component
Current Planning Application Processing:
Processing and coordination of the approval of Statutory plans and amendments, subdivisions and condominium applications.

ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION

The Municipal Government Act, Planning Bylaws, Section 692(1) states:

Before giving second reading to:
(f) a proposed bylaw amending a statutory plan or land use bylaw referred to in clauses (a) to (e),

a council must hold a public hearing with respect to the proposed bylaw in accordance with section 216.4 after giving notice of it in accordance with section 606.

IMPACTS OF ALTERNATIVES CONSIDERED

If Council does not wish to support the recommendation, the following alternatives could be considered:

1. Council may choose to amend Land Use Bylaw 9/2005 and remove regulation 8.21(c) in its entirety. The following motions would need to be used after first reading:

3. That Bylaw 2/2024 be amended by:

    i. Deleting section 2 and replacing it with the following:

    "*2. Subsection 8.21(c) is deleted in its entirety*."

    ii. Deleting sections 3, 4, and 5 and renumbering the remaining sections accordingly.

4. That Bylaw 2/2024 be read a second time, as amended.

5. That unanimous consent be given for consideration of third reading of Bylaw 2/2024.

6. That Bylaw 2/2024 be read a third time.

Financial - Alternative Motion 1:
None at this time.

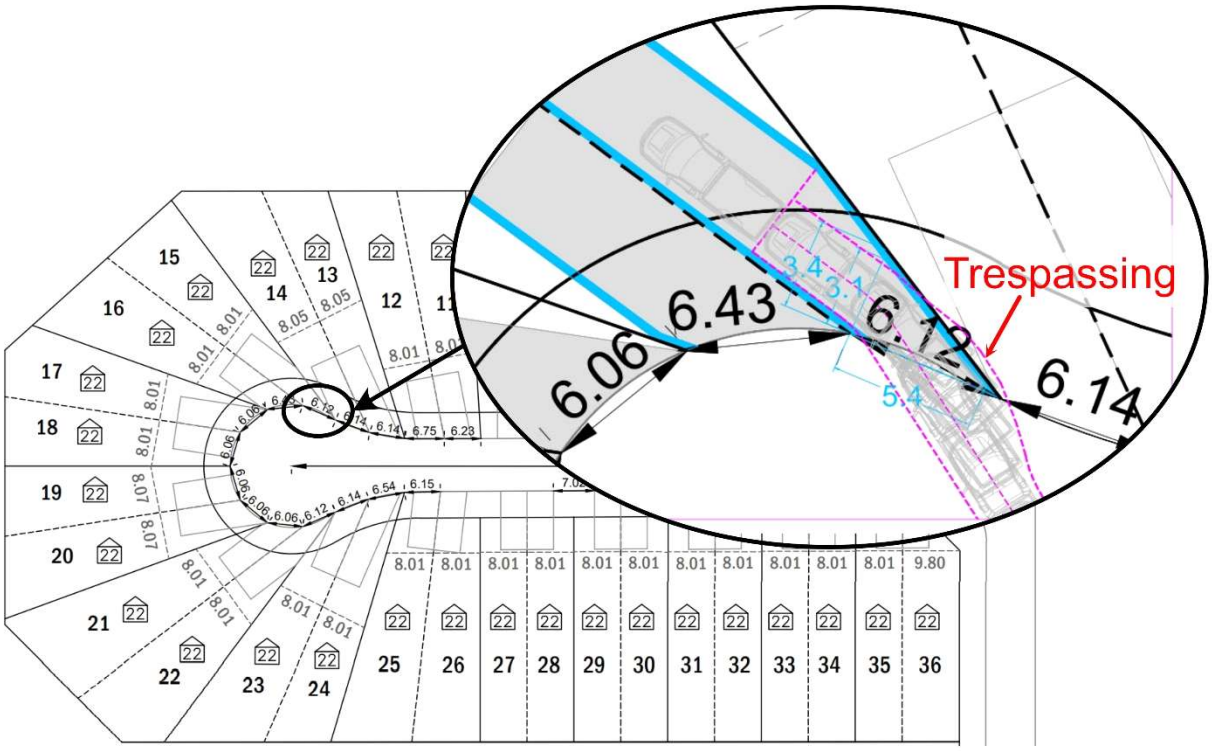
Compliance & Legal - Alternative Motion 1:
None at this time.

Program or Service - Alternative Motion 1:
At time of subdivision, Planning and Engineering will determine if studies are required to be provided by the applicant, such as a swept path analysis, or Traffic Impact Assessment to determine the number of vehicles at a single access point.

Organizational - Alternative Motion 1:
None at this time.

Risks - Alternative Motion 1:
The implications of approving the alternative motion include the potential for lots less than 11.5 m on a bulb, where driveways and side yard drainage can not be accommodated; where driveway access maybe trespass over adjacent lot; and where accessing the driveway may be at difficult angles. Please see Figure 3 below.

Figure 3: Vehicle trespassing with narrow lots on cul-de-sac bulb



There also may be non-through streets that contain more than 100 dwelling units, and / or very long non-through streets. Emergency access would be provided via one or more 6.0 m wide Public Utility Lots (PULs) for any non-through street greater than 170 m in length. This is currently required by the Municipal Engineering Standards, and includes the provision for limiting public vehicle access.

The risk is that if an accident occurs at the intersection, it will be more difficult for emergency services to evacuate a larger number of people. Furthermore, when repair is needed to the single intersection point, there is no alternative vehicle access point, and construction must accommodate through traffic.

2. Do nothing. Council may choose not to amend the Land Use Bylaw at this time.

Financial - Alternative Motion 2:
None at this time.

Compliance & Legal - Alternative Motion 2:
None at this time.

Compliance & Legal - Alternative Motion 2:
None at this time.

Program or Service - Alternative Motion 2:
At time of subdivision, Planning and Engineering will determine if studies are required to be provided by the applicant, such as a swept path analysis, or Traffic Impact Assessment to determine the number of vehicles at a single access point.

Organizational - Alternative Motion 2:
None at this time.

Risks - Alternative Motion 2:
The risks would be similar to today. A non-through street may have more than 100 dwelling units and may be any length.

Emergency access would be provided via one or more 6.0 m wide Public Utility Lots (PULs) for any non-through street greater than 170 m in length. This is currently required by the Municipal Engineering Standards, and includes the provision for limiting public vehicle access.

The risk is that if an accident occurs at the public road intersection, it will be more difficult for emergency services to evacuate a larger number of people. Furthermore, when repair is needed to the single intersection point, there is no alternative public vehicle access point, and construction must accommodate through traffic.

As per Land Use Bylaw 9/2005 section 1.10(7), another application for amendment for the same or similar proposed use of land shall not be made by the same, or any other applicant, until at least six months from the date of Council's decision.

Report Date: February 20, 2024
Author(s): Barb Dupuis
Department: Planning Branch
Department Director: Adryan Slaght
Managing Director: Diane Enger
Chief Administrative Officer: Bill Fletcher

CITY OF ST. ALBERT

BYLAW 2/2024

LAND USE BYLAW AMENDMENT

Being Amendment 219 to Land Use Bylaw 9/2005

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

1. Bylaw 9/2005, the Land Use Bylaw is amended by this Bylaw.

2. Section 1.6 is amended by adding the following new definitions, in alphabetical order:

    a. "**"City Standards"** means any document, including, but not limited to: a bylaw, engineering standard, public participation standard, Neighborhood Plan, Concept Plan, or Council policy, that specifies how development is to be designed or completed;"

    b. "**"cul-de-sac"** means a public roadway built to City standards, other than a lane, that has one point of ingress and egress and terminates in one or more bulbs. A cul-de-sac is a type of non-through street;"

    c. "**"local roadway"** means a minor street that provides direct access to the front of a property, does not accommodate public transit buses, or large load movement, and typically connect to Neighbourhood roadways."

    d. "**"non-through street"** means a public roadway built to City standards, other than a lane, that has one permanent point of ingress and egress. This includes, but is not limited to, a cul-de-sac, or any road design with one access point and spine, and one or more bulbs or dead ends. See Figure 1.6-1 for examples of non-through street designs;

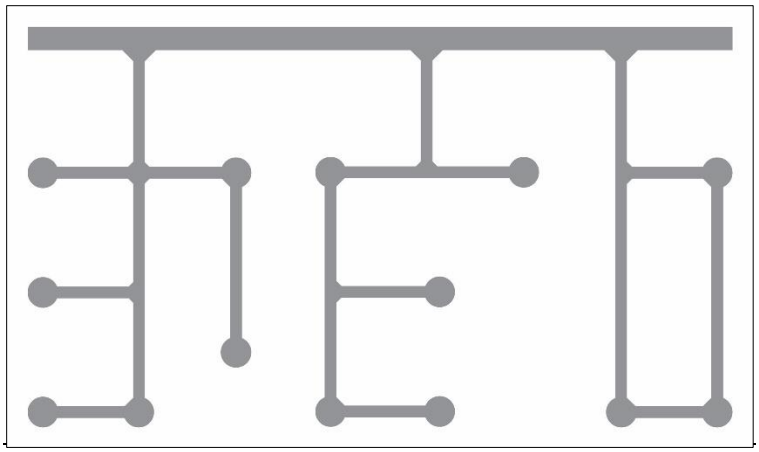


Figure 1.6-1: Examples of Non-Through Street Designs”

e. “**“public access”** for the purpose of Section 8.22, means a portion of a public roadway built to City standards, other than a lane, that provides a way to approach and enter onto a parcel or parcels of land, or cross another public roadway. Typically, if a roadway only has one public access, it is considered a non-through street; and if a roadway has two or more public accesses it is considered a through street.”

3. Subsection 8.21(b) is amended by deleting “11.5” and substituting therefor “12.2”.

4. Subsection 8.21(c) deleted and the following substituted therefor:

   “(c) Lots less than 11.50 m in width shall not be located on the bulb or partial bulb of a non-through street.”

5. The following new section is added immediately following section 8.21:

   “**(8.22) <u>Second Public Access</u>**

   (1) A second public access is required for a residential use, on a local road, when:

   (a) the distance from the center line of the primary local access road to the closest point of the access route at a front property line exceeds 200.0 m; or

   (b) the total number of dwelling units exceeds 100.

   (2) Notwithstanding subsections (1)(a) and (b), should the traffic on the local road be expected to exceed 1,000 vehicles per day, the

Development Authority, in consultation with the City Engineer, may require construction of a second public access.

(3) Notwithstanding subsection (1)(a) the distance from the center line of the primary local access road to the closest point of the access route at a front property line may exceed 200.0 m, at the discretion of the Subdivision Authority, for the following properties:

(a) a portion of the SW-21-54-24-W4M (3, 54307 Highway 2), as shown on Figure 9b; and

(b) plan 142 3673, Block 1B, Lot 1 (200 Giroux Road), as shown on Figure 9b;

including any future revisions to these legal descriptions based on a subdivision or condominium plan.

(4) Notwithstanding subsection (1)(b) the number of dwelling units may exceed 100, at the discretion of the Subdivision Authority, for the following properties:

(a) plan 142 3673, Block 1B, Lot 1 (200 Giroux Road), as shown on Figure 9b;

including any future revisions to these legal descriptions based on a subdivision or condominium plan.

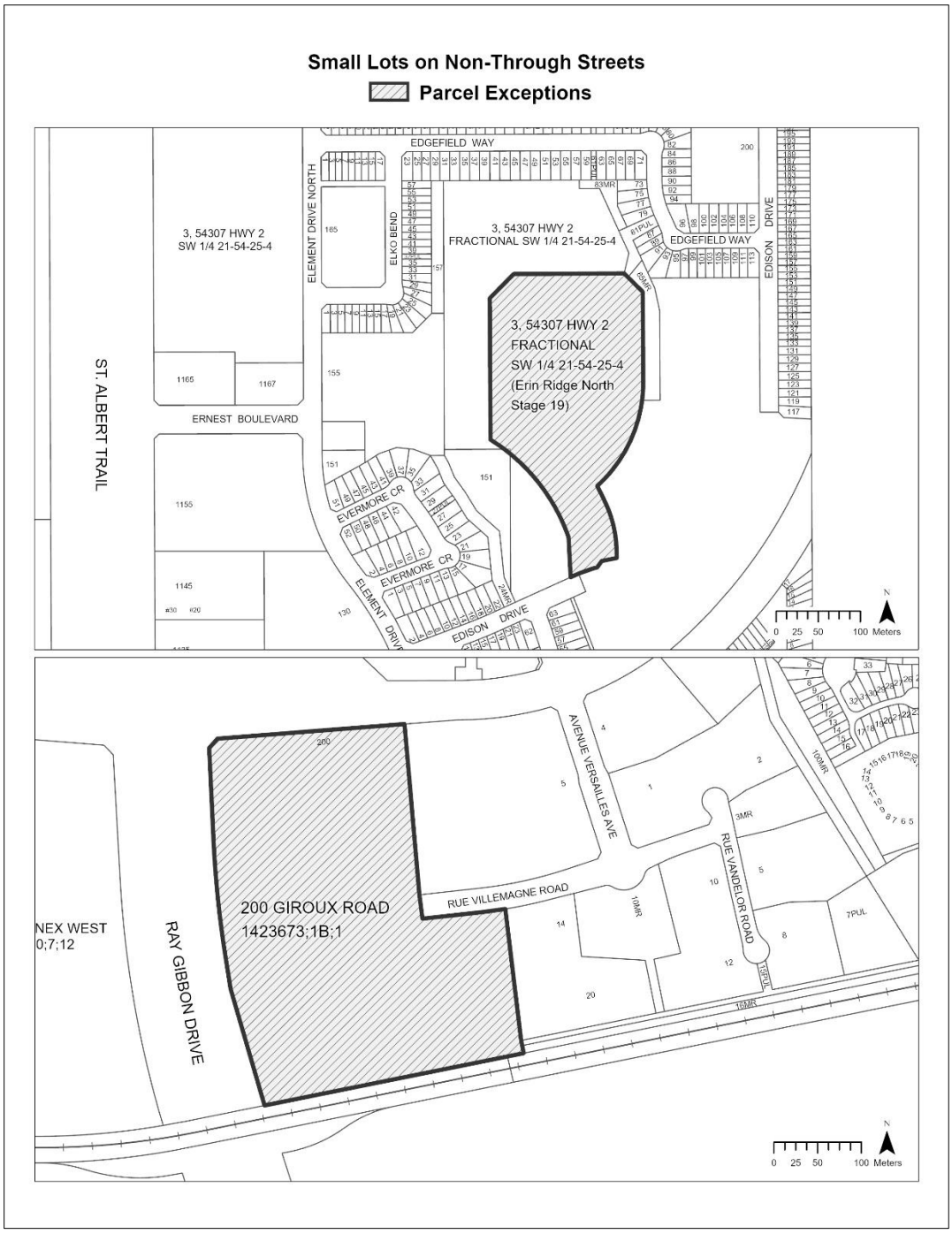


Figure 9b: Parcel Exceptions"

EFFECTIVE DATE AND CONSOLIDATION

6. This bylaw comes into effect when it is passed.

7. The Chief Administrative Officer is authorized to issue a consolidated version of Bylaw 9/2005 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 ___ day of _____ 2024.

READ a Second time this ___ day of _____ 2024.

