**File #:** BL-24-024, **Version:** 1

**TAMRMS#: B06**

**9.1**

***REQUEST FOR DECISION***

**Bylaw 18/2024 Land Use Bylaw (1st Reading)**
Presented by: Brian Conger, Community Planning Manager, ISL Engineering & Land Services; Adryan Slaght, Managing Director, Planning & Infrastructure, Office of the Chief Administrative Officer; Colin Krywiak, Development Branch Manager, Planning & Development; Chelsea Thompson, Development Officer II, Planning & Development; Barb Dupuis, Planner, Planning & Development

## RECOMMENDED MOTION(S)

That Bylaw 18/2024 be read a first time.

## SUMMARY

This report discusses the proposed new Land Use Bylaw (LUB), and the corresponding engagement process. These amendments require a public hearing and Council's approval as per the requirements in the Municipal Government Act (MGA).

Land Use Bylaw 9/2005 was adopted in 2005, and in the 19 years since it was adopted, changes have taken place in the typical style of development. While there have been numerous one-off changes to the LUB over time, this is the first comprehensive overhaul of the document in almost 20 years.

The new Land Use Bylaw has been drafted to align with the Edmonton Metropolitan Region Growth Plan and *Flourish* Municipal Development Plan (MDP).

## ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION

The *Municipal Government Act RSA 2000, CM-26* section 640(1) requires that every municipality must pass a Land Use Bylaw.

The *Municipal Government Act RSA 2000, CM-26* section 623(b) requires that a Council must establish a development authority to exercise development powers on behalf of the municipality.

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

Before giving second reading to:
(e) a proposed land use bylaw
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.

**June 2022**
At the Community Growth & Infrastructure Standing Committee meeting of June 13, 2022, committee passed the following motions:

AR-22-209
That the Community Growth & Infrastructure Standing Committee recommend to Council that the agenda report dated June 13, 2022, entitled "Land Use Bylaw Update 2022" be received as information.

The previously distributed agenda report for this meeting can be found as attachment 3.

**July 2023**
At the Standing Committee of the Whole meeting of July 11, 2023, committee passed the following motions:

AR-23-360
That the agenda report dated July 11, 2023, be received as information.

The previously distributed agenda report for this meeting can be found as attachment 4.

**April 2024**
At the Standing Committee of the Whole meeting of April 9, 2024, committee passed the following motions:

AR-24-113
That Administration review the possibility of enabling front drive zero lot lines within the Small Lot Residential district in the new Land Use Bylaw.

That Administration consider reducing parking requirements to encourage or enable affordable housing in the new Land Use Bylaw.

That Administration review the possibility of enabling density bonuses in the Downtown District in the new Land Use Bylaw.

The previously distributed agenda report for this meeting can be found as attachment 5.

A report exploring the actions Administration took from this direction can be found as attachment 6. Administration has identified concerns with implementing front access zero lot-line product, as detailed in Appendix 1 of attachment 6.

**June 2024**
At the Standing Committee of the Whole meeting of June 11, 2024, committee passed the following motion:

AR-24-249
That Administration align the new Land Use Bylaw with the amendments for election signage outlined in Bylaw 15/2024.

## BACKGROUND AND DISCUSSION

In November 2021, the Land Use Bylaw update project was initiated. The goals of the project were to:

- Incorporate the policies of *Flourish* Municipal Development Plan;
- Overall housekeeping, and updates; and
- Creating a web friendly document.

Additionally, through the course of the project it was decided to:

- Repeal the Development Authority Bylaw, and incorporate the contents within the LUB.

The draft land use bylaw, and land use map can be found as attachments 1 and 2, respectively.

1. **Incorporating the Policies of Flourish Municipal Development Plan**
   An overview of how the MDP policies in each section have been incorporated into the draft LUB can be found below. Not all policies in the MDP were within the scope of this project, but many were, and a brief overview is detailed below.

   **a. Green Environment**
   - Administration is proposing a new district, called the Conservation (CON) District, for valued and protected environmental features. Several city-owned parcels are proposed to be redistricted to this new district, as shown on attachment 13.
   - Aligned the Municipal Engineering Standards and the Land Use Bylaw regarding landscaping. New landscaping regulations are proposed for multifamily residential sites.
   - The project team has proposed a regulation to require full-cut off lighting fixtures, with the intent that light will be directed down towards the ground for new development, and be more dark sky friendly. An exception may be made for architectural lighting that highlights building features.

   **b. Robust Economy**
   - Created two new employment districts, called the Business Park 1 (BP1) and Industrial (IND) districts, which will allow more choice for rezoning applications for employment lands.
   - Expanded on existing regulations to enable home-based business and entrepreneurship. Proposing to allow employees in Home-based business level two and three.

   **c. Housing Options**
   - Consolidated and simplified residential districts for clarity and flexibility.
   - Accommodated a greater mix of housing in neighborhoods, by introducing triplexes and fourplexes, on corner lots with lane access, in the Low-Density Residential (LDR), and

Laned-Lot Residential (LLR) Districts. These modest-scale buildings are expected to blend in with existing low-density development in established areas.
- Enabled specialized accommodation and care facilities in all Neighbourhoods, Trail Corridor Areas, and Mixed-use Nodes to promote inclusive communities.
- Expanded secondary suite options, by introducing one suite in semi-detached and duplex homes, and allowing the option for two suites in the LDR District (on a lot with a single-detached dwelling), as long as one suite is contained within the home.

**d. Mobility Choices**
- Goal is to right-size parking requirements. Proposing overall parking reductions, with the highest reductions in the Downtown District. Reductions were proposed for both residential and non-residential uses.
- Reduced parking ratios for affordable non-market housing units, and studio apartments.
- Provide additional clarity regarding bicycle parking requirements.
- Implemented a general pedestrian access section, which details how private lands shall connect to public facilities.

**e. Cultural Richness**
- Consolidated several land use districts into the Downtown District, and updated the Land Use Bylaw regulations to reflect the policies of the MDP and the vision of the DARP.
- Made note of historic resources within the draft LUB - provided a definition, and identified that in some cases, a historical resource assessment, heritage assessment or related study may be required.
- The majority of cultural resources are handled through individual Municipal Historic Resources Bylaws, which can be found on the Bylaws page of the website.

**f. Resilient Infrastructure**
- Support and enable the adoption of renewable energy sources. Changes are proposed to solar collectors (can be attached to a building or freestanding, but must not track the sun).
- Align Land Use Bylaw and Municipal Engineering Standards to enable and encourage green infrastructure.
- Allow green building products or technologies to be used as a density bonusing option.
- Proposed requirements for electric vehicle (EV) charging infrastructure in the parking section.

**g. Community Well-Being**
- Remove regulatory barriers to supportive housing models. The team has proposed consolidated definitions, and added supportive housing and group homes as permitted uses in most residential and mixed-use districts.
- Support food security, availability, and entrepreneurship through urban agriculture. A new use, ‘community garden’, is proposed, and was added as a permitted use in many districts. This is to meet Flourish MDP Policy 11.6.01 and 11.6.02. This means the use can now be standalone (as the only use on a parcel). At this time, community gardens emphasize not-for-profit food production.

**h. Great Places**

- Design mixed-use, civic, and commercial districts for people, not cars. The proposal has resulted in reduced setbacks (in some cases), taller buildings designed with podiums for a human scale, and proposed parking reductions.
- The integration of residential, commercial, retail, and office uses is now possible in the proposed expanded range of mixed-use districts. Adding options for non-residential uses allows for services and businesses to be located adjacent to the customers they serve. The overall goal was to try and create a live-work-play node within a neighborhood. The two proposed districts are called Mixed-Use Level 1 (MU1), and Mixed-Use Level 2 (MU2).
- Adding design criteria for any high-rise building, as a general regulation.

**i. Sustainable Growth**

- Added dwelling (townhouse - plex) to help meet a housing mix in new neighbourhoods that achieves a minimum overall density of 40 dwelling units per net residential hectare for new Neighbourhoods.
- Support infill opportunities in established areas, including expanding the provisions for secondary suites, adding dwelling (townhouse - plex) on laned corner lots, and revising the infill schedule.
- Proposed refined clauses that require density to comply with approved Area Structure Plans.

**j. Land Use and Development - Downtown**

- Expand the existing Downtown District and update the Land Use Bylaw regulations to reflect the policies and guidelines of the DARP and the MDP. The proposed boundary of Downtown has been expanded to just north of the Sturgeon River. This area has been marked as the “downtown transition” area, and was previously the Boardwalk District. The rationale for inclusion was partially based on how Flourish MDP map shows the area identified as downtown. The project team did not propose expanding the boundary further, as additional technical studies are needed before expanding the Downtown District further.
- Continue to prohibit drive-through businesses in the DTN District, to preserve the walkable character of the downtown core.
- Density bonusing was added, following SCOW feedback. MDP Policies 14.3.1 and 13.2.6(d) both ask that downtown be treated as a high-density urban neighbourhood, and so a proposed density band of 70 to 300 dwelling units per net hectare was chosen. Further density can be achieved, but the density bonus section would need to be used. For example, the Niche site has a density of 442 du/ha density, and would need to use bonusing.