READ a Third time this ___ day of _____ 2024.

SIGNED AND PASSED this ____ day of _____ 2024.

_____
MAYOR

_____
CHIEF LEGISLATIVE OFFICER

General

- **"canopy"** means a fixed structure that provides overhead shelter comprised of a roof and supporting structure that are attached to and extend from a building and includes a theatre marquee;
- **"canopy, freestanding"** means a fixed structure made of rigid materials that provides overhead shelter and comprised of a roof and supporting posts and is not attached to any other building;
- **"cantilevered wall section"** means a projection of part of an exterior wall of a building not supported by a foundation wall for the purpose of accommodating a bow or bay window, shelving units, closets, a fireplace, or a portion of a bathroom. At no time shall a cantilevered wall section extend the entire length of a room;
- **"carport"** means a roof structure, with a minimum 40% of its perimeter open and unobstructed, used to provide overhead shelter for a motor vehicle;
- **"car wash"** means a development used for the cleaning of motor vehicles under 5000 kg in gross vehicle weight;
- **"casino"** means a development used for the playing of games of chance, but does not include a bingo hall, or a drinking establishment in which less than 11 video lottery terminals are located;
- **"catering service"** means a development where foods and beverages, to be served off the premises, are prepared for sale to the public;
- **"chemical processing"** means a development used for processing and any related storing or warehousing of chemicals and petrochemicals. Typical uses include manufacturing of chemical products and tank farms;
- **"cinema"** means a development used to show motion pictures to the public for any consideration;
- **"City"** means the City of St. Albert;
- **"City Standards"** means any document, including but not limited to: a bylaw, engineering standard, public participation standard, Neighbourhood Plan, Concept Plan, or Council policy, that specifies how development is to be designed or completed;
- **"common amenity area"** means amenity area, common; **(BL2/2018)**
- **"communal amenity area"** means amenity area, communal; **(BL2/2018)**
- **"community hall"** means a development that provides auditorium, banquet, exhibition, gymnasium, meeting or seminar facilities but does not include a bingo hall that operates for more than 3 days in a calendar year, an adult entertainment facility or a casino;
- **"compliance certificate"** means a document that may be issued by the Development Officer indicating that a building, as shown on documentation provided to the City, is located in accordance with the building setback requirements in this Bylaw at the time the certificate is issued or in compliance with the yard or building setbacks specified in any development permit which may have been issued;

General

- **"comprehensively planned neighbourhoods"** means an overall conceptual site development plan for the area. The overall conceptual site development plan, considered to be non-binding, must identify the proposed building types and locations, development phasing, parks, amenity areas, and vehicular and pedestrian routes; **(BL2/2018)**

- **"construction service"** means a development used to provide landscaping, electrical, plumbing, heating, painting, woodworking or similar contractor services to households or to general contractors, but does not include equipment rental;

- **"convenience store"** means a development for the retail sale of a variety of small goods required on a day-to-day basis by people living or working near the store. Typical uses include small food stores, milk stores, and variety stores that sell confectioneries, foodstuffs, newspapers, magazines, non-alcoholic beverages and similar items;

- **"corner lot"** means a lot located at the intersection of two or more public roadways, with the exception of the intersection of a street and a rear lane; **(BL13/2006)**

- **"Council"** means the Council of the City;

- **"CPTED (Crime Prevention Through Environmental Design)"** means the broad study and design of environments to encourage desirable behaviour and functionality, and decrease antisocial behaviour; **(BL19/2012)**

- "**cul-de-sac**" means a public roadway built to City standards, other than a lane, that has one point of ingress and egress and terminates in one or more bulbs. A cul-de-sac is a type of non-through street;

- **"day care facility"** means a development used to provide care and supervision, but not overnight accommodation, to 7 or more children or adults. Typical uses include day care centres, nursery schools and kindergartens;

- **"deck"** means a raised platform, normally attached to a dwelling unit, which projects beyond the principal building including balconies; **(BL 22/2020)**

- **"deck, covered"** means a deck that has a roof over it and has more than 50% of its perimeter open to the outside;

- **"deck, enclosed"** means a deck that has a roof over it and has less than 50% of its perimeter open to the outside;

- **"decorative pond"** means a manufactured enclosure constructed to contain water, which may include vegetation and fish, as a decorative feature; **(BL 22/2020)**

- **"designated flood line"** means the observed and calculated elevation for the 1:100 year flood elevation along the Sturgeon River, Big Lake, and Carrot Creek as indicated on the maps in Schedule G; **(BL25/2011, BL2/2018)**

- **"detention or correction facility"** means a development used to hold, confine, or to provide regulated or temporary residential facilities for young or adult individuals, either awaiting trial on criminal charges or as part of the disposition of criminal charges, or released from custody under the supervision of the National Parole Board, a parole or probation Officer or similar authority. Typical uses include a remand centre, jail or half-way house;

General

- **"internal urban design review"** means a preliminary review of a development's design and architecture conducted by City staff prior to a formal application being submitted; **(BL19/2012)**
- **"landscape buffer"** means a landscaped area with dense landscaping intended to separate and screen adjacent differing land uses;
- **"landscaped area"** means that portion of a site which is required to be landscaped;
- **"landscaping"** means preserving, enhancing or incorporating vegetative and other materials in a development and includes combining new or existing vegetative materials with architectural elements, existing site features or other development features including fences or walls;
- **"Land Use District"** means an area of the City established as a land use district by this Bylaw;
- **"Land Use Map"** means the Land Use District map in Schedule A;
- **"lane"** means an alley as defined in the Traffic Safety Act; **(BL2/2018)**
- **"light industrial"** means a development used for manufacturing and warehousing where any actual or potential nuisance factor generated by the development is contained within an enclosed building but excludes bulk oil and chemical storage and chemical processing;
- **"liquor store"** means a development where alcoholic beverages are offered to the public for sale for consumption off-site;
- **"livestock"** includes horses, cattle, pigs, sheep, goats, llamas, ostriches, bison, roosters, turkeys, ducks, geese, pigeons, foxes, mink, rabbits, skunks, and all other animals, fowl, and birds whether of a domestic nature or wild, but does not include dogs, cats or other domesticated household pets ordinarily kept within the confines of a dwelling house, and does not include hens that are kept pursuant to a valid and subsisting Hen Licence issued under the *Hen Bylaw*; **(BL37/2018)**
- **"live/work unit"** means a dwelling, live/work unit; **(BL2/2018)**
- **"loading door"** means a door used in connection with a loading space;
- **"loading space"** means a space that accommodates a vehicle while it is being loaded or unloaded;
- **"local roadway"** means a minor street that provides direct access to the front of a property, does not accommodate public transit busses, or large load movement, and typically connect to Neighbourhood roadways;

General

- **"major home occupation"** means a development that is accessory to the residential use for a major business conducted within the principal residential dwelling and/or accessory building(s). Such a Major Home Occupation may include limited outdoor storage. Typical uses include contractor services, landscape supply service, parking of commercial vehicles, automotive and auto body repair and on-site light fabrication; **(BL 25/2012)**

- **"medium density residential area"** means an area within an Area Structure Plan, developed with three or more units that may include housing types such as townhousing and apartment buildings with average area densities within a range of 40 to 94 dwelling units per net residential hectare; **(BL2/2018)**

- **"mini-storage"** means storage, mini; (**BL2/2017)**

- **"mixed use building"** means the development of a building or structure with a variety of complementary and integrated uses, including, but not limited to, residential, office, manufacturing, retail, public, or entertainment in a compact urban form; **(BL19/2012)**

- **"mobile home"** means a dwelling, mobile home; **(BL2/2018)**

- **"motor vehicle"** has the same meaning as defined in the Traffic Safety Act, RSA 2000, c. T-6;

- **"multiple dwelling"** means a development containing 2 or more dwelling units;

- **"multi-tenant"** means three or more units separated by partition walls that separate one tenant's space from another or from the building's common area such as a public corridor as shown on a submitted floor plan; **(BL38/2011)**

- **"museum"** means a use:

  (a) where artifacts and information are interpreted or displayed for the public; or
  (b) where artifacts are collected, investigated, restored and preserved for the public;

  And that may:
  (c) be contained entirely within or partially outside of a building; or
  (d) have rooms for the provision of educational programs related to the use; or
  (e) provide lecture theatres, meeting rooms, study space or computers for users of the use; or
  (f) have rooms for the administrative functions of the use; **(BL 22/2020)**

- **"net floor area"** means the gross floor area of a building, less the area of stairways, elevators, mechanical floors or rooms, vertical service shafts, common corridors, lobbies, public washrooms, internal garbage storage and internal vehicular areas;

- **"non-through street"** means a public roadway built to City standards, other than a lane, that has one permanent point of ingress and egress. This includes, but is not limited to, a cul-de-sac, or any road design with one access point and spine, and one or more bulbs or dead ends. See Figure 1.6-1 for examples of non-through street designs;

General

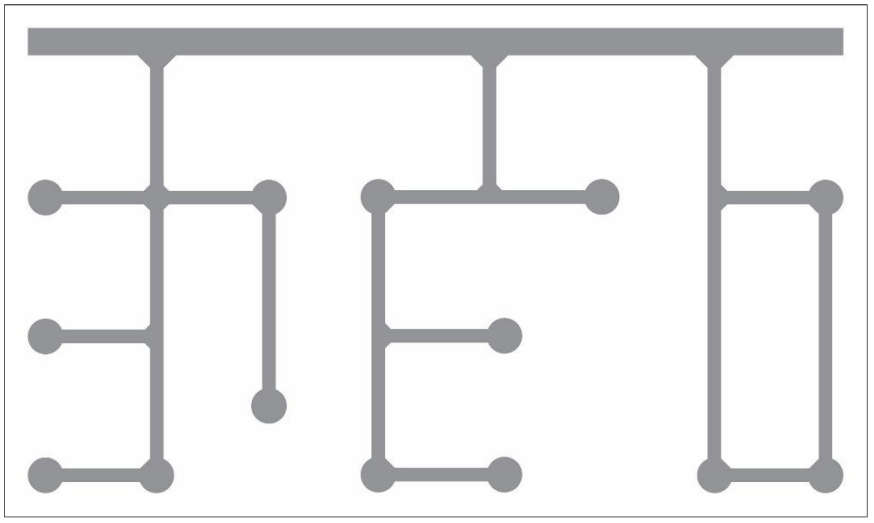


Figure 1.6-1: Examples of Non-Through Street Designs

- **"off-site"** means a location other than the site which is the subject of a development;
- **"on-site"** means a location on the site which is the subject of a development;
- **"outdoor display area"** means an outdoor area forming part of a development used to exhibit or show motor vehicles, recreation vehicles, equipment, goods, materials, or products;
- **"outdoor recreation service"** means a development used for outdoor sports or leisure and any related accessory developments for the use and convenience of the users of the principal outdoor facilities. Typical outdoor recreation developments include athletic field, picnic area, playground, pedestrian and bicycle trail, skating rink, boating facility, lawn bowling green, tennis court, swimming and wading pool, water spray park and golf course;
- **"outdoor storage"** means storage, outdoor; **(BL2/2017)**
- **"overlay area"** means an identified area where additional regulations and/or requirements are imposed or supersede the underlying land use district(s) to which it is applied. The overlay area cannot change the permitted and discretionary uses; **(BL19/2006, BL 22/2020)**
- **"parcel"** means the aggregate of the 1 or more areas of land described in a certificate of title or described in a certificate of title by reference to a plan filed or registered in the Land Titles Office;
- **"park"** means a tract of land designated and used by the public for active and passive recreation; **(BL19/2012)**
- **"parking"** means leaving a motor vehicle temporarily on a lot, parcel or site;
- **"parking lot"** means a development or part thereof which provides for the access, maneuvering and parking of motor vehicles;

General

- **"provincial health care facility"** means an approved hospital as defined in the Hospitals Act, RSA 2000, c. H-12; **(BL12/2018)**

- **"public access"** for the purpose of Section 8.22, means a portion of a public roadway built to City standards, other than a lane, that provides a way to approach and enter onto a parcel or parcels of land, or cross another public roadway. Typically, if a roadway only has one public access, it is considered a non-through street; and if a roadway has two or more public accesses it is considered a through street;

- **"public market"** means a temporary market set up indoors or outdoors comprising a variety of small scale and local vendors; **(BL19/2012)**

- **"public roadway"** means the right-of-way of the following:

  (a) a local road;

  (b) a service road;

  (c) a street;

  (d) an avenue;

  (e) a lane;

  (f) an alley; or **(BL2/2018, BL 22/2020)**

  (g) an undeveloped registered road plan that is publicly used or intended for public use; **(BL 22/2020)**

  (h) Deleted **(BL 22/2020)**

- **"public utility"** means a system or works used to provide one or more of the following for public consumption, benefit, convenience or use:

  (a) telecommunications;

  (b) water or steam;

  (c) irrigation;

  (d) fuel;

  (e) electric power;

  (f) heat;

  (g) sewage disposal;

  (h) drainage; or

  (i) waste management;

  and includes the thing that is provided for public consumption, benefit, convenience or use;

Residential Land Use Districts

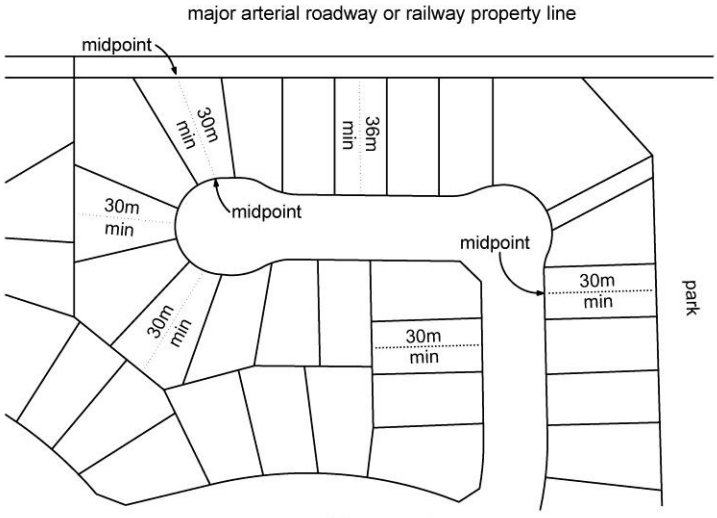


Figure 8
Lot Depth Requirements

8.21. Lots less than 12.2 m wide (BL2/2018)

For all dwelling types on lots less than 12.2 m wide, including single-detached houses, dwellings, duplex; dwellings, semi-detached; and street-oriented townhousing, the following regulations apply:

(a) Garages and driveways shall be grouped to maximize on-street parking with a minimum of one on-street parking space to every two lots (Figure 9).

(b) Driveways shall not exceed 5.5 m in width at the front property line when located on a lot less than 12.2~~11.5~~ m in width.

(c) ~~Lots less than 11.5 m in width shall be located on through streets only.~~Lots less than 11.5 m in width shall not be located on the bulb or partial bulb of a non-through street.

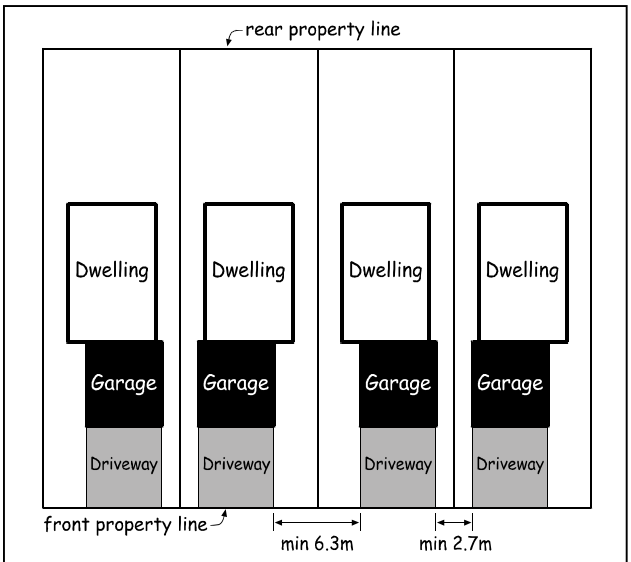


Figure 9
Grouping of Driveways on Lots Less Than 12.2 m Wide

Residential Land Use Districts

8.22. Second Public Access

(1) A second public access is required for a residential use, on a local road, when:

(a) the distance from the center line of the primary local access road to the closest point of the access route at a front property line exceeds 200.0 m; or

(b) the total number of dwelling units exceeds 100.

(2) Notwithstanding subsections (1)(a) and (b), should the traffic on the local road be expected to exceed 1,000 vehicles per day, the Subdivision Authority, in consultation with the City Engineer, may require construction of a second public access.

(3) Notwithstanding subsection (1)(a) the distance from the center line of the primary local access road to the closest point of the access route at a front property line may exceed 200.0 m, at the discretion of the Subdivision Authority, for the following properties:

(a) a portion of the SW-21-54-24-W4M (3, 54307 Highway 2), as shown on Figure 9b; and

(b) plan 142 3673, Block 1B, Lot 1 (200 Giroux Road), as shown on Figure 9b;

including any future revisions to these legal descriptions based on a subdivision or condominium plan.

(4) Notwithstanding subsection (1)(b) the number of dwelling units may exceed 100, at the discretion of the Subdivision Authority, for the following properties:

(a) plan 142 3673, Block 1B, Lot 1 (200 Giroux Road), as shown on Figure 9b;

including any future revisions to these legal descriptions based on a subdivision or condominium plan.

Residential Land Use Districts

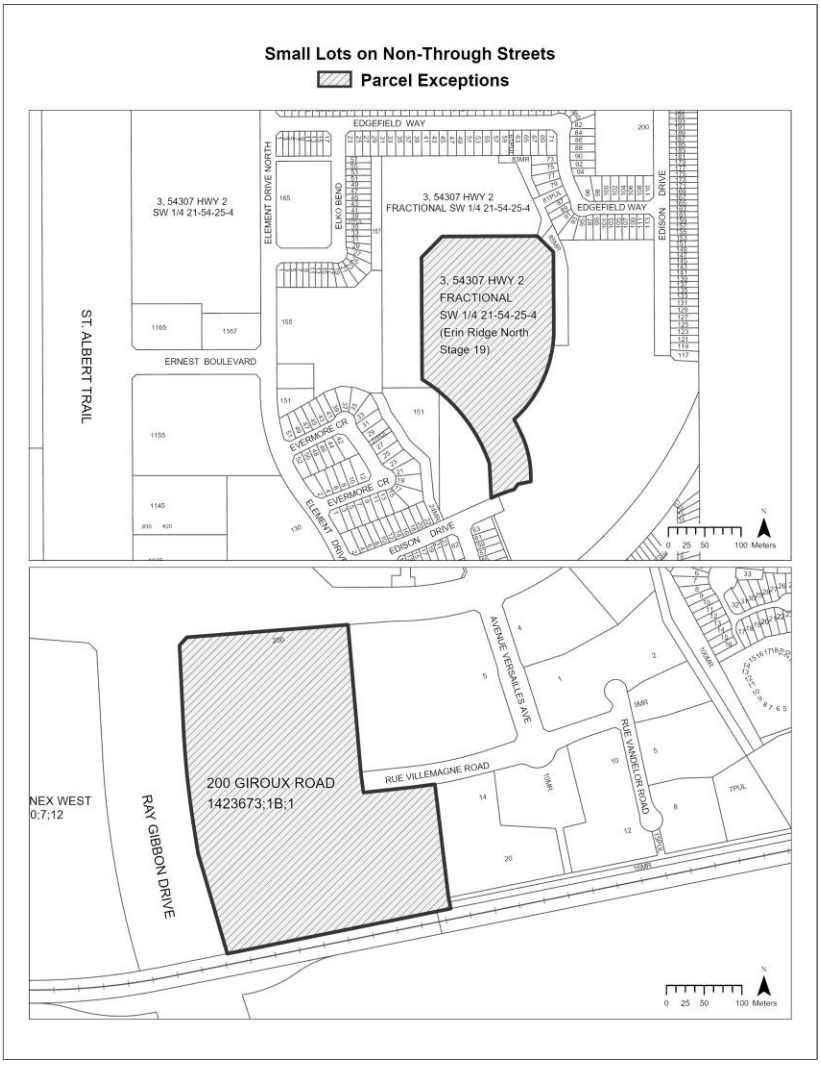


Figure 9b: Parcel Exceptions

8.23 Lot Width Measurements (BL2/2018)

The location of measuring a lot width varies on rectangular, pie, reverse pie, and irregular lot:

(a) On a rectangular lot, lot width is measured by offsetting the front property line 6 m (Figure10);

(b) For a pie-shaped lot located on a bulb of a cul-de-sac or a partial bulb on an outside corner of a public roadway:

(i) lot width is measured along a line 9 m back from the front property line (Figure 10);

(ii) the curb frontage must be a minimum of 6 m as measured between the points determined by the intersection of the side property lines and the line of the curb face. For the purposes of

What You Said

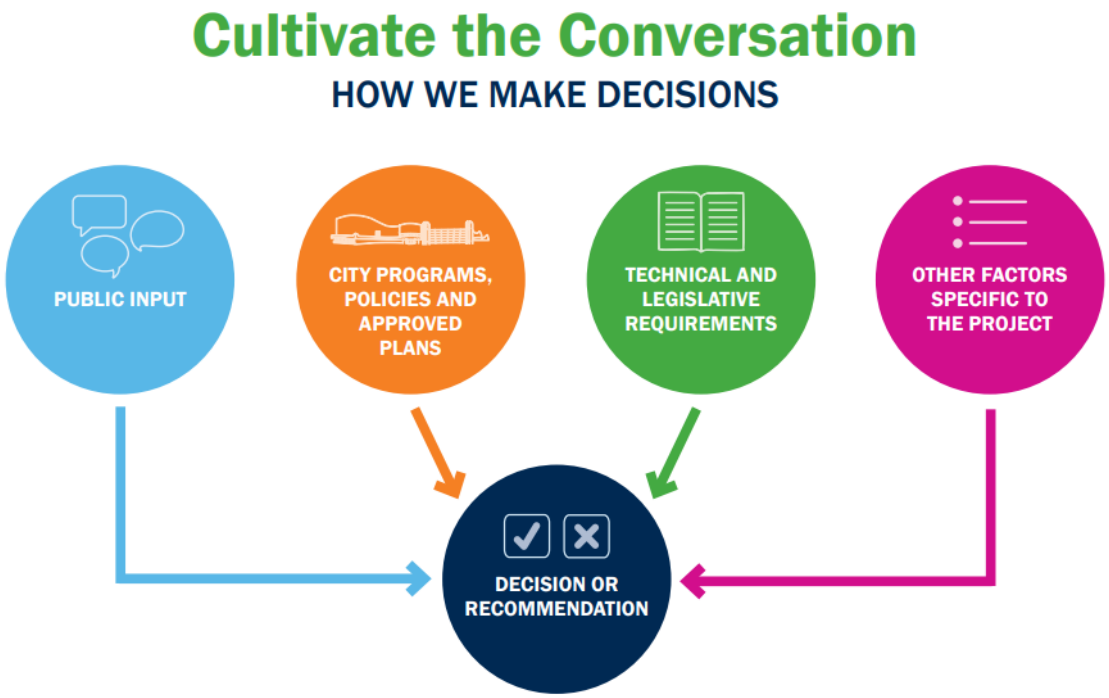
Land Use Bylaw Text Amendment – Remove Regulation 8.21(c)

REMOVE LAND USE BYLAW REGULATION 8.21(C)

Thank you to everyone who was involved in reviewing or providing input into the Land Use Bylaw text amendment to remove regulation 8.21(c).

As of March 3, 2022 when circulation closed, there were a total of 264 visitors to the project page. Some residents chose to engage with us via email, phone, website contributions, and social media. Thank you for your feedback.

This report is intended to provide an anonymous record of emails, letters, and website comments made by participants during public engagement. It is not statistically valid, and interpretation is discretionary. This information is one of many influence factors in helping Council make decisions.



PUBLIC COMMENTS

- What action is being taken to mitigate traffice congrestion?
- Will the parking bylaw change in the neighbourhood?
- Snow removal policy will need to change as there will be no room for windrows and snow piles in the centre of the cul de sac, will there be an increased budget?
- Site services will increase, will the increased costs be directly related to the developer?

- Will all NSPs and ASPs need revision?
- Will these changes occur in new subdivisions only?

I tried to call you at 780.416.6790 and the phone rang forever. I'd like to understand the impact of the change in existing neighborhoods. Specifically Forest Lawn, as I don't see any information about existing trees being taken into account related to changes.

1. There is already a duplex in Braeside where there is a tree on the boulevard in the middle on a driveway on one half of the duplex. How do existing public property trees get taken into account?

2. The information on minimum distances between driveways only relates to the lots on the 12.2m or narrower properties. What about the distance between the 12.2m or less property and an adjacent larger lot's driveway that is at the minimum distance between "normal" sized lots already?

I'd also like to know specifically how this change could potentially affect 24 Falcon Cres which is currently a vacant lot. Can you provide specific details, including from property width for this property? Would a semi-detached home fit on that property under the proposed changes?

Where is snow expected to be removed to for lots affected by these changes?

This is NOT why I choose to live in St. Albert. The larger lots and more space is the exact appeal of living in a suburb vs the city. If I wanted to live in closer proximity to a larger number of people I would have bought in Edmonton and paid lower taxes. This is the trade off in my mind for higher taxes. It seems too much of our community identity is being forfeited in the name of developers and the almighty dollar. My hope is that council will take their responsibility to heart to preserve the identity of the nature focused, suburban living community and the reasons residents have already purchased homes here.

Increasing density is going to increase drainage issues and parking issues. There is already reduced parking in culdesacs, what planning have you put into that. The Glenora subdivision in Edmonton has embraced skinny homes and those homes are now experiencing drainage issues especially with all this snow melt.

Parking issues are bad enough with the current bylaw. Adding more product will bottleneck streets with on street parking being a huge issue

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- Would there be other considerations for traffic flows with increased density? ie.emergency evaluation
- Would you allow subdivision of existing non-through streets?
- Is there a min lot you would impose?
- More importantly, why are we still building non-through streets? This is such an outdated form of community design.

Shocker… another method a developer is using to cram in more homes and line their pockets. This is terrible! Parking and traffic will be an issue in these places! And that problem will have a domino effect to surrounding streets. I can not see how any residents will be happy with this proposal. Will the city of St. Albert listen to citizen suggestions? Or just the developers? I'm sure, as has been proven in the past, it will be the latter.

No, not a fan. Edmonton has absolutely destroyed their beautiful older neighborhoods with this exact plan. Don't let that same sad fate happen here.

Thank you for proving this opportunity for the residents of St Albert to share our thoughts and concerns regarding the proposed amendment. We would really appreciate if you would consider rejecting this proposed amendment due to the following concerns:

- General appeal and quality of life - St Albert residents are willing to pay higher property taxes for better quality of life
- Environmental - Trees, shrubs, lawn, gardens (at the front / between the houses) add to the visual appeal
- Privacy and quality of life - including nuisances such as smoking, cannabis, smell, noise, various allergies, etc.
- Fire risk and unintentional accidents (spraying, overhanging trees, old tree removal, etc.)
- Hail damage - hail ricocheting from the roof to the neighbours' property smashing windows (refer to recent well documented video precedents in Calgary)
- Snow removal and placement concerns
- Insufficient parking for the residents and visitors
- Further restricted by inability of potential residents to build a wider driveway & garage
- Harder for first responder vehicles and municipality drivers (garbage pick up, snow removal machinery, etc.)
- Harder for delivery drivers, service trucks, U-Hauls, etc.

- Elevated risk for minor driving accidents (due to smaller driveways, congested roads obstructed by snow, ice, etc.)

Hello, I love how St. Albert has pathways al throughout the older areas. Doing this will just allow more people to walk on the road and kids to bike on roads. I am not a huge fan! I would rather not become like Edmonton with less sidewalks and tiny homes with tonnes of stairs and not eco friendly.

Strongly disagree with this proposal. I do not support policies that enable higher density or allow existing lots to be subdivided this small for in-fill in any capacity! Edmonton has ruined their older communities with policies like this. Don't let the same fate happen to St. Albert!

Thank you for proving this opportunity for the residents of St Albert to share our thoughts and concerns regarding the proposed amendment! We would really appreciate if you would consider rejecting this proposed amendment due to the following concerns:

- General appeal and quality of life - St Albert residents are willing to pay higher property taxes for better quality of life
- Wider lots contribute to quality of life, safer and more inclusive communities:
  - Contribute to privacy and reduce nuisances such as smoking, cannabis, smell, noise, various allergies, etc.
  - Allow safe space for children's and community events (games, garage sales, picnics, celebrations, etc.)
  - Reduce issues with snow removal and placement concerns
- Environmental - trees, shrubs, lawns, gardens (at the front / between the houses):
  - Contribute to bio-diversity
  - Add to the visual appeal
  - Improve mental health of the residents
  - Help with the rain and storm-water management
- Insurance concerns:
  - Fire risk and unintentional accidents (spraying, overhanging objects, old tree removal, etc.)
  - Hail damage - hail ricocheting from a roof to a neighbours' property smashing windows (refer to recent well documented video precedents in Calgary)
- Insufficient parking for the residents and visitors:
  - Further restricted by inability of residents to build a wider driveway & garage

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    - Harder for first responders and municipality drivers (garbage pick up, snow removal machinery, etc.)
    - Harder for delivery drivers, service trucks, U-Hauls, etc.
    - Elevated risk for minor driving accidents (due to smaller driveways, congested roads obstructed by snow, ice, etc.)
- All of the above will contribute to a lesser need of dispute resolutions.

Where can we send our comments? Email directly to Barb Dupuis?

Not in favor of the amendment. Cul de Sacs are crowded enough already as in most situations parking is beyond difficult and snow removal is very difficult as there is limited space for storage. By adding more lots the available space for snow piling will become non existant. I live on a cul de sac and it is a little large than most and we are out of space now and winter is not yet over.

This LUB should NOT be changed. Lots should not be subdivided to put more people in a smaller space. Parking would be a disaster. Winter road clearing would become even more of an obstacle.

I live on a non through street - I cannot imagine more houses with more cars in such an area. As it is with the larger lots there is not enough room to get the cars off the street. It is not for the good of the residents this request is made. It is for the profit of the developer. Please consider what the congestion will be before voting.