**k. Land Use and Development - Employment & Mixed-Use Employment Areas**

- Created the new Industrial (IND) District, which will allow more choice for rezoning applications for employment lands, and help to work towards achieving a tax split that contains more non-residential assessment.
- Encourage a range of wholly enclosed light-industrial uses, as well as office development, and accessory and small-scale, stand-alone retail uses in the BP1 and

BP2 Districts, to meet Flourish MDP Policy 14.8.01.
- Prohibit large-scale warehousing and distribution uses and all outside storage, as well as residential and other sensitive land uses in BP1 and BP2 Districts, to meet Flourish MDP Policy 14.8.02.
- Supported employment growth by restricting residential land uses within the ICS and IND Districts, as per MDP Policy 14.7.02.

**l. Land Use and Development - Mixed-Use Nodes**
- The MU1 and MU2 districts have a range of uses, such as retail, restaurants, personal and businesses services, medium-density housing, institutions, parks, and public spaces, as per MDP Policy 14.5.01.

**m. Land Use and Development - Neighborhoods**
- Supported a range of low- and medium-density housing forms in the LDR, SLR, LLR, FBR, and MDR Districts as per MDP Policy 14.6.01.
- Secondary suites have been expanded in scope. Typically, an accessory dwelling unit is more affordable than other products.
- There have also been changes proposed to affordable housing. A new definition is proposed, and parking reductions have been proposed. Affordable housing units are a requirement of the density bonusing sections in the MDR, HDR, MU1, and DTN Districts.

**n. Land Use and Development - Trail Corridor Areas**
- Supported a range of uses in Trail Corridor Areas, by including retail, office, medium- and high-density housing, institutions, parks, and public spaces to meet MDP Policy 14.4.01.

**2. Overall Housekeeping Updates**

The new Land Use Bylaw is generally organized into seven parts and four schedules. The content has been rearranged so that definitions are at the back, similar to a textbook. Some former schedules were incorporated into sections.

The Land Use Map (Schedule A) and Flood Line Map are now available online, for easier viewing by the public. Once the new Land Use Map is approved, the information in the online viewer will be updated and include supporting bylaw section links.

We have included a conversion chart at the back of the document for easier understanding of what districts have been transitioned.

**3. Key Changes to Land Use Districts**

- Several new districts are proposed, including the Conservation (CON), Business Park 1 (BP1), Mixed Use Level 1 (MU1), and Industrial (IND) Districts.
- Several districts were consolidated including:
  - The Low-Density Residential (R1) and Low-Density Residential (R2) Districts were consolidated into a single district, now called Low-Density Residential (LDR) District.
  - The Medium-Density Residential (R3) and Medium-Density Residential (R3A) Districts were consolidated into a single district, now called the Medium-Density Residential

(MDR) District.
    - The former Boardwalk (BW), Downtown Residential (DR), Mixed Commercial (MC), and Downtown (DT) Districts were all consolidated into the new Downtown (DTN) District.
- Several districts had minor refinements, including Business Park 2 (BP2), Industrial and Commercial Service (ICS), Public Park (PRK), Transitional (TRN), and Future Urban Development (FUD) Districts.

**4. Spot Redistricting Files**

Also undertaken with the LUB rewrite were twelve groups of spot redistricting files, including:

- 1 Giroux Road
- 10 Carleton Drive, 55 Chevigny Street, 380 Carleton Drive, & 370 Carleton Drive
- 314 St. Albert Trail, 59 St. Thomas Street, & 57 St. Thomas Street
- 54203 Range Road 261 (Religious Assembly)
- #110, 23B Akins Drive
- 507MR Ray Gibbon Drive
- 513ER Ray Gibbon Drive (a part of Red Willow Park)
- 501ER Ray Gibbon Drive, 503MR Ray Gibbon Drive, 505MR Ray Gibbon Drive, & 509ER Ray Gibbon Drive (Grey Nuns White Spruce Park)
- A part of 45 City Annex West, & 46 City Annex West
- 400 Ray Gibbon Drive, 402 Ray Gibbon Drive, 4 City Annex, 5 City Annex, 10 City Annex & 13 City Annex (Lois Hole Centennial Provincial Park)
- 25230 Township Road 542 (Religious Assembly)
- 216ER Ray Gibbon Drive (a part of Grandin Ravine)

For each proposed redistricting, there were public notification letters mailed out to landowners within 100 metres of the parent parcel(s). A short summary of each proposed redistricting, as well as public feedback received is shown in attachment 16.

**5. Conversion of Parks to the Conservation (CON) District**

As part of the creation of the conservation district, several parcels were proposed to be converted from the Public Park (PRK) District to Conservation (CON) District.

A short summary of each proposed conversion is shown in attachment 14.

There were no mailouts for these parcels, as the intended use will remain unchanged through the redistricting.

**6. Creating a Web-Friendly Document**

If the Land Use Bylaw is approved, a single PDF copy of the document will be placed on the city website, on the ‘Bylaws’ page as a first step.

Administration has been working with the consultant to create a more web-friendly version of the document. The LUB would then be placed on its own page of the City website. There is a prototype already in place.

The regulations will be loaded into a module that will provide a searchable, user-friendly

experience. The new interactive LUB will be able to be updated by Planning & Development staff, as required.

7. **Repeal the Development Authority Bylaw**
   During the review process for the Land Use Bylaw, it was determined that the content contained within the Development Authority Bylaw 18/95 could be worked into sections 1 and 2 of the draft LUB.

   Therefore, the Development Authority Bylaw 18/95 is proposed to be repealed. The provisions for establishing the Development Authority have now been included in the beginning of the LUB.

8. **Amend the Master Rates Bylaw**
   During the review process for the Land Use Bylaw, it was determined that the Master Rates Bylaw would need to be updated with the fees charged for new districts, and amended by adding the new district names. These amendments are proposed for later this year.

9. **Post-Adoption**
   If the Land Use Bylaw is approved, several action items follow, including:

- Monitoring of the implementation of the document;
- Staff training; and
- Developing and tracking of Key Performance Metrics (KPI).

Because the LUB is a living document, it is anticipated that edits and housekeeping amendments to the document will occur with some level of regularity, following adoption. Administration anticipates monitoring impacts of the LUB update for approximately one year, at which time any necessary amendments would be prepared for council consideration. Outside of this process, private parties will be able to apply to change the bylaw, as their need and schedule dictate.

There are also anticipated amendments after the infill strategy is completed, to help further meet MDP goals, including anticipated amendments to accommodate development adjacent to future rapid transit station (TOD) areas.

## STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

Feedback was sought from the public, internal, and external stakeholders, and Indigenous Partners throughout the course of this project. A summary of engagement events can be found as attachment 7.

There are also several feedback reports, that can be found as attachments, including:

- A summary of the feedback for the pop-up event in 2022 can be seen in attachment 8.
- A summary of the feedback for the first online survey event in 2022 can be found in attachment 9.
- A summary of the feedback for the second online survey event in 2023 can be found in attachment 10.
- Public feedback on the draft LUB can be found in attachment 11.

- Interested party feedback (from developers, builders, & government agencies) on the draft LUB can be found in attachment 12.
- As part of this project, several parcels were redistricted as part of the LUB Update. Letters were sent out in late 2023 and early 2024 for these properties. The feedback from the public can be found as attachment 16.

## IMPACTS OF RECOMMENDATION(S)

Financial:
The project is within the allotted budget.

Compliance & Legal:
None at this time.

Program or Service:
Some planning and development timelines are mandated by the MGA and will not change with this amendment.

Organizational:
None at this time.

Risks
None at this time.

## ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

Initiative aligned with Strategic Plan: Update of the Land Use Bylaw
Complete the update of the Land Use Bylaw (LUB) to modernize and align the LUB with the new Municipal Development Plan.

## ALIGNMENT TO SERVICE DELIVERY

The following are the municipal services, as set out in the City of St. Albert Services and Service Levels Inventory, to which the Land Use Bylaw is linked:

**D.1.2 Issuance of Land Use and Development Permits and Licenses**
Services related to the review and issuance of land use and development permits or licenses.

**D.4.1 Current Planning Application Processing**
Processing and coordination of the approval of statutory plans and amendments, subdivision and condominium applications.

## IMPACTS OF ALTERNATIVES CONSIDERED

If Council wishes to make changes to the new LUB, the following processes could be used:

**ALTERNATIVE 1 (RECOMMENDED):**

Council may choose to give second and third reading to the bylaw, and then give notice of motion for potential changes to the new Land Use Bylaw. This would finalize the document for the 2025 construction season, while allowing staff to work on any preferred changes as a separate amending bylaw.

Financial:
None at this time.

Compliance & Legal:
None at this time.

Program or Service:
Finalizing the new LUB would provide certainty to the development community, and would allow Administration to proceed with post-adoption activities, such as updating the Master Rates Bylaw.

Organizational:
None at this time.

Risk:
None at this time.