How would you promote street parking ? if you have more people living in the area parking will be considerably more difficult and obstructive.

In a review of the proposed change to file E.1265 Land Use Bylaw Amendment (LUB00173) the following should be explained?

Figure 1 with the current requirement provides space for 15 vehicles to be parked on the street to make up for the 8 cul-de-sac homes with no street parking available. Figure 1 with the proposed change of 10 metres provides parking for 8 vehicles to be parked on the street to make up for the 10 cul-de-sac homes with no street parking available.

Figure 2 with the proposed change to lots 8 metres or wider will only allow parking for 8 vehicles to be parked on the street to make up for 16 cul-de-sac homes with no parking available.

Figure 3 provides ample parking with the introduction of townhomes and single detached homes as long as there is enough parking for the single-family homes based on 11 metre lots. In the example shown a PUL provides extra parking. This would not be available in all cases.

Residence parking becomes the biggest issue to address once these projects are complete and everyone moves in. By that time the developer has moved on.

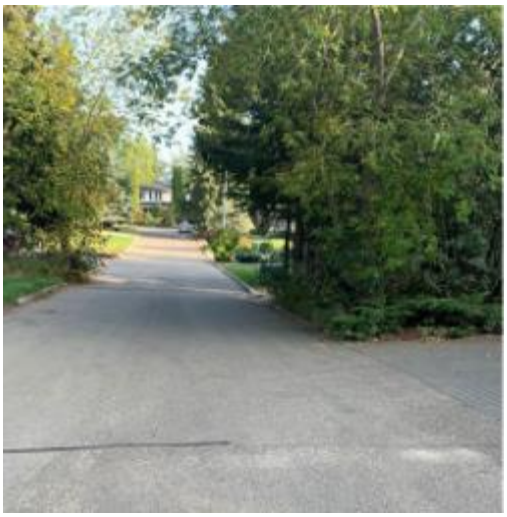
With smaller road ways , what is the plan for vehicles and snow removal? Seems like a poor idea to me. The newer areas of the city are already plagued with 1 lane of travel in the winter. Parked cars and huge snowbanks. Also, please stop pandering to Landrex.

ON BEHALF OF MULTIPLE RESIDENTS:

Greetings City Council Members,

We are writing this letter in response to the proposed land use bylaw amendment to remove regulation 8.21(c) - regarding the minimum lot width on non-through streets. *If regulation 8.21(c) were removed, smaller lots could be subdivided on non-through streets, and more compact housing products with front driveway access could be placed on non-through street designs like cul-de-sacs and p-loops.*

This letter has been composed and signed by five (5) households who all reside on Grandin Place and Greenwood Place (adjacent neighbourhood) in the Grandin Community of St. Albert.



Grandin Place is a narrow, key-hole street immediately adjacent to downtown. Its proximity to downtown, its large lot sizes, and the fact that it has never been subject to cookie cutter development, has made Grandin Place a target of developers. Bylaw 8.21(c) is one of the restrictions on development that has kept inappropriate development out of our small neighbourhood.

We are writing to oppose the amendment to the 8.21(c) bylaw. We see significant risks to the existing quaint, picturesque, quiet, and safe communities we have here in Grandin and other areas across St. Albert if this bylaw were to change and allow significant densification in these areas.

We are not opposed to revitalization projects or development programs in St. Albert; however, we see that there is a significant need to have a strategic, thoughtful, and thorough approach to these programs and have experienced, first-hand, that it is currently not the case as of today.

Our neighbourhood, Grandin Place, has seen development and sub-divisions, with little to no infill strategy and limited guidelines that allow for multi-family developments, in single family areas that already have limited infrastructure. The City of St. Albert has failed our community of Grandin Place and allowed for a multi-family dwelling (duplex) to be put on an already subdivided lot, by going through a loophole of having two dwellings on one land title. The original building permit for 2 Grandin Place was denied by the City and the community consultation, but the builder appealed it. The community of Grandin Place did not agree and went to the appeal board to try and get the building permit for the duplex removed. The City did not inform us of how the proceedings would go, and none of us had experience with such a process; and, we did not know that all of our appeal documents were shared with the builder well in advance of the meeting, so he was able to counter all our arguments and prepare for the meeting beyond any of our expectations. The worst part was that he used little facts to argue our points, rather, compared our neighbourhood to other areas in St. Albert and Edmonton. In hindsight – we should have brought legal counsel with us.

During the appeal, we pleaded with the board to visit our community to see that our area would not be able to facilitate or sustain substantial growth as proposed. In the end, the appeal and building permit were approved. With our defeat, we saw the builder come into the neighbourhood and tear down the forest on the lot, most of the mature spruce and birch trees (15 or more), most over 40 feet tall trees. This was a direct hit to the nighbourhood's vibrancy, and the city's objective to maintain as much greenery and natural environment as possible. Not to mention, the disaster the lot has been in for over four years filled with piles of garbage, dirt and weeds.

After that, by-law officers and the city's engineers became heavily involved as a result of the lack of oversight of the city's guidelines and decisions. By-Law had to contact contractors themselves because of the lack of response by the landowner or builder; engineers had come to the lot to see the damages themselves and were appalled and apologetic. But at this point it was too late. Finally, the landowner cleared out the garbage after years of us all living with the piles of garbage, dirt, and weeds. This is a prime example of community strain and stress, and significant resources wasted by the City (people and dollars) to deal with this one building permit. All of this at the expense of the city and the taxpayers. This clearly damaged our faith in the city, a botanical beauty focused on cultivating life, to have the existing citizens and communities best interests in mind.

Shortly after removal of the trees and the appeal hearing, we found out that the builder pulled his permit and is no longer building. So we went through an emotional, financial and exhaustive process for nothing but know that we may have to do it again once the land sells.

This is our personal experience with infills and development and see it as the City's responsibility to have dealt with the builder in a strategic manner rather than allowing them to dictate what they want, regardless of the implications to the existing homes, greenery, and infrastructure. This is a significant contributor for our strong opposition to having the by-law 8.21(c) amended as we know it is to benefit the developer and builders and is not at the benefit of the citizens of St. Albert.

For simplicity, we have organized our response on three main themes of concern and have explained how the amendment to the 8.21(c) regulation would hinder our community and the City of St. Albert:

1. Safety
2. Density and Infrastructure
3. Appeal and Attractiveness

Safety

Safety is a critical element when we consider developments in any area with limited accessibility like a cul-d-sac or keyhole, like our community. By allowing more homes on each lot, you are increasing the number of vehicles and people into an already limited street.

For example, on Grandin Place road, there are currently nine (9) single family homes on approximately .25 to .5 acre lots. The road, as pictured, does not have any sidewalks or boulevards and is very narrow at 21'6" wide. The width and lack of sidewalks or boulevard makes it a challenge, to say the least, and doesn't leave any room for error when it comes to vehicle traffic.

We recognize this as a significant risk for the neighborhood's residents, including children and elderly citizens, as the road is the only place to play or walk. In fact, some of the families have reached out to the Transportation Department at the city to provide "children at play" and "slow-down" signage for this area because there are vehicles that pass through the neighbourhood, unaware that they can't get through, and drive faster than any existing resident would dare. Unfortunately, we were told that signs 'don't help' and we have been left to deal with this issue ourselves by placing orange road cones on the street to attract attention to drivers.

In addition, the entry point on Grandin Place road has an aggressive elevation change at approximately 5-6', over a short distance. This creates a blind spot (as pictured). If the City would allow additional homes with front way driveways, we would see an increase in traffic and parking - leading to more foot traffic and vehicle traffic.



In pre-Covid days, street parking on Grandin Place would occur on Farmers Market Saturdays and when special services (funerals and weddings) were held at the Evangelical Lutheran Church that is also on Grandin Place road. The roadway becomes almost impassable these days. We expect that if smaller frontages resulted in increased density, our neighborhood could expect this type of congestion on a permanent rather than intermittent basis.

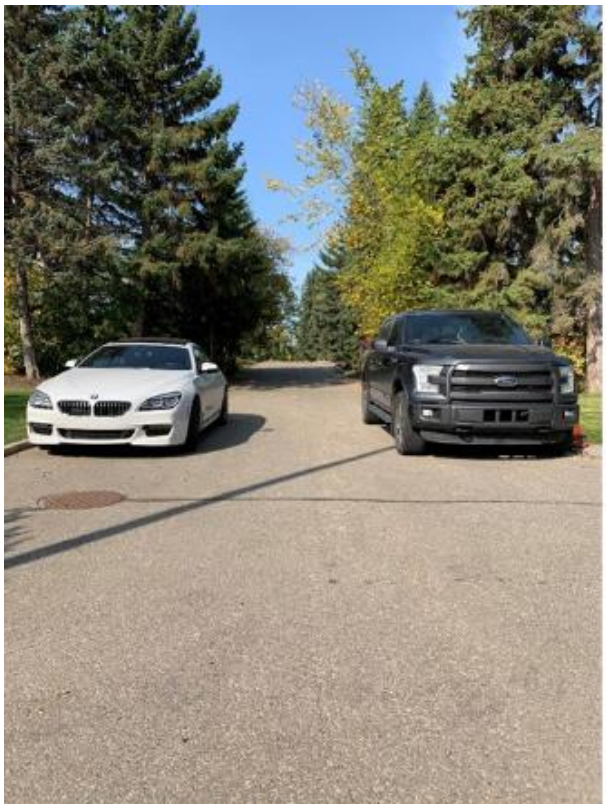
We also continue to see service vehicles (garbage/compost/utilities) struggling to navigate this road, winter or summer. As we are all residents, we know St. Albert is known for providing residents with quick services for snow removals and street cleaning. In the last 4-5 years, we remember having our streets cleared only a few times, and we understand it is because of the challenge the narrow roadway makes for the city service crew.

When the snow is cleared, the graders leave piles on the side of the road (because we do not have sidewalks), which narrows the road even more. If you see the photo pictured below, these vehicles are parked on the elevation entering into the area, and you can see the blind spot in winter with vehicles parked in front of the current home. It is a dangerous corner, and makes access limited.





Even in the spring and summer, the narrow road does not allow for two cars to fit on the street and still permit traffic by. We've included a photo to show two cars, parked next to each other, leaving 7' between. This means, regardless of the time of year, there is a significant risk and safety concern if any emergency vehicles (fire, ambulance, or police) need to access the road. Ambulance and fire trucks are large, and this road is only 21' wide. This is a significant risk and liability if someone at the end of the block required medical attention and couldn't have it because of the parking and increased volume of vehicles on the road. When cars are parked, even if they are staggered, it is hard to navigate without the added pressure of an emergency.





If the city amends Regulation 8.21(c), and allows multiple houses on one lot, that will increase the number of driveways, increase the amount of vehicles and traffic, and increase the number of vehicles parked on the street - creating an unsafe and unrealistic road for a family community.

Density & Infrastructure

Our neighbourhood is from the 60’s and the existing infrastructure is getting old and it would be difficult to sustain the potential population growth in this area if land/lots are further divided. Services include the general infrastructure, utility services, sewage and drainage, parking and traffic access, etc.; especially while maintaining the neighbourhood charm and uniqueness.

If we continue to multiply the number of residences in this area with sub-division permits and multi-family dwellings, the population will continue to grow. Currently there are nine (9) homes on this block. Out of the nine, eight sit on land that can be divided (0.25 or 0.5 acres). If each one is divided, we then have 16 resident homes. If the city allows for these lots to be even further divided, we could see an increase in population on this quiet road from 9 to 32 dwellings. That is not counting the actual number of people or vehicles that would be in this small area. That number quickly climbs if we continue to allow multifamily, condo dwellings to be built here. Our concern is that if the city allows this to go through this time, it will be near impossible to prevent future developments. SAY YES TO ONE, SAY YES TO ALL.

In this neighbourhood, two lots have already been subdivided (2 Grandin Place and another lot on Glenview Crescent). The single-family home built, 2A Grandin Place, is grateful for the subdivision allowance as they were able to join this unique and hidden gem of a community in the heart of St. Albert. However, they took great care in ensuring their home was bringing value to the community. They pay top dollar in property taxes in all of St. Albert and are hoping to continue to drive high value and desire to the neighbourhood. If the City allows excessive subdivisions and development, the value and appeal will suffer, which it has maintained for so many decades.

Appeal and Attractiveness

When the home at 2A Grandin Place was being developed and designed, the development officer was strict on some building requirements including forward facing garages, distance from the road, etc. The design and development were compared to the existing homes in the area and the amount of house coverage compared to greenery, was considered. If the lots on this block were to be subdivided, and then divided again, we would lose the greenery that St. Albert is known for; and an older, unique community street like Grandin Place would become all concrete driveways and houses. We have included photos of a few of the neighbouring homes at the end of this document to demonstrate the green space, garage layouts and curb appeal.

By changing By 8.21(c) developers and builders can come into neighbourhoods like ours and try to maximize profits by building 2 to 4 homes, where only one originally existed. This would be a pure revenue driven goal with little regard to the existing families who have invested and chosen to live in this area because of the appeal and uniqueness. We did not choose to live in a newly developed area because we enjoy the space, the greenery, the proximity to the river and the charm of St. Albert's downtown core. If we wanted to live in a new development, we would have chosen to do that.

City's Duty

In our minds, the city should have a strategic infill and development strategy that considers all aspects of a community and not only the benefits to attract profits and city revenue. We would expect the city to hire an independent resource to assess the cul-de-sacs and key-hole communities to ensure the safety of the residences, the ability for the infrastructure to support the growth and the sustainability of such a decision that impacts all of St. Albert existing and future neighborhoods; while keeping in mind the charm and appeal and how it attracts people to our beautiful city. A blanket policy and by-law doesn't work here.

We want to see St. Albert's success and growth; however, we do not want it at the expense of removing the unique beauty of the city. We chose to live here because we believed in the values St. Albert was known to hold. We knew to be here, we'd pay higher taxes because of the attractiveness and location. We did not choose to live in

Sherwood Park, Leduc or Beaumont, or even Edmonton; and it will be sad to see the City of St. Albert prioritizes profit/revenue on residential development, rather than creating a safe and unique community we have grown to love.

Sincerely,
Residents of Grandin Place and the Grandin Community









I tried several times to comment. Your fill in options are not very helpful. I am apparently registered but forgot password,but no new password was provided.

I then tried registering as a new user, got to end of my comments, then site didn't recognize my password.

Believe me, I am used to entering information. You site is tricky an gives taxpayers the impression you don't want our comments.

Housing standards form part of the City's identity and competitiveness. It's no different than any product offered by a store. Will people pay the high tax rate in St Albert for narrower lots?

Great idea if you increase snow removal as the residents will have no choice but to shovel onto the street.

Dumb. There is no municipality that has figured out how to handle the snow removal with this plan.

So more condensed and saturated neighborhoods with parking issues.

Seems like a great idea 👍

Give your head a shake

This is the suburbs, not the center of a metropolis... Though looking at the state of our big tech intersections it's getting difficult to tell the difference. Why on earth would residents want even smaller lots? Oh, right... You shall have nothing and be happy... Then neighbourhoods can share cars and toasters and whatnots. 😉

Cul de sacs are hard enough to navigate with parking and room for snow… IMO I am not sure this is a good amendment.