**ALTERNATIVE 2:**

Council may choose to amend some sections of the LUB, prior to third reading. Please be advised, however, of the extremely interconnected nature of the Land Use Bylaw, and the potential for unforeseen consequences of amendments.

Financial:
There is approximately $90,000 left in the project budget, which could be used for a scope change with the consultant.

Compliance & Legal:
Will depend on the proposed scope change.

Program or Service:
Will depend on the proposed scope change.

Organizational:
Will depend on the proposed scope change.

Risks:
Will depend on the proposed scope change. Please note that there will also be significant delay experienced in order to prepare redline edits to the draft document and then present the changes to Council. This delay will impact the development community, who are looking towards planning for the

2025 construction season.

There will also be a delay in presenting changes to the Master Rates Bylaw, which are anticipated later this year.

Report Date: October 1, 2024
Author(s): Barb Dupuis
Department: Planning & Development
Department Director: Kristina Peter
Managing Director: Adryan Slaght
Chief Administrative Officer: Bill Fletcher

**CITY OF ST. ALBERT**

BYLAW 18/2024

# LAND USE BYLAW

A Bylaw to regulate and control the use and development of land and buildings, and establish the Development Authority in the City of St. Albert.

WHEREAS, pursuant to the *Municipal Government Act,* R.S.A, 2000, c.M-26, and amendments thereto, a municipality shall pass a land use bylaw;

AND WHEREAS, the City of St. Albert wishes to establish a Development Authority to exercise development powers and perform duties on behalf of the municipality;

NOW THEREFORE, the Council of the City of St. Albert ENACTS AS FOLLOWS:

1. This bylaw may be referred to as the “Land Use Bylaw”.

2. The “Land Use Bylaw”, attached as Schedule “1” to this bylaw, is hereby adopted as the City of St. Albert’s Land Use Bylaw.

## SEVERABILITY

3. Should any provision of this bylaw be invalid, then the invalid provision shall be severed, and the remainder of this bylaw shall be maintained.

## EFFECTIVE DATE

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

## REPEAL OF BYLAWS

5. Bylaw 9/2005, as amended, is hereby repealed.
6. Bylaw 18/95, as amended, is hereby repealed.

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

**Schedule 1 – City of St. Albert Land Use Bylaw**

# City of St. Albert

# Land Use Bylaw

October 15, 2024

# LAND ACKNOWLEDGEMENT

We respectfully acknowledge that we are on Treaty 6 territory, traditional lands of First Nations and Métis peoples. As treaty People, Indigenous and non-Indigenous, we share the responsibility for stewardship of this beautiful land.

# TABLE OF CONTENTS


**Part 1** **Purpose** ..... **6**

Jurisdiction ..... 6
Development Authority ..... 10
Bylaw Amendments ..... 12
Contravention and Enforcement ..... 15

**Part 2** **Development Process** ..... **20**

Development Permit Requirements ..... 20
Variances and Conditions ..... 34
Validity, Cancellations, and Appeals ..... 38
Non-Conforming Development ..... 40
Compliance Certificate ..... 41

**Part 3** **General Regulations** ..... **42**

City-Wide Regulations ..... 42
Residential Buildings and Lots ..... 66
Non-Residential Buildings and Lots ..... 92
Landscaping and Grading ..... 102

**Part 4** **Parking** ..... **106**

**Part 5** **Land Use Districts** ..... **126**

*Residential Districts*

Low-Density Residential (LDR) District ..... 128
Small-Lot Residential (SLR) District ..... 132
Laned-Lot Residential (LLR) District ..... 138
Front-Back Residential (FBR) District ..... 144
Medium-Density Residential (MDR) District ..... 150
High-Density Residential (HDR) District ..... 158

*Commercial and Industrial Districts*

Neighbourhood Commercial (NHC) District ..... 162
Trail Corridor Commercial (TCC) District ..... 166
Regional Commercial (RCC) District ..... 170
Business Park 1 (BP1) District ..... 178
Business Park 2 (BP2) District ..... 182
Industrial and Commercial Service (ICS) District ..... 186
Industrial (IND) District ..... 190

*Mixed-Use Districts*

Mixed-Use Level 1 (MU1) District ..... 194
Mixed-Use Level 2 (MU2) District ..... 202
Midtown (MID) District ..... 210
Downtown (DTN) District ..... 226

Integrated Care Community (ICC) District ..... 238

*Special Districts*
Public Park (PRK) District ..... 248
Conservation (CON) District ..... 250
Public, Private, and Institutional Service (PSI) District ..... 252
Alternate Jurisdiction (ALT) District ..... 254
Future Urban Development (FUD) District ..... 256
Transitional (TRN) District ..... 260
Direct Control (DC) District ..... 266

**Part 6 Signage ..... 268**

**Part 7 Definitions ..... 296**
Definitions – General ..... 296
Definitions – Signage ..... 320

**Schedule A: Land Use District Map ..... 324**

**Schedule B: Major Roadways ..... 354**

**Schedule C: Established Neighbourhood Overlay ..... 356**

**Schedule D: Building Heights for Specific Development Areas ..... 364**

**Appendix 1: Land Use District Conversion ..... 368**

## LIST OF FIGURES


Figure 3-1: Measuring Building Height ....43
Figure 3-2: Measuring Retaining Wall Height ....44
Figure 3-3: Corner Cut for Traffic Sight Lines ....47
Figure 3-4: Panhandle Lot ....56
Figure 3-5: Detached Garage Setbacks ....73
Figure 3-6: Fence Height Locations ....81
Figure 3-7: Lot Widths ....83
Figure 3-8: Curb Frontage Requirements for Pie Shaped Lots ....83
Figure 3-9: Curb Frontage Requirements for Rear Lane Access ....83
Figure 3-10: Lot Depth Requirements ....84
Figure 3-11: Lots - Cul-de-Sac ....84
Figure 3-12: Measuring Lots Less than 12.20 m Wide ....85
Figure 3-13: Maximum Height for Detached Garage with Garage Suite ....86
Figure 3-14: Lot Exception, Erin Ridge North ....88
Figure 3-15: Lot Exception, Ville Giroux ....89
Figure 3-16: Lot Exception, Jensen Lakes ....90
Figure 4-1: Parking Angle Illustration ....121
Figure 5-1: Zero Lot-Line Development, Front Vehicle Access ....137
Figure 5-2: Zero Lot-Line Development, Rear Vehicle Access ....143
Figure 5-3: Grouping of Vehicular Access on Adjacent Lots for a Block of Dwelling (Semi-Detached) ....149
Figure 5-4: Grouping of Vehicular Access on Adjacent Lots for a Block of Dwelling (Duplex) ....149
Figure 5-5: Sites for Dwelling (Semi-Detached) ....154
Figure 5-6: Sites for Dwelling (Townhouse – Single) in accordance with an Area Structure Plan ....155
Figure 5-7: Massing of Building Walls ....173
Figure 5-8: MID District Sub-Areas ....210
Figure 5-9: Downtown ....226
Figure 5-10: Downtown Podium and Step-Back ....231
Figure 5-11: ICC District Subareas ....238
Figure 5-12: ICC Building Height Adjacent to Erin Ridge Drive and Erin Ridge Road ....241
Figure 5-13: ICC Storefront Access ....245
Figure 6-1: A-Board Sign ....274
Figure 6-2: Awning and Canopy Sign ....275
Figure 6-3: Billboard (with a Digital Display) ....278
Figure 6-4: Billboard Sign Locations ....279
Figure 6-5: Projecting Sign ....292
Figure 6-6: Real Estate Sign ....294
Figure 7-1: Example of Typical Non-Through Roadway Designs ....310
Figure 10-1: Restricted Building Envelope ....358

Figure 10-2: Staggered Setback .....359
Figure 10-3: Multiple-Lot Developments.....361
Figure 10-4: Established Neighbourhoods .....362
Figure 11-1: Building Heights for Redevelopment, Downtown Neighbourhood.....365
Figure 11-2: Building Heights for Redevelopment, Oakmont Neighbourhood .....366
Figure 11-3: Building Heights for Redevelopment, Ville Giroux Neighbourhood .....367

## LIST OF TABLES

Table 1-1: Specified Penalties ……16
Table 2-1: Development Not Requiring A Development Permit ……21
Table 4-1: Parking Stall Dimensions ……120
Table 12-1: Land Use District Conversion Table ……368

# Part 1
# Purpose

**This part introduces readers to the Land Use Bylaw, the local Development Authority, the process for amending this Bylaw, and consequences for contravening it.**

## Jurisdiction

### 1.1 SHORT TITLE

(1) This Bylaw may be cited as "The City of St. Albert Land Use Bylaw."

### 1.2 REPEAL

(1) This Bylaw repeals *Land Use Bylaw* 9/2005, and *Development Authority Bylaw* 18/95.

### 1.3 TRANSITION

(1) An application for amendments to this Bylaw, and any Land Use Redistricting, Subdivision, or *Development Permit* applications received on or after this Bylaw comes into force shall be processed and considered upon the provisions outlined herein.

(2) If an application for a *Development Permit* under *Land Use Bylaw 9/2005* is received and deemed complete before this Bylaw comes into force, that application will be dealt with under the provisions of *Land Use Bylaw 9/2005* as though that Bylaw had not been repealed and this Bylaw had not been enacted.

(3) A *Development Permit* that was in force and effect on the date this Bylaw comes into force continues to be in force and effect, and is subject to suspension or cancellation, as though it had been issued under this Bylaw.

### 1.4 PURPOSE

(1) The purpose of this Bylaw is to regulate the use and *development* of land and *buildings* within the *City* of St. Albert.

### 1.5 REGULATORY CONTEXT AND COMPLIANCE

(1) Nothing in this Bylaw shall exempt any person from their obligation to comply with the requirements of any other municipal, provincial, or federal statute or regulation.

## 1.6 REFERENCES TO OTHER BYLAWS

(1) Any reference in this Bylaw to other bylaws or to a provincial or federal statute shall be deemed a reference to the bylaw or statute then in force, including all amendments thereto and any successor legislation.

(2) The *density requirement* of an *Area Structure Plan*, *Area Redevelopment Plan*, or *Neighbourhood Plan* shall supersede the *site density requirement* of any district in this Bylaw.

## 1.7 FEES AND CHARGES

(1) Fees and charges for services or other things provided under this Bylaw, including processing of applications, are set out in the *Master Rates Bylaw* 1/82.

(2) The fee applicable to an application for a *Development Permit* must be paid in full before the *Development Authority* issues a decision on the application.

## 1.8 SEVERABILITY

(1) Each provision of this Bylaw is independent of all other provisions and if any provision of this Bylaw is declared invalid by a court of competent jurisdiction, all other provisions remain valid and enforceable.

## 1.9 INTERPRETATION

(1) In this Bylaw:

(a) The table of contents, titles and subtitles are for convenience of reference only, do not form part of the substantive content, and are not to be used for the purpose of construing or interpreting any provision of this Bylaw;

(b) Tables, charts, or schedules form part of the substantive content, unless otherwise provided;

(c) Unless the context otherwise requires, words importing the singular shall include the plural and vice versa;

(d) Unless the context otherwise requires, words importing one gender include all genders; and

(e) The following abbreviations have the indicated meanings:

(i) MGA means *Municipal Government Act*;

(ii) MDP means Municipal Development Plan;

(iii) ASP means *Area Structure Plan*;

(iv) ARP means *Area Redevelopment Plan*;

(v) NP means *Neighbourhood Plan*;

(vi) SDAB means *Subdivision and Development Appeal Board*;

(vii) LPRT means *Land and Property Rights Tribunal*;

(viii) CAO means *Chief Administrative Officer*;

(ix) DC means *Direct Control*;

(x) du means *dwelling unit*;

(xi) ha means hectare;

(xii) m means metre; and

(xiii) $m^2$ means square metre.

## 1.10 DETERMINING LAND USE DISTRICT BOUNDARIES

(1) In the event of uncertainty or dispute with respect to the location of the boundary of a *Land Use District*, the location will be determined by application of the following rules:

(a) Where the boundary of a District is shown as approximately following the boundary of a *lot*, a utility right-of-way or easement, or the *City's* municipal boundary, the District boundary is deemed to follow the surveyed boundary of the *lot*, the utility right-of-way or easement, or the *City's* municipal boundary;

(b) Where the boundary of a District is shown as approximately following a *highway* or *public roadway*, the boundary is deemed to be at the centre line of the *highway* or *public roadway*;

(c) Where the boundary of a District is shown as approximately following the edge or shore of a naturally occurring or constructed body of water, the District boundary is deemed to follow the edge line or shore line, and in the event of a naturally occurring change in the location of the edge line or shore line, the District boundary is deemed to have changed to conform to the new location of the edge line or shore line;

(d) Where the boundary of a District is shown as following:

(i) A topographic contour line; or

(ii) A slope stability *setback* line from either the top or the bottom of an escarpment;

the District boundary is deemed to follow the contour line or *setback* line, and in the event of a naturally occurring change in the location of the contour line or *setback* line, the District boundary is deemed to have changed to conform to the new location of the contour line or *setback* line;

(e) Where the boundary of a District is shown as being parallel to or an extension of any of the features described in sections (a) to (d) of this section, the District boundary is deemed to be where a plan of survey shows, or would show, such a parallel or extended line to be;

(f) If the exact location of a District boundary cannot be determined by the application of sections (a) through (e) of this section, the *Development Authority* shall determine the location of the District boundary on the basis of measurements scaled from the applicable Land Use District Map; and

(g) Where a property boundary is adjusted by subdivision, the *Land Use District* boundary follows the new property boundary created by the subdivision.

## 1.11 ROUNDING OF NUMBERS

(1) In determining whether a *building* complies with this Bylaw in respect to placement on the *site* or projection of the *building* over *setback* areas, the measurements of the *building* shall be rounded to the same number of significant digits as set out in this Bylaw.

# Development Authority

## 1.12 DEVELOPMENT AUTHORITY

(1) The office of the *Development Authority* is established in accordance with Part 17, Division 3 of the *MGA* to exercise development powers and perform duties on behalf of the *City*.

(2) The CAO shall appoint the *Director of Planning and Development,* the *Manager of the Development Branch,* and one or more *Development Officers*.

(3) The powers and duties of the *Development Authority* for the *City* may be carried out by:

(a) The *Director of Planning and Development*;

(b) The *Manager of the Development Branch*; or

(c) Any of the of *Development Officers* appointed by the CAO pursuant to this Bylaw.

## 1.13 POWERS AND DUTIES OF THE DEVELOPMENT AUTHORITY

(1) The *Development Authority* has those powers and duties as set out in the *MGA*, any regulations made thereunder and this Bylaw.

(2) The powers and duties of a *Development Officer* may be exercised by any one of the individuals referred to in section 1.12(3).

(3) The *Development Authority* shall:

(a) Receive and determine whether an application is complete in accordance with the timelines prescribed within the *MGA*;

(b) Subject to budget and resource constraints, process and render decisions on *Development Permit* applications in accordance with the timelines prescribed within the *MGA*;

(c) Keep and maintain for inspection during regular municipal office hours, a copy of this Bylaw as amended, ensure that an online version is available on the *City's* website, and have hard copies available for a fee; and

(d) Keep a register, in electronic format, of all *Development Permit* applications, and the decisions rendered on them, for a minimum of seven years.

(4) The *Development Authority* may:

(a) Refer a *Development Permit* application, in whole or in part, to any internal department, outside agency, or local authority they deem necessary or advisable to consult;

(b) Provide a written *time extension agreement*;

(c) Approve a *variance* that complies with this Bylaw;

(d) Refuse a *Development Permit* application and provide the Applicant with written notice stating the decision of refusal and the reasons for refusal;

(e) Enforce any requirement or prohibition imposed on any person by this Bylaw;

(f) Issue a letter certifying whether the current or proposed use of a *lot* or *building* complies with this Bylaw;

(g) Impose, as conditions of a *Development Permit*, additional requirements, in order to ensure that the *development* is compatible with, and complementary to, surrounding land uses, consider other relevant planning documents, or ensure compliance; and

(h) Review applications for the siting of a *telecommunication tower*, in accordance with section 3.38 'Telecommunication Towers,' and has the authority to issue a letter of support or non-support to the federal regulatory authority in accordance with any applicable *Council* policy.

(5) The *Development Authority* may not alter the site density bonus beyond the limit set out in sections 5.6(8)(a) - MDR, 5.7(7)(a) - HDR, 5.15(8)(a) - MU1, and 5.18(7)(a) - DTN.

(6) The *Development Authority* and the *Subdivision Authority* reserve the right to refuse issuance of a *Development Permit* or a subdivision approval when municipal or third-party infrastructure that is necessary to serve the related *development* or subdivision is unavailable or inadequate to support the proposed *development* or subdivision at the time necessary to construct or occupy the *development* or subdivision.

# Bylaw Amendments

## 1.14 AMENDING THE LAND USE BYLAW

(1) An application to amend this Bylaw may be made as follows:

(a) In the case of an application to redistrict a *site*, any owner of the *site* or their authorized agent may, in accordance with section 1.15 'Land Use Redistricting Application,' apply in writing to the *Development Authority* to change the *Land Use District* applicable to the *site*; or

(b) In the case of an application to amend the text of the Land Use Bylaw, any person may apply in writing to the *City* to have the text amended, in accordance with section 1.16 'Text Amendment Application.'