I didn't know new lots could get any smaller.. or pack more houses into an area.

How do professionals dealing with fire safety feel about putting more homes into a smaller geographical location? I personally would worry about the fire hazards associated with increased density.

> REPLY: don't forget that's more tax revenue for the city to spend on roads and gutters….
>
> REPLY: Unreal. A child is hurt in an unfortunate accident and there's bubble wrap all over every inch of the city. Fire chief's all over Canada voice their concerns about zero lot lines and we just go on cashing cheques from the developers.👍
>
> REPLY: greedy builders will always find a way.

Never asked our opinions before -- just do what the developers want..... I would say a hard NO if you have ever dealt with the snow & ice directly. Ask your garbage truck drivers. and Let's not forget a fire in the neighbourhood. Let's forget about the blatant greed and make lots bigger again.....

Please stop caving into the developers! The smaller houses and lots will still be overpriced😡

No, not a fan. Edmonton has absolutely destroyed their beautiful older neighborhoods by subdividing lots and putting up massive skinny houses that cost a fortune. Way more congested living and not more affordable.

That sounds horrible. Nobody can afford to buy houses anymore anyways.

I like the idea, would be a way to build a micro house, which is more affordable

> REPLY: i also dont think developers will make it affordable anyways 😕
>
> REPLY: Exactly!
>
> REPLY: yeah! And if one house catches fire the neighbours do to
>
> REPLY: That's the problem though, they'll have a set size of house that need to accommodate the area. You'll get these monstrous houses on these minimal lots so you can reach out and touch each other.

You really think you have a say? This is already done behind closed doors.... 🤣🤣

I'd love to see an end to the massive and multi storied houses going up everywhere. Tbh, I'd like to more houses without stairs! As I age I like them less and less!

So smaller lots but the same price I bet

> REPLY: lol more expensive
>
> REPLY: probably lol

I disagree with this 100%, this is part of a World Economic Agenda (sustainable development)to put more and more people in a smaller area , Canada is a huge country, we have lots of space to build etc. We don't need large numbers of people jammed into one area like other countries in the world, I do not want my children growing up in that kind of world. The World Economic Forum is also pushing an agenda of "you will own nothing and be happy" this is a disgusting concept along with many other ideas they are pushing.

> REPLY: they just blow it for their pet projects anyway -- doesn't go for infrastructure and basic city needs anyway
>
> REPLY: true that! More tax dollars per square inch of land! lol
>
> REPLY: its the best way to get more taxes for the city 😂
>
> REPLY: The other problem I have with government is once you give them an inch they take a mile, once this passes if it does they may turn around and make it illegal to have a bigger lot if you wish to do so.
>
> REPLY: I do think over population is becoming a problem, although I do think the younger generations are having way less kids etc.
>
> REPLY: I mostly agree with you.
>
> However we can’t keep expanding outwards forever.
>
> We also have some of the worlds best farmland for growing food and crops. We shouldn’t be building houses on the land that supports the most people.
>
> REPLY: Good point , I never looked at it from that prospective. Thank you for sharing.

So when the city puts the mountains of snow in the center no one will be able to leave there driveway.

Smaller lots in a cul de sac is a bad idea. Smaller lots = smaller driveways. Cant imagine how you would fix the parking issue. Trying to shove more people in a smaller area is a bad idea. Unless you could come up with a rear laneway to have backyard parking or garages i don't know how you could fix the idea. Could the City of St. Albert elaborate on the idea?

Bad idea 👎

One question. Where do the homeowners put the snow when clearing the driveway?
Are you guys clearing that snow?
If you continue to compress lots, the city must change its snow clearing policy to snow removal as there will be nowhere for snow to be stockpiled on residential streets.

WHAT'S NEXT

Staff are working with the applicant on the proposal and are preparing an agenda report to City Council.

The information regarding the removal of Land Use Bylaw regulation 8.21(c) will be presented to Council at a public hearing. The tentative date for the public hearing is July 4, 2022.

This report will be attached to the Council package. The public can participate in the public hearing. If you would like to register to speak, please email legislative@stalbert.ca. If you would prefer to submit a written statement, please email hearings@stalbert.ca.

For more information please visit: https://conversation.stalbert.ca/

What We Heard

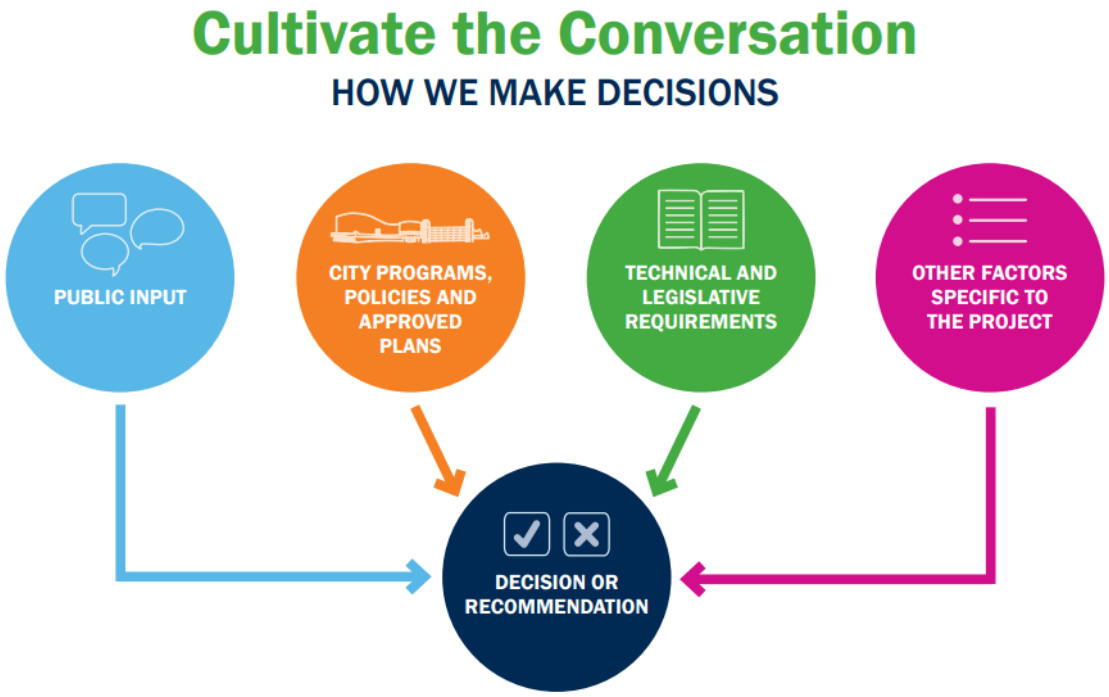
Land Use Bylaw Text Amendment – Remove Regulation 8.21(c)

REMOVE LAND USE BYLAW REGULATION 8.21(C)

Thank you to everyone who was involved in reviewing or providing input into the Land Use Bylaw text amendment to remove regulation 8.21(c).

As of March 3, 2022 when circulation closed, there were a total of 264 visitors to the project page. Some residents chose to engage with us via email, phone, website contributions, and social media. Thank you for your feedback.

This summary information is intended to provide high level, overall themes to general input. It is not statistically valid, and interpretation is discretionary. This information is one of many influence factors in helping Council make decisions.



GENERAL THEMES

The areas where there seemed to be the most consensus included:

- Concerns regarding the size of public street parking spaces, and the availability of street parking.
- Concerns regarding increases in traffic and congestion.
- Concerns regarding snow storage and removal.
- Concerns regarding emergency services and operational access (e.g. waste removal).

- Concerns regarding increased density.
- Concerns regarding drainage.
- Concerns about a lack of trees and greenery on smaller lots.
- Concerns regarding appeal, quality of life, privacy, and nuisance factors.
- Questions and concerns regarding how this change would impact established neighbourhoods and infill projects.

FREQUENLY ASKED QUESTIONS

- **What areas of the City does this change impact most?**
  This proposed change would primarily impact new, developing neighbourhoods and future subdivisions.

  Currently, some lots within St. Albert are wide enough to be subdivided into two lots, allowing for two dwellings where there used to be one. It is possible that some of these lots are located on non-through streets like cul-de-sacs, and p-loop street designs. Applications from developers to subdivide existing lots into two dwellings would need to conform to the minimum standards within the Land Use Bylaw in order to be approved.

  The City will continue to use Land Use Bylaw Schedule E, Established Neighbourhood Overlay District, and the Design Guidelines for Compatible Development in Established Neighbourhoods: Low Density Residential to guide infill development, while following the *Flourish* Municipal Development Plan and the Land Use Bylaw.

  There will be very few circumstances where existing lots on the bulb of a cul-de-sac can be further subdivided for infill development, as the Land Use Bylaw has a rule, Regulation 8.22(b)(ii), that requires a minimum distance at the curb. Please see Figure 11 below. Many existing lots on the bulb of a cul-de-sac will be unable to meet this regulation, as they are too narrow at the front, due to their pie shape. For this reason, it is expected that infill would be limited to the straight sections of the non-through road.

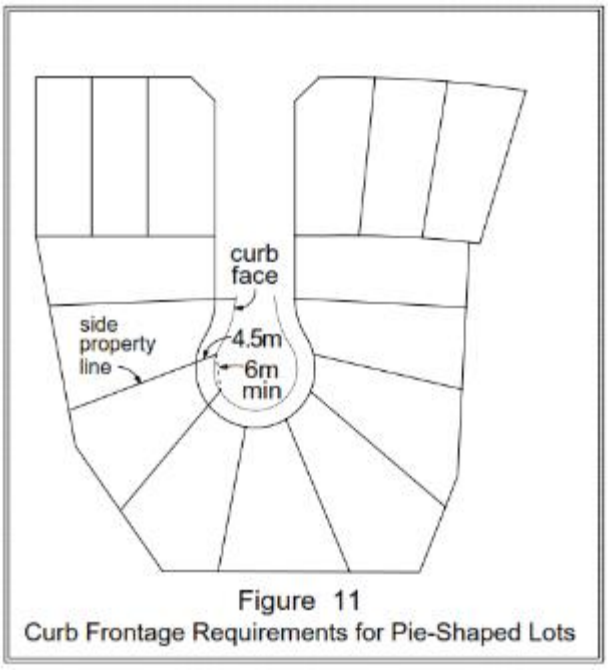


Figure 11
Curb Frontage Requirements for Pie-Shaped Lots

WHAT'S NEXT

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Narrow Lots on Non-Through Streets

City of St. Albert Planning & Development Department

January 2024

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INTRODUCTION

Select Engineering Consultants Ltd., on behalf of Landrex, has applied to amend Land Use Bylaw 9/2005, by removing Regulation 8.21(c). Regulation 8.21(c) states that:

Lots less than 11.5 m in width shall be located on through streets only.

The applicant's request to allow narrower lots on non-through streets required consulting with other city departments including: municipal enforcement, engineering, operations/public works, and the development branch. Administration also researched other jurisdictions to find current practices of other municipalities regarding non-through streets.

When evaluating the request to remove regulation 8.21(c), the research looked at these items:

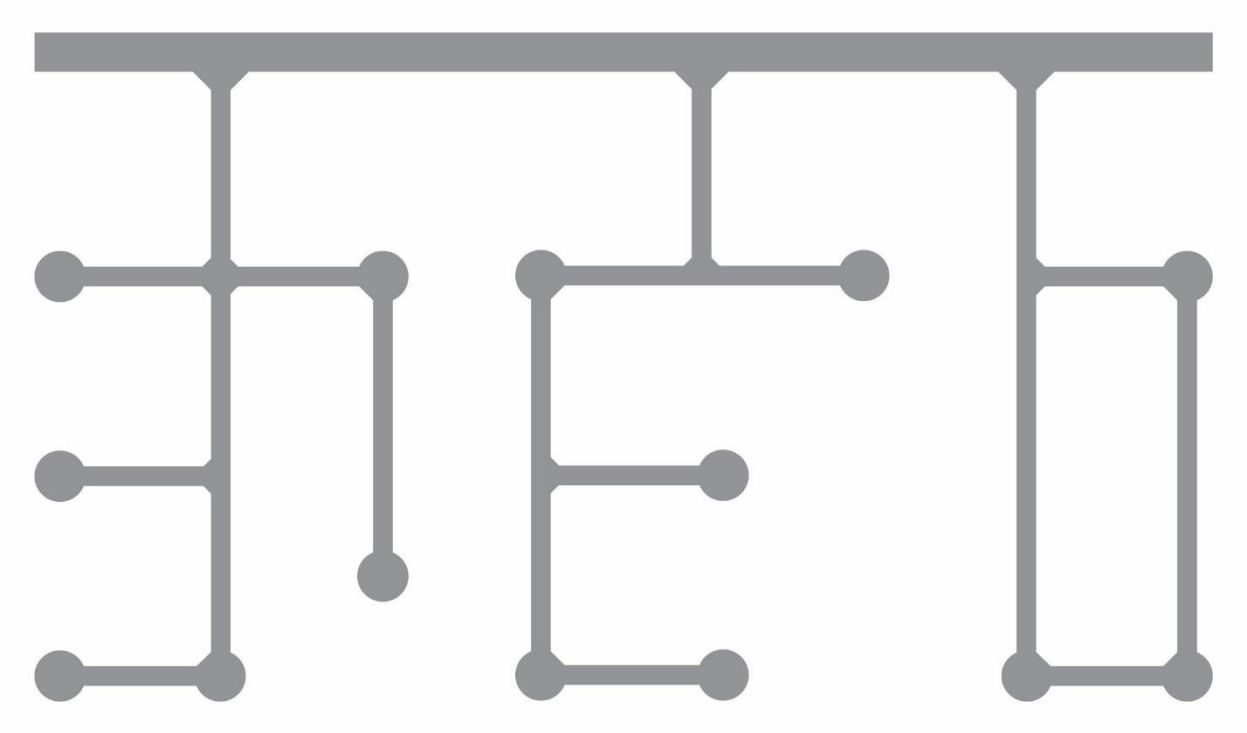
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4.0 Bulb on Non-Through Streets
5.0 Density and Access on Non-Through Streets
6.0 Intensification on Non-Through Streets
7.0 St. Albert Case Study Areas
8.0 Municipal Comparisons

What is a non-through street?

A non-through street means a public roadway built to City Standards, other than a lane, that has one point of ingress and egress.

A non-through street may end in a bulb (like a cul-de-sac), or it may loop back on itself (like a P-loop). A non-through street also includes any road design with one access point and spine, and more than one bulb or dead end. See Figure 1 on page 3 for some examples of non-through street designs. These designs can be found in many neighbourhoods of St. Albert, established, and new.

Figure 1: Examples of Non-Through Street Designs



RESEARCH ITEMS

1.0 Parking Considerations

Reduction of On-Street Parking

The number of on-street parking stalls in a cul-de-sac is reduced when compared with a through street, as there is no street parking allowed on the bulb of the cul-de-sac.

For example, if 26 lots are arranged in a through street configuration, there are approximately 12 on-street parking stalls available, which is about one parking stall for every 2.2 lots. This is shown on Figure 2 on page 4.

If 26 lots are arranged in a non-through street configuration, there are approximately 8 street parking stalls available, which is about one parking stall for every 3.25 lots. This represents a 33% reduction in street parking. This is shown on Figure 3 on page 4.

Figure 2: Number of On-Street Parking Stalls on a Through Street

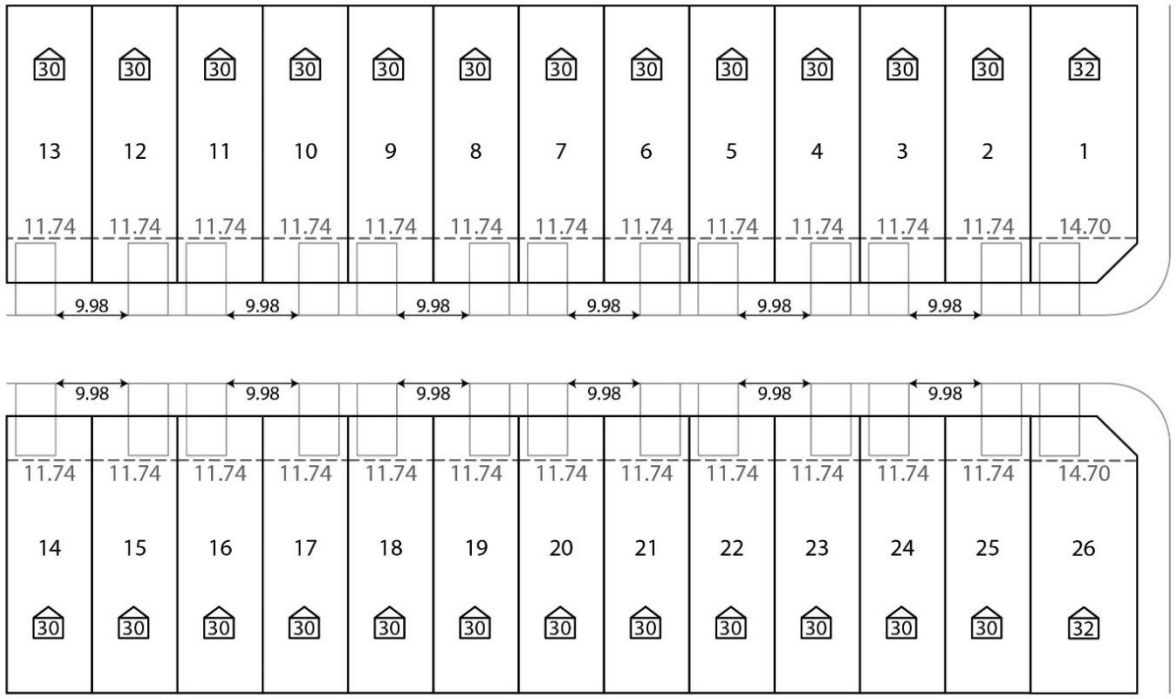
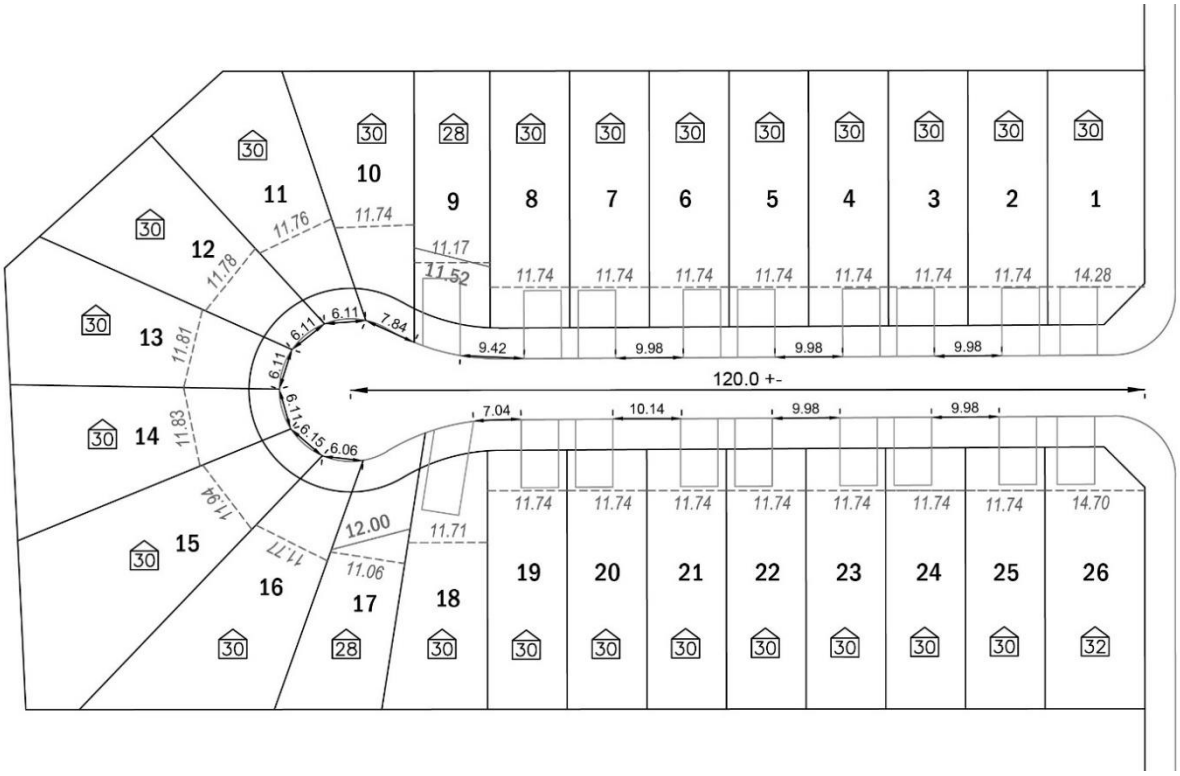


Figure 3: Number of On-Street Parking Stalls on a Non-Through Street



Overall, there will be a decrease in the availability of public on-street parking on cul-de-sacs, when compared with through streets.

It should be noted that there is still on-site parking in cul-de-sac street designs. Parking for narrow lot product on a cul-de-sac will be primarily contained on the lot – either within the garage, on a parking pad, or a combination of both. The Land Use Bylaw currently requires a minimum of two stalls on-site.

Reduction of Space Between Driveways (Setbacks)

In considering narrow lots on non-through streets, setback requirements from a driveway were reviewed. The driveway setback impacts the size of on-street parking stalls, and lot drainage. Driveway size and placement also impacts the opportunity for planting of street trees, and placement of power pedestals, hydrants, and other street furniture.

Narrower lots typically have driveways that are closer together which means reduced space between driveways where on-street parking would occur. Narrower lots will reduce the amount of public street parking.

The *Use of Highway and Rules of the Road Regulation*, Alberta Regulation 304/2002, Section 44(j) requires that:

> *A person driving a vehicle shall not stop or park the vehicle at the following locations: within 1.5 metres from an access to a garage, private road or driveway or a vehicle crossway over a sidewalk.*

This 1.5-metre buffer zone is to help reduce blind spots, and give drivers' clearer sightlines as they enter and exit their driveway.

Additionally, the City of St. Albert's *Traffic Bylaw 18/2005*, Section 23(3)(j) and (k) requires that:

> *At no time shall a person park or stop a vehicle:*
>
> *(j) within 5 m of a fire hydrant curb point; and*
>
> *(k) within 5 m of a marked crosswalk.*

Clause (j) is to ensure that emergency services have consistent access to hydrants to fight fires, and clause (k) ensures visibility of pedestrians looking to cross the street. These items also impact the availability of on-street parking.

In addition, St. Albert's *Municipal Engineering Standards*, identify:

A minimum clearance of 1.25 m shall be provided between the edge of the driveway and the outside edge of adjacent street furniture to either side. Street furniture placement shall be carefully considered to allow optimum driveway and apron width. A minimum clearance of 1.50 m shall be provided between the edge of driveway and any boulevard tree.

When lots are developed, these regulations apply.

With the current non-through street lot width, there is approximately 9.98 metres (approximately 32.7 feet) of space between driveways. This allows for 6.98 metres (approximately 22.9 feet) of space to park a vehicle, as shown on Figure 4 on page 6.

With the proposed narrow lot configuration, there is 6.5 metres (21.3 feet) of space between driveways. This allows for 3.5 metres (approximately 11.5 feet) of space on the street, as shown on *Figure* 5 on page 7. That is not enough to park an average vehicle, 5.1 metres long (16.7 feet) and does not meet Land Use Bylaw parallel parking stall depth of 7.0 metres.

Figure 4: Existing On-Street Parking on Lots Larger than 11.5 m

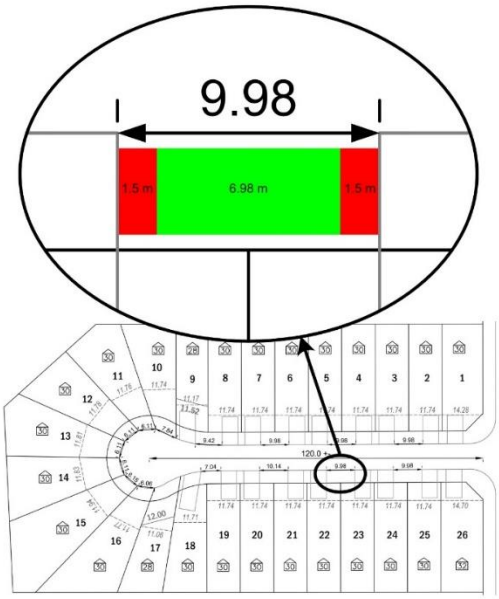
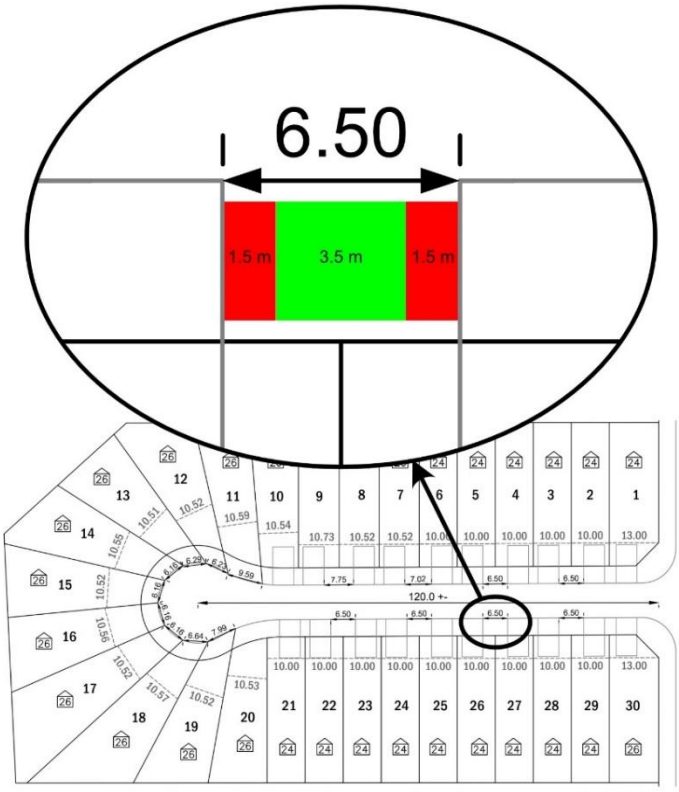


Figure 5: Proposed Street Parking on Narrower Lots



Please note, this narrowed width is currently permitted on through streets, as a higher order goal of the Edmonton Metropolitan Region Board, and the *Flourish* Municipal Development Plan is to meet density targets. Administration notes that low density products are only one component of overall density. In order to meet density targets, medium and high density products must also be constructed.

2.0 Snow Storage and Removal

When this application was circulated, it was noted that there are operational concerns regarding snow storage and removal, related to narrow lots on non-through streets.

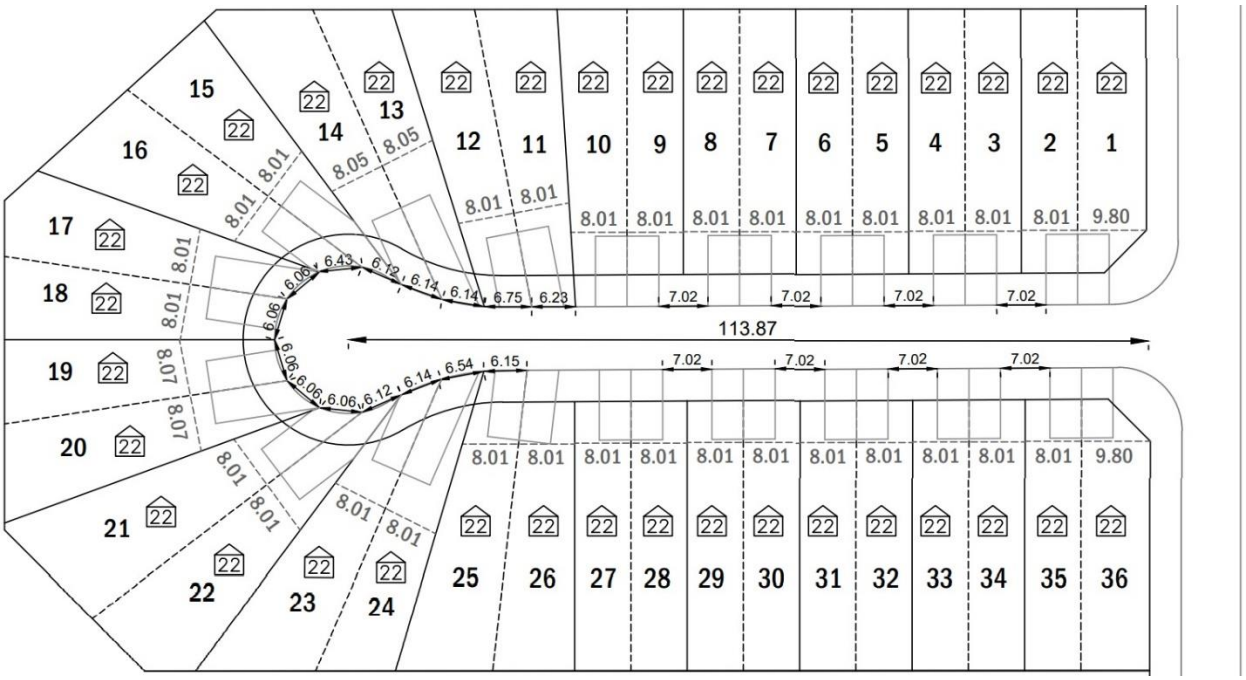
Cul-de-sacs have a lessened priority for snow removal when compared with through streets. The City of St. Albert *Snow and Ice Control Policy C-IS-01* Item 2(c) states that:

> *Residential Roads – snow removal shall, when possible, occur after an average of 6 to 9 cm of snow or when snow pack is softening, and vehicle mobility is becoming severely compromised. Snow, when possible, will be removed within 10 days with exception of piles in cul-de-sacs, which will be removed as resources*

allow. After March 7th residential roads will only be plowed and snow will be left to melt.

The bulb of a cul-de-sac has little room for snow storage as residents clear their driveway, as the driveways typically are very close at the boulevard. If lot sizes were reduced, some of the driveways would need to taper significantly so as not to overlap, as shown on Figure 6.