## 1.15 LAND USE REDISTRICTING APPLICATION

(1) An application to redistrict a specific *site* shall be accompanied by the following:

(a) A completed application form as prescribed by the *Development Authority*;

(b) A copy of the Certificate of Title for the lands affected, dated not more than 30 days prior to the date of the application;

(c) Copies of any registered caveats or restrictive covenants;

(d) Copies of any documents satisfactory to the *Development Authority* verifying that the Applicant has a legal interest in the land for at least the period of time necessary to process the application at a public hearing;

(e) A statement of the reasons for the request to amend this Bylaw;

(f) Vicinity maps produced at a scale satisfactory to the *Development Authority* and including a level of detail satisfactory to the *Development Authority*, that provide dimensions of each boundary of the amendment area, show the relationship of the proposed District to existing land uses within a 100.00 m radius of the boundaries of the *site*, and provide the location and nature of any prominent geographical or natural features;

(g) A statement of how the proposed amendment conforms to the MDP, and any applicable *ASP*, *ARP*, or *NP*;

(h) The prescribed fee under the *Master Rates Bylaw*;

(i) Where the Applicant is an agent acting for the landowner, a completed Owner's Authorization Form; and

(j) Any other information requested at the discretion of the *Development Authority*.

(2) Where an application to amend this Bylaw leads to an amending bylaw presented to *Council* that is not passed, or when the application is withdrawn by the Applicant after advertisement of the proposed amending bylaw, another application for the same or substantially the same amendment on the same *site* shall not be made by the same or any other Applicant until at least six months after:

(a) The date of *Council's* decision to not pass the amending bylaw; or

(b) The date the Applicant's letter of withdrawal was received by the *City*.

(3) An application to redistrict a *lot* to a *Direct Control* (DC) District must be accompanied by the additional information noted in section 1.17 'Direct Control District Application.'

## 1.16 TEXT AMENDMENT APPLICATION

(1) All applications for a non-*site*-specific text amendment to this Bylaw shall be accompanied by the following:

(a) A completed application form as prescribed by the *Development Authority*;

(b) A statement of the reasons for the request to amend this Bylaw;

(c) A statement of how the proposed amendment conforms to the policies and intent of the MDP, and any applicable *ASP*, *ARP*, or *NP*;

(d) A fee, as established within the *Master Rates Bylaw*; and

(e) Any other information requested at the discretion of the *Development Authority*.

## 1.17 DIRECT CONTROL DISTRICT APPLICATION

(1) Application requirements for the submission of a *Direct Control* District must include:

(a) All information required for a 'Land Use Redistricting Application' (Section 1.15);

(b) A written statement indicating why, in the Applicant's opinion, a *Direct Control* District is necessary and why the same results cannot be achieved through the use of an existing District in this Bylaw;

(c) A list of Permitted Uses and Discretionary Uses proposed for the *site*;

(d) Plans and elevations or other documentation about the *development*, including *site* and building characteristics, that would help to substantiate the need for the *Direct Control* District; and

(e) Any other information requested by the *Development Authority* and/or *Council*.

## 1.18 ACCEPTANCE

(1) The *Development Authority* may refuse to accept an application to amend this Bylaw if the required information has not been supplied or if, in its opinion, the information supplied is of inadequate quality to properly evaluate the application.

## 1.19 REVIEW

(1) After an application to amend this Bylaw is accepted, the application shall be processed for consideration by *Council*.

# Contravention and Enforcement

## 1.20 OFFENCE

(1) A person who contravenes, causes, or permits a contravention of any provision of this Bylaw is guilty of an offence.

(2) Without limiting the generality of section (1), it is an offence for any person to commence or continue a *development* when:

(a) A *Development Permit* is required for *development*, but has not been issued in accordance with section 2.1(1);

(b) A *Development Permit* has expired for a *development* or use in a *Residential*, *Special*, *Commercial*, *Industrial*, or *Mixed-Use District*, in accordance with section 2.20;

(c) A *Development Permit* has been revoked or suspended for a *development* or use in a *Residential*, *Special*, *Commercial*, *Industrial,* or *Mixed-Use District*, in accordance with section 2.21;

(d) A condition of a *Development Permit* has been contravened for a development or use in a *Residential*, *Special*, *Commercial*, *Industrial,* or *Mixed-Use District*, in accordance with section 2.1(5);

(e) A *development* or use contravenes one or more regulations of this Bylaw, in accordance with section 2.1(6); or

(f) A Stop Order is issued and work continues, or failure to comply with a condition of a Stop Order in accordance with section 1.23.

(3) It is an offence for a person to prevent or obstruct a *Designated Officer* from carrying out any official duty under this Bylaw or the *MGA*.

## 1.21 CONTINUING OFFENCE

(1) A contravention of a provision of this Bylaw constitutes a separate offence with respect to each day, or part of a day, during which the contravention continues, and a person guilty of such an offence is liable to a fine in an amount not less than that established by this Bylaw for each such separate offence.

## 1.22 ENFORCING THIS BYLAW

(1) The *Development Authority*, a *Bylaw Enforcement Officer*, or a *Peace Officer* may enforce the provisions of this Bylaw, or the conditions of a *Development Permit,* pursuant to the *MGA* and the *Provincial Offences Procedure Act*.

(2) Enforcement may be initiated by *violation ticket* pursuant to the *Provincial Offences Procedure Act,* or any other action authorized by statute.

(3) The enforcement powers granted to the *Development Authority* under this Bylaw are in addition to any enforcement powers that the *City* or any of its *Designated Officers* may have under the *Provincial Offenses Procedure Act.*

(4) The *Development Authority* may exercise all powers concurrently.

## 1.23 STOP ORDER

(1) Pursuant to the *MGA*, where an offense under this Bylaw occurs, the *Development Authority* may - by written notice - order the owner, the person in possession of the land or *buildings*, or the person responsible for the contravention, or any or all of them, to:

(a) Stop the *development* or use of the land or *buildings*, in whole or in part, as directed by the notice; or

(b) Demolish, remove, or replace the *development*; or

(c) Carry out any other actions required by the notice so that the *development* or use complies with a *Development Permit* decision, subdivision approval, or this Bylaw.

(2) A person who receives a Stop Order may appeal the order to the *SDAB* or *LPRT* in accordance with the *MGA*.

(3) If a Stop Order is not complied with or appealed to the *SDAB* or *LRPT* by the stated deadline, the *City* may elect to take further action.

## 1.24 FINES AND PENALTIES

(1) A person who is guilty of an offence under this Bylaw is subject:

(a) To a fine, as prescribed in *Table 1-1* of this Bylaw where a *violation ticket* sets out the specified penalty applicable to the offence; or

(b) To a fine not exceeding $10,000, or to an Order of Imprisonment for not more than one year, or both.

**Table 1-1: Specified Penalties**

| Offence | | | Section | Penalty |
|---|---|---|---|---|
| (2) | Development without a valid *Development Permit* | | 1.19(2)(a) | |
| | (a) | *Principal building* | 1.19(2)(a) | |
| | | (i) *Residential* or *Special Districts* | 1.19(2)(a) | $ 1,000 |
| | | (ii) *Commercial*, *Industrial*, or *Mixed-Use Districts* | 1.19(2)(a) | $ 1,500 |
| | | (iii) Other | 1.19(2)(a) | $ 1,000 |
| | (b) | *Accessory Development* | 1.19(2)(a) | |
| | | (i) *Residential* or *Special Districts* | 1.19(2)(a) | $ 500 |

| Offence | | | Section | Penalty |
|---|---|---|---|---|
| | (ii) | *Commercial*, *Industrial*, or *Mixed-Use Districts* | 1.19(2)(a) | $ 750 |
| | (iii) | Temporary *building* | 1.19(2)(a) | $ 250 |
| | (iv) | Other | 1.19(2)(a) | $ 500 |
| (c) | | Change of use, alterations, occupancy | 1.19(2)(a) | |
| | (i) | *Residential* or *Special Districts* | 1.19(2)(a) | $ 500 |
| | (ii) | *Commercial*, *Industrial*, or *Mixed-Use Districts* | 1.19(2)(a) | $ 1,000 |
| | (iii) | Other | 1.19(2)(a) | $ 500 |
| (d) | | *Home-based business* | 1.19(2)(a) | |
| | (i) | *Home-based business (level two)* | 1.19(2)(a) | $ 500 |
| | (ii) | *Home-based business (level three)* | 1.19(2)(a) | $ 750 |
| (e) | | *Stripping* and *grading* | 1.19(2)(a) | |
| | (i) | *Site* less ≤ 3.00 ha | 1.19(2)(a) | $ 500 |
| | (ii) | *Site* > 3.00 ha | 1.19(2)(a) | $ 2,000 |
| (f) | | *Sign* | 1.19(2)(a) | |
| | (i) | Permanent | 1.19(2)(a) | $ 500 |
| | (ii) | Temporary | 1.19(2)(a) | $ 150 |
| (3) | | Continued operation or construction after the expiry of an issued *Development Permit* | 1.19(2)(b) | |
| (a) | | *Residential* or *Special Districts* | 1.19(2)(b) | $ 500 |
| (a) | | *Commercial*, *Industrial*, or *Mixed-Use Districts* | 1.19(2)(b) | $ 750 |
| (b) | | *Stripping* and *grading* - *site* less ≤ 3.00 ha | 1.19(2)(b) | $ 500 |
| (c) | | *Stripping* and *grading* - *site* > 3.00 ha | 1.19(2)(b) | $ 2,000 |
| (d) | | *Sign* (permanent or temporary) | 1.19(2)(b) | $ 150 |
| (e) | | Other | 1.19(2)(b) | $ 500 |
| (4) | | Continued operation or construction after the cancellation or suspension of a *Development Permit* | 1.19(2)(c) | |
| (a) | | *Residential District* | 1.19(2)(c) | $ 500 |
| (a) | | *Special District* | 1.19(2)(c) | $ 750 |
| (b) | | *Commercial*, *Industrial*, or *Mixed-Use* Districts | 1.19(2)(c) | $ 1,000 |
| (c) | | *Stripping* and *grading* - *site* less ≤ 3.00 ha | 1.19(2)(c) | $ 500 |
| (d) | | *Stripping* and *grading* - *site* > 3.00 ha | 1.19(2)(c) | $ 2,000 |
| (e) | | *Sign* (permanent or temporary) | 1.19(2)(c) | $ 500 |
| (f) | | Other | 1.19(2)(c) | $ 150 |
| (5) | | Failure to comply with *Development Permit* conditions | 1.19(2)(d) | |
| (a) | | *Residential District* | 1.19(2)(d) | $ 500 |
| (a) | | *Special District* | 1.19(2)(d) | $ 750 |
| (b) | | *Commercial*, *Industrial*, or *Mixed-Use* Districts | 1.19(2)(d) | $ 1,000 |
| (c) | | *Stripping* and *grading* - *site* less ≤ 3.00 ha | 1.19(2)(d) | $ 500 |
| (d) | | *Stripping* and *grading* - *site* > 3.00 ha | 1.19(2)(d) | $ 2,000 |
| (e) | | *Sign* (permanent or temporary) | 1.19(2)(d) | $ 150 |
| (f) | | Other | 1.19(2)(d) | $ 750 |

| Offence | | | Section | Penalty |
|---|---|---|---|---|
| (6) | Failure to comply with one or more regulations of this Bylaw | | 1.19(2)(e) | |
| | (a) | Any regulation, exclusive of *signs* | 1.19(2)(e) | |
| | | (i) *Residential District* | 1.19(2)(e) | $ 250 |
| | | (ii) *Non-Residential District* | 1.19(2)(e) | $ 500 |
| | | (iii) Other | 1.19(2)(e) | $ 250 |
| | (b) | *Signs* (permanent or temporary) | 1.19(2)(e) | |
| | | (i) *Residential District* | 1.19(2)(e) | $ 150 |
| | | (ii) *Non-Residential District* | 1.19(2)(e) | $ 150 |
| | | (iii) Other | 1.19(2)(e) | $ 150 |
| (7) | Obstruct a *Designated Officer* from carrying out official duties under this Bylaw or the *MGA* | | 1.19(3) | $ 1,000 |
| (8) | Continuing work after a Stop Order is issued or failure to comply with a condition of a Stop Order | | 1.19(2)(f) | $ 3,000 |

(9) Payment of a fine does not release the offender from the requirement to comply with the regulations of this Bylaw.

## 1.25 VIOLATION TICKET

(1) A *Peace Officer* may issue, with respect to an offence under this Bylaw, a *violation ticket*:

(a) Specifying the fine amount set out in *Table 1-1* of this Bylaw; or

(b) Requiring an appearance in court without the option of making a voluntary payment.

(2) Where a *violation ticket* specifies a fine amount, a voluntary payment equal to the specified fine amount may be made as directed.

## 1.26 COMPLIANCE WITH OTHER LEGISLATION

(1) Compliance with this Bylaw does not exempt any person from the requirements of any federal, provincial, or municipal legislation, approval process, licensing or permitting regime, or other Bylaw.

(2) The *City* is not responsible for, nor does the *City* have any obligation to, determine what legislation other than this Land Use Bylaw may apply to a *development*, nor to monitor or enforce compliance with such legislation.

This page left intentionally blank for printing purposes.

# Part 2
# Development Process

**This part outlines the City's Development Permit Process and related requirements and procedures.**

## Development Permit Requirements

### 2.1 CONTROL OF DEVELOPMENT

(1) Except as provided in section 2.2 'Development Not Requiring A Development Permit,' no *development* shall be allowed unless a *Development Permit* has been issued for it.

(2) If the use of a *building*, or a portion of a *building*, ceases for six months or less, re-establishment of the same or substantially the same use in the premises does not require a *Development Permit*, provided no structural changes are made to the space. If structural changes are made, a new *Development Permit* is required.

(3) If the use of a *building*, or a portion of a *building*, ceases for more than six months, the *Development Permit* that authorized that use is of no further force or effect and re-establishment of that use, or the establishment of any other use in the *building*, requires a new *Development Permit*.

(4) Sections (2) and (3) do not apply to the use of *dwelling units*.

(5) All *developments* that require a *Development Permit* must be in compliance with the terms and conditions of the *Development Permit*.

(6) All *development* must be in compliance with the regulations of this Bylaw.

### 2.2 DEVELOPMENT NOT REQUIRING A DEVELOPMENT PERMIT

(1) A *development* described in *Table 2-1* does not require a *Development Permit*, provided the *development* complies with all applicable *development* regulations and other requirements of this Bylaw. If a *development* requires a *variance* (Section 2.15), a *Development Permit* is required for the *development*.

## Table 2-1: Development Not Requiring A Development Permit

| Development | | Development Permit Not Required | |
|---|---|---|---|
| (2) | *Development* subject to a valid *development agreement* | (a) | Constructing, widening, altering, redesigning, or maintaining a *public roadway*; |
| | | (b) | Traffic management projects and devices; |
| | | (c) | Vehicular and pedestrian bridges and walkways; |
| | | (d) | Water reservoirs, water lines, storm, and sanitary sewer installations; |
| | | (e) | Street furniture, sport courts, playgrounds, public *park landscaping*, municipal *recreation equipment*, and civic *buildings* with a *gross floor area* under 75.00 $m^2$; |
| | | (f) | Constructing and maintaining public utilities; and |
| | | (g) | *Stripping*, *grading*, or filling of land, including temporary storage and sale of topsoil, in an area governed by a *development agreement*, but excluding *topsoil processing* or *screening*. |
| (3) | A government project | (a) | A project listed in section (2) undertaken by the *City*; |
| | | (b) | Construction and maintenance of that part of a *public utility* located in, on, over, or under a *public roadway*, a *public utility* right-of-way, or a *public utility lot*; |
| | | (c) | The installation, maintenance, and repair of one or more public works, provincial *highways*, facilities, or utilities carried out by, or on behalf of federal, provincial, or local authorities. |
| (4) | Address pillar | (a) | In a *Residential District*, the FUD, or TRN Districts, the installation of a freestanding pillar less than 1.20 m in height for the purpose of municipal addressing. |
| (5) | *Agriculture accessory building* | (a) | In the FUD and TRN Districts, an *agriculture accessory building*. |
| (6) | *Agriculture (general)* | (a) | In the FUD and TRN Districts, an a*griculture (general)* use. |
| (7) | Commercial *vehicle parking* | (a) | On a *lot* in a *Residential District* limited to: |

| Development | Development Permit Not Required |
|---|---|
| | (i) The *parking* of one commercial *vehicle* having a *gross vehicle weight* of between 3,000 kg and 5,000 kg; and<br><br>(ii) The *parking* of one commercial *vehicle* having a *gross vehicle weight* of more than 5,000 kg, but less than 7,000 kg, if it is parked or stored in a *garage*, or is being loaded or unloaded.<br><br>(b) In a *Commercial* or *Industrial District*, *parking* of a commercial motor *vehicle* that is *accessory* to a use for which a *Development Permit* has been issued under this Bylaw. |
| (8) *Congregate housing (level one)* | (a) In the LDR, SLR, LLR, FBR, MID (areas A and B), FUD, or TRN Districts. |
| (9) Demolition | (a) The demolition of any *building*.<br>(note: a building permit may be required) |
| (10) *Driveway* | (a) In a *Residential District*, the width of *hard-surfacing* in any yard for the purposes of providing vehicular *access* from a *public roadway* to a *garage* or *carport*, provided that it does not exceed:<br><br>(i) 7.50 m on a *lot* 12.20 m or greater in width; and<br><br>(ii) 5.50 m on a *lot* less than 12.20 m in width. |
| (11) *Dugout* | (a) In the FUD or TRN Districts, a *dugout*, in accordance with section 3.81 'Dugout.' |
| (12) Election or census use | (a) The use of a *building* or a part of it in connection with a federal, provincial, municipal, or school board election, referendum, or census. |
| (13) *Fence*, wall, or gate | (a) Construction of a *fence*, wall, or gate on an *interior lot*, less than 2.00 m in height; or on a *corner lot*, less than 1.20 m in height, in accordance with sections 3.62 'Fences (Residential)' and 3.84 'Fences (Non-Residential).' |
| (14) Garage sale | (a) In a *Residential District*, the FUD, or TRN Districts, holding a *garage sale* up to three times per calendar year, each for a duration of not more than three consecutive days. |