Figure 6: Cul-de-Sac with 8.0 m wide lots



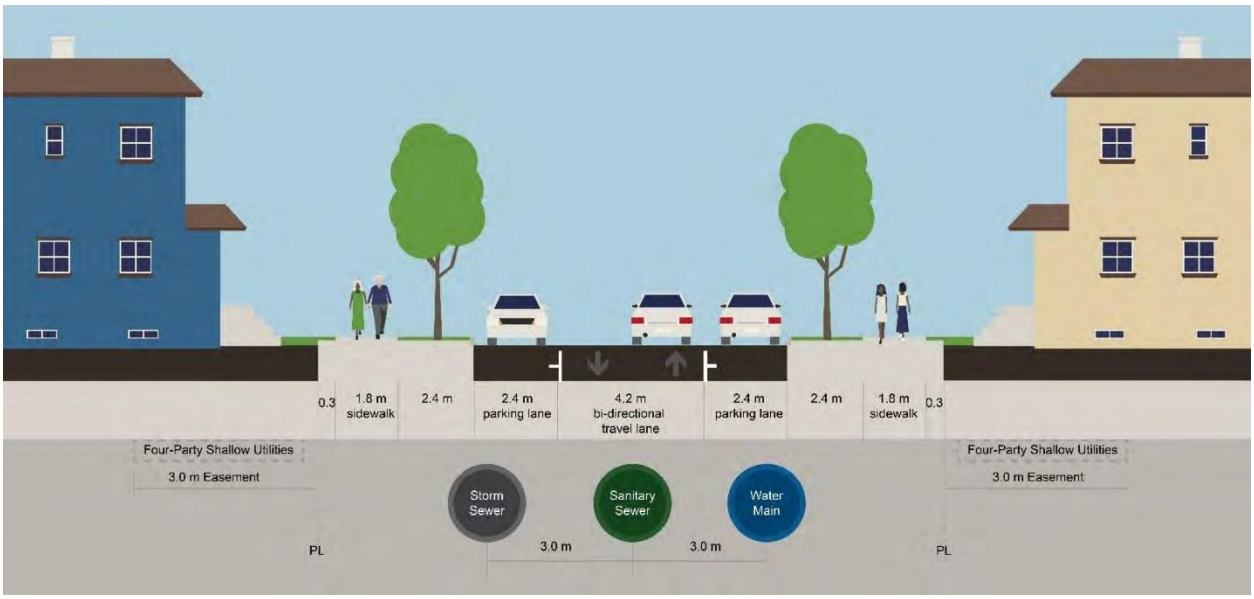
Having more, and narrower, lots on a cul-de-sac may result in more complaints about snow removal, and snow storage issues in general.

3.0 Emergency Access / Swept Path Analysis

Local Residential Road Right-of-Way

Most non-through streets are a Local Residential classification, which has an 18.0 metre right-of-way, as per the City's Complete Streets Guidelines. About 2.4 metres on each side are allocated for on-street parking, and 4.2 metres is typically allocated for a bi-directional travel lane. Please see Figure 7 below for a diagram of a sample local residential road right-of-way.

Figure 7: Local Residential Road Right-of-Way[1]



Fire trucks, and other large vehicles must be able to safely access non-though streets. Emergency Services has noted that a swept path analysis *may* be required for non-through street designs, at time of subdivision, to ensure that the emergency access is functional for the larger vehicles. This would be the responsibility of the applicant through a qualified engineer to draw and provide the study to the City.

This is to ensure the 4.2 m bi-directional travel lane can accommodate an emergency services vehicle on the non-through street design, and use any emergency PUL that is provided without sideswiping parked vehicles.

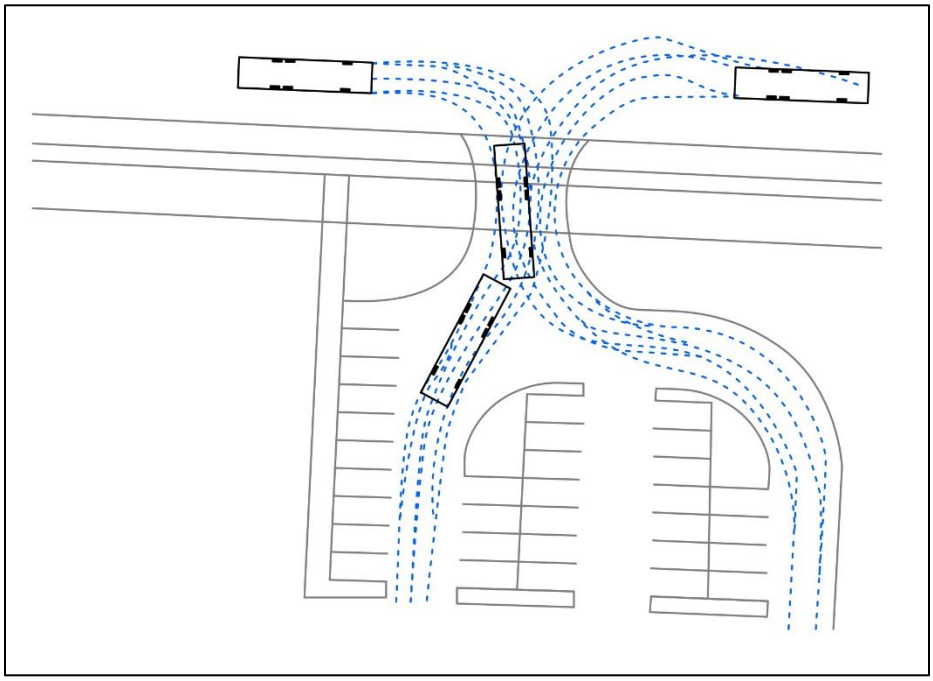
A swept path analysis can be used to confirm that the access route and turning movements are unobstructed and functional for emergency response vehicles. It will show a diagram of the large vehicle, and the path its' wheels and body take as it travels through a neighbourhood. It can find areas where the turning radius for a larger vehicle is too small, and where it would potentially hit parked vehicles or curbs. An example of a portion of a swept path analysis can be found on Figure 8 on page 10.

If obstacles or obstructions are identified during the study, then road design modifications, or parking restrictions may be required.

The City of St. Albert Engineering Standards has a minimum radius of 12.0 m on a cul-de-sac, which does accommodate fire trucks and garbage trucks.

[1] (City of St. Albert, 2018, p. 36)

Figure 8: Example of a Swept Path Analysis from Edmonton[2]



4.0 Bulb on Non-Through Street

Bulb Lot Width and Frontage

Lots on the bulb of a non-through street are pie shaped, they have a wider rear yard and a narrower front yard. Vehicular access to lot widths lower than 11.5 m is impacted on a cul-du-sac.

Narrowing a lot on a bulb may cause trespassing over an adjacent driveway to access a lot. There is also very little space between the driveways at the curb. A 0.3 metre space between the side property line and the driveway is needed for drainage, as per the Surface Drainage Bylaw 14/2015.

An example of how a non-through street would look if approximately 8.0 metre wide lots were permitted is shown on Figure 9. The driveways on lots 15 and 22 would need to taper significantly - it is expected there could be trespassing over adjacent properties. The angle of the driveways reduces functionality, when compared with a driveway that is perpendicular to the street. The easiest driving path is a straight path, these driveways require a driver to navigate angles when backing up. The width of the driveway is also reduced, due to the angle. Please see Figure 10 on page 12 for a close up.

[2] (City of Edmonton, 2021, p. 1)

Figure 9: Cul-de-Sac Bulb with 8.0 m Wide Lots, showing the outline of proposed driveways

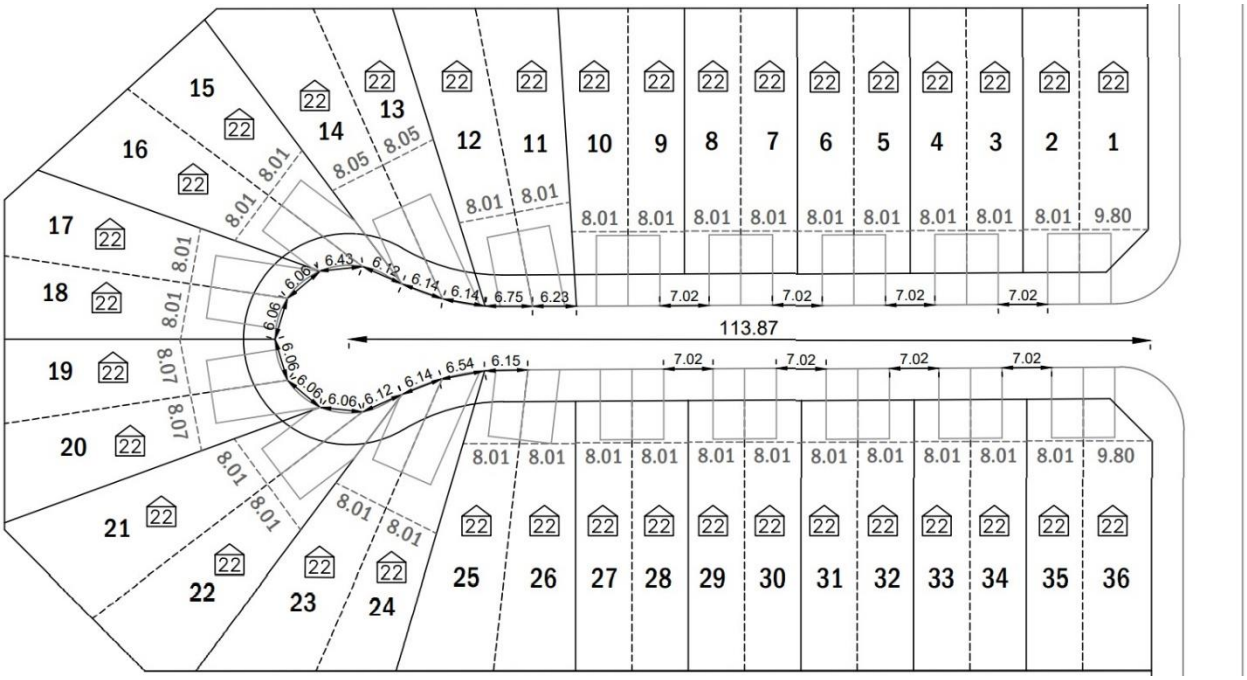
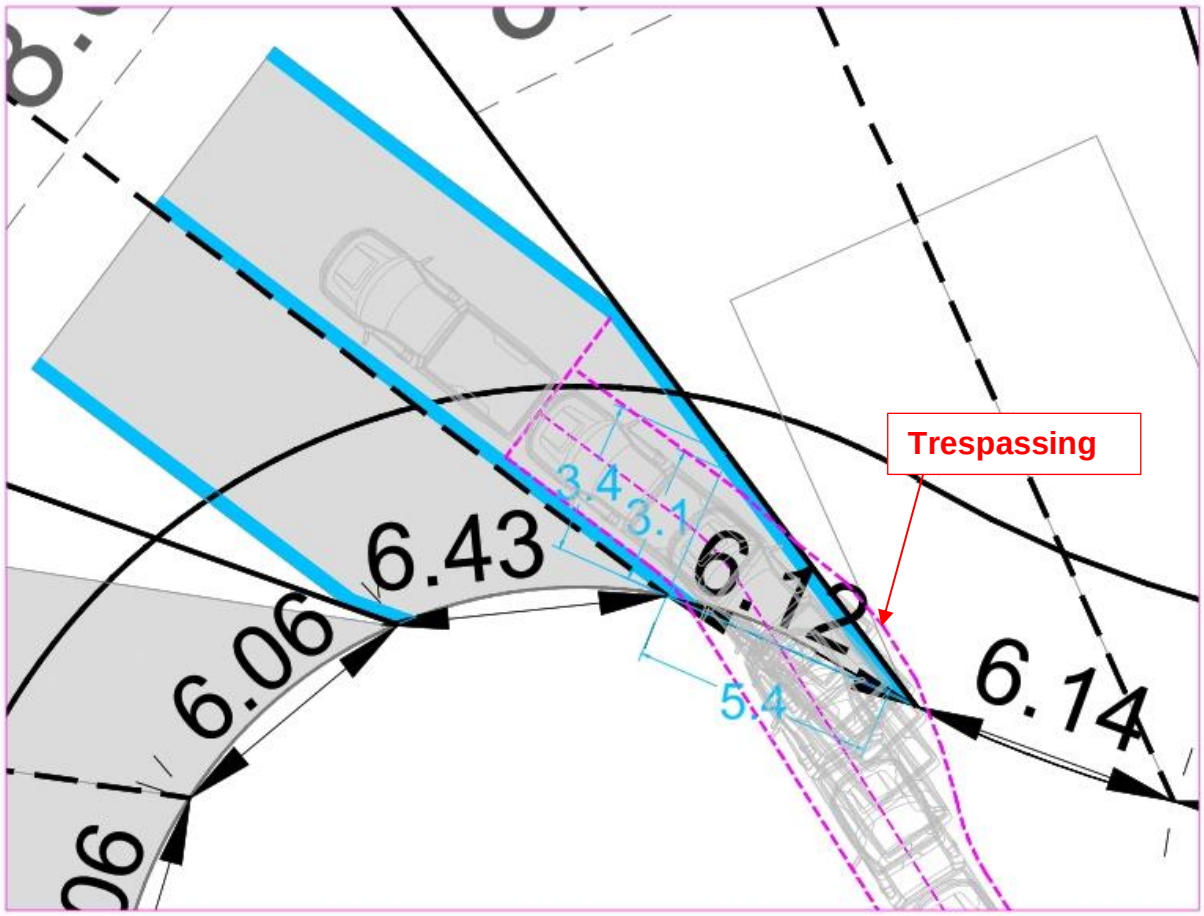


Figure 10: Close up of Lot 12 proposed driveway, with Ford Truck



Obstructions for Large Vehicle Movement in Bulb

In cases where drivers park “nose in” to the curb in a cul-de-sac, as shown in Figure 11, there can be issues with ingress and egress for large vehicles, such as garbage trucks, and delivery vehicles. The portion of the vehicle that is not contained in the driveway causes an obstruction and inhibits vehicles that have a large turning radius from getting out of the cul-de-sac.

This is an existing problem in cul-de-sacs, and it will continue regardless of whether this proposal is approved or not. However, if lots less than 11.5 metres in width are on the bulb, this increases the number of potential conflicts in the cul-du-sac, as there are more lots on the bulb.

Figure 11: "Nose In" Parking in Cul-de-Sac



5.0 Density and Access on Non-Through Streets

Additional density on non-through streets could present challenges, as there is only one road access point in and out, for both people and emergency services. If there was an incident and the access was closed, the coming and going from the non-through street would be impacted. An incident could have a larger impact when a non-through road is long and has many dwelling units. Administration wanted to learn if there was a correlation between the number of dwelling units, the number of access routes, and length of the street.

The National Fire Protection Association (NFPA) Code 1141, *Standard for Fire Protection Infrastructure for Land Development in Wildland, Rural, and Suburban Areas*, requires a minimum number of accesses per number of dwelling units, as shown in Table 1 below.

Table 1: Required Number of Access Routes for Residential Areas

Number of Households	Number of Access Routes
0-100	1
101-600	2
>600	3

St. Albert has been meeting the requirements of the NFPA regulations through the use of Public Utility Lots (PULs), within our Municipal Engineering Standards.