| Development | | Development Permit Not Required | |
|---|---|---|---|
| (15) | *Home-based business (level one)* | (a) | In accordance with section 3.59 'Home-Based Business (Level One).' |
| (16) | *Lodger* | (a) | In a *Residential District*, a *Mixed-Use District*, and the FUD or TRN Districts, the habitation within a *dwelling unit* of a *family*, plus a maximum of two *lodgers*. |
| (17) | Maintenance | (a) | Routine maintenance of, and repairs to, a *building* not involving any structural changes. |
| (18) | *Private pool* or *decorative pond* | (a) | Construction of a *private pool* or *decorative pond* 0.60 m or less in depth. |
| (19) | *Radio antenna* | (a) | Installation of a *radio antenna* in accordance with section 3.30 'Radio Antenna.' |
| (20) | *Recreation vehicle* and *recreation equipment parking* and storage | (a) | In a *Residential District*, the FUD, or TRN Districts, the *parking* of a *recreation vehicle* less than 10.00 m in length, or the storage of *recreation equipment* less than 8.00 m in length:<br>(i) In a fenced rear or side yard, unless a *development* on an *adjoining site* has a window of a *habitable room* on the ground floor facing the *recreation vehicle* or *recreation equipment*, and this window is located less than 2.50 m from the *recreation vehicle* or *recreation equipment*;<br>(ii) On a *driveway*, if the *recreation vehicle* or *recreation equipment* is set back a minimum of 0.30 m from a sidewalk or where there is no sidewalk, set back 2.00 m from a curb; and<br>(iii) In the case of a *site* accessed by a *lane*, the *recreation vehicle* or *recreation equipment* shall be set back a minimum of 1.00 m from the closest edge of the *lane*.<br>(b) Notwithstanding the above, the *parking* or storage of a *recreation vehicle* or *recreation equipment* shall not be allowed if it interferes with safe traffic sight-lines, as determined by the *Development Authority*. |
| (21) | Residential *accessory building* | (a) | In a *Residential District*, the FUD, or TRN Districts, construction of: |

| Development | | Development Permit Not Required | |
|---|---|---|---|
| | | | (i) An *accessory building* less than 10.00 $m^2$ in floor area;<br><br>(ii) An unenclosed, uncovered *deck*, to a maximum of 0.60 m above *finished grade*;<br><br>(iii) A *patio*; and<br><br>(iv) A firepit or a barbeque (in accordance with the *Fire Services Bylaw 01/2020*);<br><br>where the *development* otherwise complies with this Bylaw. |
| (22) | Residential *landscaping* | (a) | *Landscaping* on a low-density residential *lot* districted LDR, SLR, LLR, or FBR, which may include container gardens located in the front yard less than 1.00 m in height. |
| (23) | *Retaining wall* | (a) | Construction of a *retaining wall* less than 1.20 m in height, if the slope of that portion of the *site* retained by the wall is less than 8%. |
| (24) | *Satellite dish* | (a) | Installation of a *satellite dish* in accordance with section 3.33 'Satellite Dish.' |
| (25) | *Shipping container* | (a) | In the TRN District, a *shipping container*, in accordance with section 3.35 'Shipping Container' and section 5.25(13) 'Shipping Container.' |
| (26) | *Short-term rental* | (a) | A *short-term rental* in *Residential* or *Mixed-Use District*. |
| (27) | *Sign* | (a) | A *sign* identified in section 6.3 'Signs Not Requiring A Development Permit.' |
| (28) | *Moving pod/refuse bin* | (a) | In a *Residential District*, the placement of a *moving pod/refuse bin*, not otherwise associated with a building permit, on a paved *driveway*, for a period of no more than two weeks. |
| (29) | Solar collector | (a) | Installation of solar collectors, in accordance with section 3.36 'Solar Collector (Attached)' or section 3.37 'Solar Collector (Freestanding).' |
| (30) | *Telecommunication tower* | (a) | Installation of *telecommunication towers* that are not added or mounted to a *building*, are federally regulated, and comply with the regulations in section 3.38 'Telecommunication Towers.' |

| Development | | Development Permit Not Required | |
|---|---|---|---|
| (31) | Temporary *building* | (a) | A temporary *building*, including a *shed*, office, or storage *building*, used solely as an *accessory* to the construction or renovation of a *building* or *development* subject to a valid *Development Permit* for a period of up to 12 months, or as otherwise determined by the *Development Authority*. |
| (32) | *Wall mural* | (a) | A *wall mural* in any District. |

## 2.3 APPLICATION FOR A DEVELOPMENT PERMIT

(1) An application for a *Development Permit* shall be made by the registered owner of the land on which the *development* is proposed, or by some other person with the written consent of the owner, to the *Development Authority* by submitting the following:

(a) Required information as described in sections 2.4 to 2.9; and

(b) The applicable fee prescribed in the *Master Rates Bylaw*.

(2) An application is incomplete until all the information and fees required under section (1) are submitted to the *Development Authority*.

## 2.4 PLANS AND INFORMATION REQUIRED

(1) Unless the *Development Authority* specifies otherwise in writing, the following information must be submitted to the *Development Authority* when an application for a *Development Permit* is made:

(a) Two copies of a *site plan* or package of *site plan*s showing the following information:

(i) A north arrow;

(ii) The scale of the plan (in metric, minimum 1:100);

(iii) A legal description of the property;

(iv) The municipal address;

(v) Labels showing the *property line* and *setback* requirements in accordance with this Bylaw;

(vi) An outline of all *buildings* on the *site*;

(vii) The total *gross floor area*, and, where applicable, *gross floor area*s of each individual unit within a *building*;

(viii) Easements;

(ix) The locations of all existing and proposed utility rights-of-way;

(x) The distances from the back of the walk and the face of the curb (existing and proposed) to the *property lines*;

(xi) Any medians and/or breaks in medians on *public roadways* adjacent to the *site*;

(xii) The existing and proposed *site grades*, contours, *designated flood line* (where applicable), and any special topographical features or *site* conditions;

(xiii) The locations of all existing and proposed *public utilities*;

(xiv) The locations of all lighting and light standards, catch basins, utilities poles, hydrants, and utility fixtures;

(xv) The locations and dimensions of *driveway accesses*;

(xvi) Any adjoining *public roadways*, and *lanes*, all shown and labeled;

(xvii) The layout of existing and proposed *parking* areas showing dimensioned depth and width of stalls, *barrier-free* stalls, aisle dimensions, angles of stalls, and number of stalls;

(xviii) The parking area *grades*, including any *driveways* and ramps;

(xix) Identification of surface treatments for all areas;

(xx) The locations of all existing and proposed fencing;

(xxi) The locations of garbage and recycling receptacles and loading areas; and

(xxii) The existing and proposed *sign* locations;

(b) *Landscaping* plans as required by the *Development Authority* showing:

(i) The existing topography, identifying the vegetation that is to be retained or removed;

(ii) A layout of the soft and hard *landscaping*, pedestrian circulation and open space systems, *screening*, *berms*, slopes, and *retaining walls*;

(iii) The types, sizes, and numbers of plant materials, caliper of trees, and the types of hard *landscaping*; and

(iv) The municipal address, north arrow, scale, and *property lines*;

(c) A certified copy of title of the *site* indicating ownership, interest and encumbrances accompanied by a written authorization for the *Development Authority* or their representative to enter upon the *site*;

(d) An address for any subsequent notification; and

(e) Any other additional information required in accordance with sections 2.5 through 2.9.

## 2.5 ADDITIONAL PLANS AND INFORMATION

(1) The *Development Authority* may require the following additional plans and information in support of a *Development Permit* application, all to the satisfaction of the *Development Authority*:

(a) Photographic prints showing the *site* in its existing state;

(b) An Urban Design Review, which must show:

(i) How the form, mass, and architectural character of the proposed *development* will relate to adjacent *developments,* and the public realm, including the interface with public sidewalks, *parks*, and open spaces; and

(ii) How the design, materials, and finish of the principal *façades* of the proposed *development* will relate to existing or planned *façades* of neighbouring *buildings*, including photographs of existing building *façades*;

(c) Any or all of the following which were undertaken by a Professional Engineer:

(i) *Parking* study;

(ii) Transportation study;

(iii) Transportation impact assessment (TIA); or

(iv) Swept path analysis;

(d) A historical resource assessment, heritage assessment, or related study;

(e) A wastewater servicing study or re-evaluation of wastewater servicing study, prepared by a Professional Engineer or other qualified professional;

(f) A vibration or noise evaluation study or attenuation proposal prepared by a Professional Engineer;

(g) A lighting plan;

(h) A sun shadow study or a height impact assessment prepared by a qualified professional;

(i) A *retaining wall* design prepared by a Professional Engineer;

(j) A *Real Property Report*;

(k) Clear drawings, electronic or hard copy, when required for presentations to *Council*;

(l) *Site* topography, trees, *landscaping*, or other physical conditions;

(m) Copies of plans in such number as specified by the *Development Authority* showing the elevations, floor plan, and a perspective of the proposed *development*, including a description of the exterior finishing materials;

(n) A vicinity map of appropriate scale, indicating the location of the proposed *development* in relation to nearby *access public roadways* and other significant physical features which may have a bearing on the proposed project;

(o) Copies of any permit, license, approval, or applications for any permit, license, or approval, any environmental assessment, environmental impact assessment, emergency response plan, baseline environmental study, environmental audit, and any other report, study, or analysis that the Applicant or owner has, is, or will be required or requested to obtain or prepare pursuant to any federal, provincial, or municipal enactment or any other law that the *Development Authority* deems necessary to properly assess the application;

(p) Any geotechnical report, environmental assessment, environmental impact assessment, emergency response plan, construction fire-safety plan, risk assessment, baseline environmental study, environmental audit, report, map, study, or analysis that the *Development Authority* deems necessary to properly assess the application;

(q) Information confirming that the Applicant has discussed the proposed *development* with any person affected by the proposed *development*;

(r) Other information required by the *Development Authority* to determine how a proposed *development* may affect land uses in the vicinity; and

(s) On *sites* greater than 0.75 ha, the *Development Authority* may require information on how the *development* will incorporate and utilize sustainable *development* practices through the use of, the following techniques:

  (i) Infrastructure practices, *building*, and *site* design that conserves the consumption of water, energy, and materials; or

  (ii) Any combination of low-impact *development* techniques implemented throughout the *parking* area of the *site* that results in an efficient conservation of *site* run-off - typical techniques include bioretention cells, bioswales, or permeable surfaces.