In St. Albert's Municipal Engineering Standards, there is currently no limit on the length of a non-through street. Non-through streets that are over 170 metres in length require a minimum 6-metre-wide public utility lot for emergency vehicle access, as per section 3.3.1.5.1:

> *Cul-de-sacs which exceed 170 m in length require a minimum 6.0 m wide PUL for emergency vehicle access and looping of the water main.*
>
> *Any PUL which is required for emergency vehicle access shall be developed to a standard acceptable to the City and shall include provisions for limiting public vehicle access. Refer to the Engineering Standard Drawings in Appendix A.*

This technique has been working with wider lot widths on non-through streets. However, the new direction is to densify, and there are concerns that a PUL will no longer be sufficient on some longer, denser non-through streets. It also a concern that neighbourhoods themselves require more than one point of access. The direction of *Flourish* Municipal Development Plan, which was approved in 2021 is also a factor. The MDP policy direction is provided in the agenda report.

6.0 Intensification on Non-Through Streets

Intensification due to Secondary Suites

Administration considered how secondary suites could increase the density of non-through streets, because a secondary suite is a permitted use for a single-detached house within the Land Use Bylaw 9/2005.

The number of suites that have been issued development permits since 2007, when suites were first allowed, is approximately 323 suites. Over 16 years, the average number of suites approved per year is approximately 20.

Feedback from stakeholders suggested that the number of suites on non-through streets be limited to ensure that National Fire Protection Association (NFPA) be met.

However, installation of a secondary suite happens after roads and accesses are designed and developed; making anticipating how many suites could be on a non-through street difficult. It is anticipated that there will be some intensification on non-through streets from secondary suites. *Flourish* MDP anticipates a minimum aspirational intensification target beginning at 20% (of all residential units) and increasing to 30% over the course of *Flourish*.

National Fire Prevention Association (NFPA) Regulations have requirements for the number of access points depending on the number of dwelling units. If there is only one access point, then a maximum of 100 dwelling units can be accommodated. As there are no plans to restrict suites, a better option is to restrict the number of lots or the length of the non-through road to control the density that is permitted on non-through roads and ensure NFPA regulations are met.

For safety, Administration is recommending limiting the number of lots that can be placed on a non-though street. That limit would be 100 lots. A cul-de-sac that is longer than 120 m would still need a PUL, as per the current engineering standards. This approach can be supported by regulations in other jurisdictions, as illustrated in Section 8.0 Municipal Comparisons on page 26.

Intensification due to Infill on Established Non-Through Streets

The City's *Cultivate the Conversation* platform was used to collect public comments during the circulation period of this file. Some comments received were related to infill and redevelopment in established neighbourhoods. Established neighbourhoods include: Grandin, Mission, Lacombe Park, Woodlands, Braeside, Forest Lawn, Sturgeon, and Akinsdale.

The population of mature neighbourhoods generally decreases as families age. Shops and schools need people to continue to stay operational. Infill development offers a choice to buy a newly constructed home, in an established neighbourhood.

Flourish MDP encourages intensification, and Policy 13.2.3 states the City is to: *Manage growth through amendments to the Land Use Bylaw, the preparation of Area Redevelopment Plans, and the approval of development applications to support a minimum annual aspirational intensification target beginning at 20% (of all residential units) and increasing to 30% over the course of Flourish.*

To subdivide and create a single-detached lot in the Low Density Residential (R1) District, within an established neighbourhood, on an interior existing lot on a non-through street requires that each lot created must be a minimum of 11.5 metres in width. Whereas, an interior existing lot on a through street is a minimum lot width of

10.0 metres. For a semi-detached house, each half of an interior lot must have a minimum lot width of 8 metres.

If regulation 8.21(c) were removed, it would be possible for some lots on an established non-through street to be re-subdivided and infilled. An example of this change can be seen in a case study of a street in the Grandin neighbourhood on page 22.

7.0 St. Albert Case Study Areas

North Ridge – Noah Close (Existing Narrower Lots)

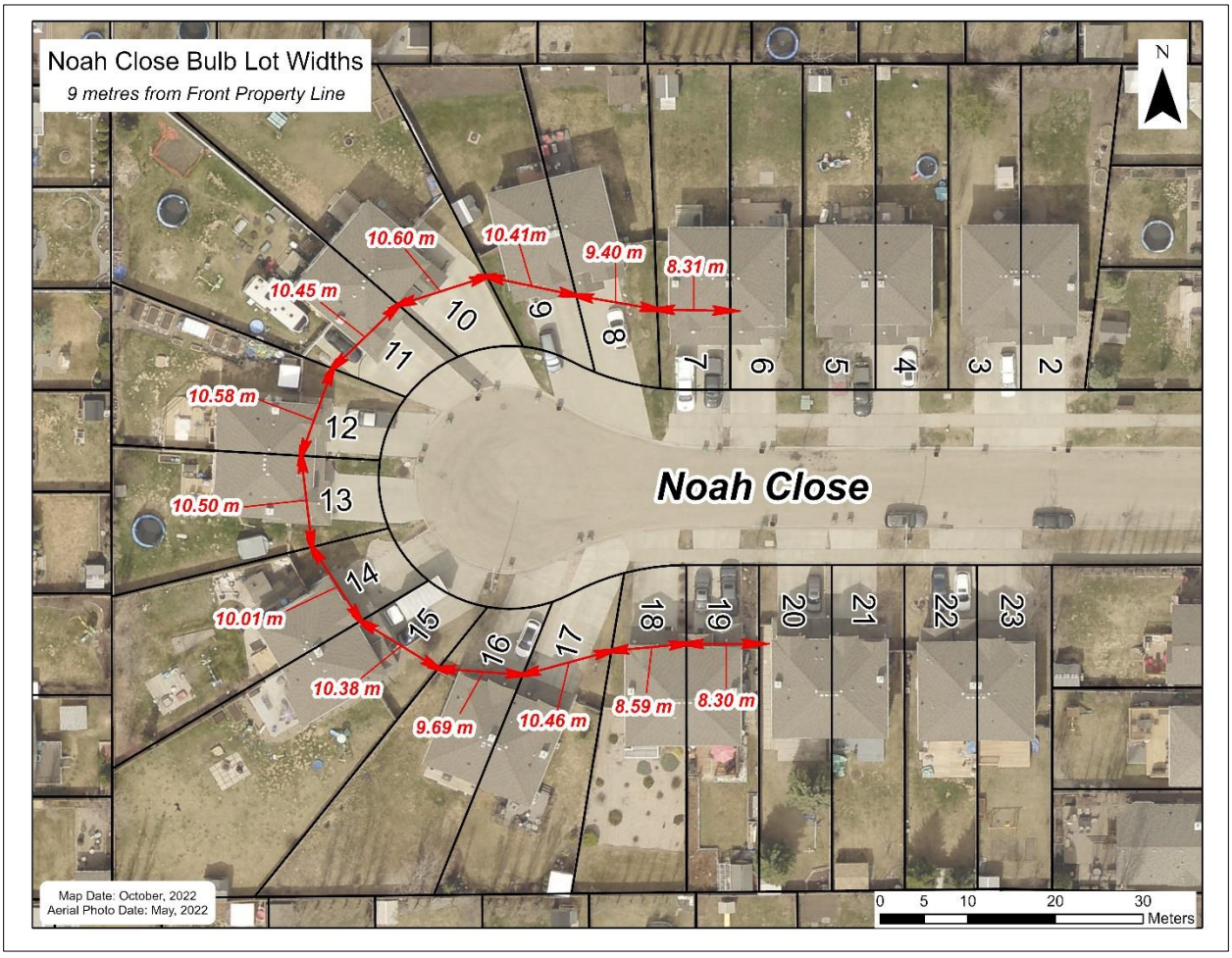
Noah Close, in the North Ridge neighbourhood is an example of an existing non-through street that has lots narrower than 11.5 m wide. These lots feature a semi-detached product. This area was registered with Land Titles on Plan 042 0103 as North Ridge Stage 4, in the year 2004. Please see Figure 12 on page 17 for an aerial view of the cul-de-sac.

The lots on Noah Close are less than 11.5 metres wide, but they would be wider than what would be allowed if regulation 8.21(c) were removed entirely. The lots are approximately 8.3 metres wide on the straighter portion of the street, and between 8.59 metres and 10.6 metres wide on the bulb. Please see Figure 12 on page 17 for a diagram showing the lot width.

This individual subdivision design meets the NFPA regulations, as the cul-de-sac is kept to a smaller length and the number of units would not exceed 100, even if suites were permitted.[3]

[3] Please note, at this time suites are not permitted in semi-detached dwellings.

Figure 12: Noah Close Bulb Lot Widths



Erin Ridge Neighborhood – Empress Way

Empress Way in the Erin Ridge neighbourhood is a multi-bulbed cul-de-sac that has multiple bulbed branches off one main spine. The current road configuration and build out is shown in Figure 13 below.

Figure 13: Erin Ridge Neighbourhood – Empress Way



Currently, there are 111 residential lots in total off one vehicle access point (Empress Way and Bellerose Drive). The lots are primarily single-detached homes, with lot widths that range between approximately 11.5 metres and 14.0 metres wide. This area was registered with Land Titles on Plan 992 5555 as Erin Ridge Stage 19 in the year 1999. The main spine (Empress Way) is approximately 341 metres long.

There are two public utility lots with this street design that allow pedestrian and emergency access into and out of the area. One PUL connects with English Way, the other with Erin Ridge Drive. Please note, not all of these public utility lots may be used for emergency access, and some may be used for underground piping only.

If regulation 8.21(c) were removed, and smaller lots were allowed on a street design such as this, we estimated there could be approximately 161 lots (that are a minimum of 8 metres wide). This represents an increase of 50 lots (45% increase).

Please see Figure 14 on page 19 for a diagram of the estimated lotting.

This would be above the recommended 100 dwelling units per one access that NFPA advises. The PULs do allow some egress from the area for pedestrians and cyclists, but not for vehicles. There would be concerns that the capacity of the local road would be impacted.

The intersection might need to be examined, to determine the level of service that would be provided. This might trigger a TIA to be submitted.

Figure 14: Empress Way: Revised Lotting Plan with 8 Metre Wide Lots



Erin Ridge Neighbourhood – Ellington Crescent

Ellington Crescent is a P-Loop street design, with attached cul-de-sacs within the Erin Ridge Neighbourhood. The current road configuration and build out is shown in Figure 15 below.

Figure 15: Erin Ridge Neighbourhood - Ellington Crescent



Existing are 107 residential lots off one vehicle access point, Ellington Crescent and Erin Ridge Drive. There are four public utility lots, which provide additional pedestrian access, or emergency vehicle access to the area. One connects with English Way, one with Eastcott Drive, and two connect with the trail system. There is also another municipal reserve link to the trail system, that can be used by pedestrians. Please note, not all of these public utility lots may be used for emergency access, and some may be used for underground piping only.

The lots are primarily single-detached homes, with lot widths that range between approximately 11.5 metres and 15 metres wide.

This area was registered with Land Titles in three plans:

- Plan 062 7914 as Erin Ridge Stage 39, in 2006.
- Plan 094 1546 as Erin Ridge Stage 41, in 2009.
- Plan 102 6339 as Erin Ridge Stage 42, in 2010.

If regulation 8.21(c) were removed, and smaller lots were allowed on a street design such as this, we could see up to 159 lots, that are 8 metres wide. This represents an increase of 52 lots (48.6% increase). Please see Figure 16 below for a diagram.

Figure 16: Ellington Crescent: Revised Lotting Plan with 8 metre Wide Lots



Grandin Neighbourhood – Grandville Place (Established Neighbourhood Infill)

Grandville Place in the Grandin neighbourhood is a single cul-de-sac. The current road configuration and build out is shown in Figure 17 below.

Figure 17: Grandin Neighbourhood – Grandville Place



Existing are 19 lots off one vehicle access point, Grandville Place and Grandville Avenue. There is one PUL that allows pedestrian and emergency access into and out of the area, it connects with Gaylord Place.

The lots are primarily single-detached homes, with lot widths that range between approximately 18 metres and 28 metres wide.

This area was registered with Land Titles as Plan 5480KS, in 1958.

At present, only lots 11.5 metres and wider are permitted on cul-de-sacs. Some of the current established lots aren't wide enough to be infilled with two 11.5 m lots (which

would need at least a 23-metre-wide original lot). If this area were infilled under current regulations, two lots could be split, allowing for new single-detached dwellings. That would result in the street having 21 lots (10.5% increase) as shown on Figure 18.

Figure 18: Infill under Current Regulations



If regulation 8.21(c) were removed, these lots could be infilled with smaller semi-detached or single-detached dwellings, at 8 metres or 10 metres wide. This would allow lots between 16 and 20 metres wide to be further infilled.

If the lots on the bulb have the required curb face measurement of 12.0 metres (6 metres each), they can also be infilled and subdivided.

Staff looked at how many lot splits would be possible with the narrower lot widths. Thirteen lots were wide enough to be split into 10.0 metre lots for single-detached homes. Six lots were wide enough to be split into 8.0 metre wide lots for a pair of semi-detached homes. The resulting street was able to accommodate 26 single-detached homes, and 12 semi-detached homes.

Figure 19: Infill under Proposed Regulations



Overall, an example street with 19 lots could achieve 38 lots, so a doubling of the number of lots.

Please note that this does not represent a guarantee of infill. Servicing capacity must be available for infill development to proceed. There are also considerations regarding the protection of boulevard trees.

8.0 Municipal Comparisons

Administration looked at other jurisdictions within Alberta, to see if limits have been placed on non-through road designs, on the length, the number of lots permitted, and vehicle trips per day (vpd). Many of these examples below were found in the Municipal Engineering Standards, or a separate Fire Department Access Standard document. One was found in the Land Use Bylaw (Beaumont).

Table 2: Summary of Cul-de-Sac Limits

Jurisdiction	**Regulations Relating to a Cul-De-Sac**
Lloydminster	Limited to 150 m long residential cul-de-sac.
Medicine Hat	Limited to 180 m or 40 dwelling units.
Calgary	Limited to 200 m long residential cul-de-sac or 100 households on a cul-de-sac.
Airdrie	Uses City of Calgary design guidelines for subdivision servicing.
Leduc	Limited to 200 m long residential cul-de-sac or 100 households on a cul-de-sac.
Lethbridge	Limited to 200 m or 100 households per cul-de-sac.
Red Deer	Limited to 200 m or 40 dwelling units per cul-de-sac.
Fort Saskatchewan	Limited to 200 m or 100 dwelling units or 1,000 vehicles per day.
Beaumont	Block length is based on the land use district: • Block length maximum of 240 m in the Conventional Neighborhood and Integrated Neighbourhood Districts. • Block length minimum 90 m to maximum 180 m in the Mature Neighbourhood District. • Block length minimum 80 m to maximum 120 m for planned areas in the Main Street District (no requirement for built up areas).
Grande Prairie	No Limit – requires a Public Utility Lot after 100 m or 20 single-detached housing units.
Edmonton	No Limit – requires a Public Utility Lot after 120 m.
Strathcona County	No Limit – requires a Public Utility Lot after 170 m.
St. Albert	No Limit – requires a Public Utility Lot after 170 m.