## 2.6 HEIGHT IMPACT ASSESSMENT AND SUN SHADOW STUDY

(1) In the case of an application for a *Development Permit* for a *building* greater than 25.00 m in height, or when a proposed *building* is more than 1.5 times greater than the maximum building height allowed in the District of any adjacent property:

(a) The application must include a height impact assessment and a sun shadow study, to the satisfaction of the *Development Authority*; and

(b) The study shall address the shading impact of the proposed *building* on adjacent properties and *buildings* and, where applicable, the impact of glare and noise reverberation.

## 2.7 STRIPPING, GRADING, AND EXCAVATION APPLICATIONS

(1) In addition to the plans and information required under section 2.4, an application for a *Development Permit* for the *excavation*, *stripping*, or *grading* of land, whether with or without other *development* on the same *site*, must include the following information:

(a) The specific location and area of the *site* proposed for *excavation*, *stripping*, *grading*, or stockpiling of material resulting from *excavation*, *stripping*, or *grading*;

(b) The type of *excavation*, *stripping*, or *grading* proposed;

(c) The quantity of soil to be removed, the depth of topsoil to be removed, the total depth of excavating, and depth of topsoil to remain;

(d) The *setback* from any environmentally sensitive areas on the *site* to the proposed location of the *excavation*, *stripping*, *grading*, or stockpiling;

(e) Test results confirming the quality of imported fill, if imported fill is proposed to be used;

(f) The location of *access* points, proposed haul routes, and hauling activities;

(g) The proposed method for the mitigation of any nuisance caused by dust and erosion;

(h) A detailed plan for controlling erosion, sedimentation, and weeds on the *site*;

(i) A detailed timing and phasing program covering the length of the proposed operation, including any processing or sales operations; and

(j) A plan showing the final *site* conditions following completion of the operation and any land reclamation proposals.

(2) In making a decision for a *Development Permit* application for any or all *stripping*, *grading*, or excavating, the *Development Authority* may impose conditions to:

(a) Address *on-site* areas which are subject to erosion and *off-site* areas which are vulnerable to damage from erosion, sedimentation, or both;

(b) Limit exposure of loose soil for the shortest feasible time;

(c) Minimize the size of the area to be exposed at any one time;

(d) Control surface-water runoff originating upgrade of exposed areas to reduce erosion and sediment-loss during the period of exposure;

(e) Reduce impacts on the privacy or views of adjacent properties;

(f) Prevent *off-site* sedimentation damage; and

(g) Control impacts to adjacent properties, including excessive dust and dirt migration to adjacent properties.

## 2.8 SHOW HOME AND RESIDENTIAL SALES CENTRE APPLICATION

(1) In addition to the plans and information required under section 2.4, an application for a *Development Permit* for a *residential sales centre* shall include the following information:

(a) The specific location of the proposed *residential sales centre*;

(b) *Parking* provisions;

(c) Lighting provisions; and

(d) Signage.

## 2.9 HOME-BASED BUSINESS APPLICATION

(1) In addition to the plans and information required under section 2.4, an application for a *home-based business* (level two or level three) shall include detailed information regarding the scope and nature of the proposed business, provided through detailed answers satisfactory to the *Development Authority* to the questions on a form or questionnaire prescribed by the *Development Authority*.

## 2.10 DETERMINATION OF COMPLETENESS

(1) A *Development Authority* must make reasonable efforts consistent with budget and resource constraints, to determine within 20 days after the receipt of an application for a *Development Permit*, whether the application is complete, unless an agreement is reached between the *Development Authority* and the Applicant to extend the 20-day period in accordance with section 2.12 'Time Extension Agreement.'

(2) If the *Development Authority* fails to make a determination regarding completeness within 20 days of receipt of an application for a *Development Permit*, or within such longer time established by agreement between the Applicant and the *Development Authority*, the application shall be deemed to be complete.

(3) When, in the opinion of the *Development Authority*, an application is determined to be incomplete, the Applicant shall be advised in writing that the application is incomplete, and that the application will not be processed until all required information is provided.

The written notice shall include a description of the information required for the application to be considered complete and the deadline by which such information is to be submitted.

(4) Failure by an Applicant to submit the required information in support of a *Development Permit* application in accordance with the notice shall result in the application being deemed refused. An application deemed refused on this basis may be appealed, as per the *MGA*.

(5) Once an application is deemed to be complete, the Applicant shall be notified in writing that the application is complete, and the *Development Authority* shall process the application.

## 2.11 REVIEW PERIOD

(1) The *Development Authority* must make reasonable efforts - consistent with budget and resource constraints - to make a decision on the application for a *Development Permit* within 40 days after the *Development Authority* determines the application is complete.

(2) Notwithstanding section (1), the time for the *Development Authority* to make a decision on a completed *Development Permit* application may be extended by a written *time extension agreement* (section 2.12) between the Applicant and the *Development Authority*.

(3) An application for a *Development Permit* is deemed to be refused when a decision on the application is not made by the *Development Authority* within 40 days of receipt of the complete application, or within such longer time set out in a *time extension agreement*.

## 2.12 TIME EXTENSION AGREEMENT

(1) The *Development Authority* may request an extension of the determination of completeness time-period or the application review period of a *Development Permit* from the Applicant.

(2) The *Development Authority* may grant an extension of the determination of completeness time-period or the review period of a *Development Permit* application at the request of the Applicant.

(3) An agreement between the *Development Authority* and an Applicant to extend the time for determining the completeness of a *Development Permit* application or for making a decision on the application must be in writing, dated and signed by the Applicant.

## 2.13 PERMITTED AND DISCRETIONARY USES

(1) The *Development Authority* shall review each *Development Permit* application to determine whether the *development* constitutes a Discretionary Use or a Permitted Use.

(2) The *Development Authority* shall issue a *Development Permit* for a Permitted Use if the application conforms to this Bylaw.

(3) The *Development Authority* may issue a *Development Permit* for a Discretionary Use if the application conforms to this Bylaw.

(4) The Development Authority shall refuse to issue a *Development Permit*:

(a) For a proposed Permitted Use that does not conform to this Bylaw; or

(b) For a proposed Discretionary Use that conforms or does not conform to this Bylaw, or that, in the opinion of the *Development Authority*, is not suitable for its intended location on the basis of applicable land use planning considerations or principles.

(5) Despite section (4), the *Development Authority* may issue a *Development Permit* for a Permitted Use or Discretionary Use that does not conform to this Bylaw subject to a *variance*, if the *Development Authority* determines that a *variance* under this Bylaw is appropriate and within the authority of the *Development Authority* to grant.

(6) A decision on an application for a *Development Permit* for a Permitted Use or Discretionary Use shall be in writing, and a copy shall be sent to the Applicant.

(7) If the *Development Authority* refuses an application for a *Development Permit*, the decision shall contain the reasons for the refusal.

## 2.14 NOTIFICATION

(1) When a *Development Permit* is issued for a Discretionary Use, or for a Permitted Use that was approved with conditions or with a *variance*, notice to the public of the issuance of the *Development Permit* shall be made as follows:

(a) Within five business days of the issuance of the *Development Permit*, notice shall be published on the *City's* website; or

(b) Within five business days of the issuance of the *Development Permit*, notice shall be mailed by ordinary mail to each registered owner as shown on the assessment roll of the *City* at the date of the application of land, any part of which lies within 30.00 m from the boundary of the *site* of the proposed *development*.

(2) Notification of an application to *Council* for approval of a *Direct Control development* shall be made as follows:

(a) Published on the *City's* website or in two consecutive issues of a newspaper circulating in the *City*, not later than five business days before the date on which the matter is scheduled to be on a *Council* agenda, with such publication including sufficient detail to allow a reader to understand the essential elements of the proposed *Direct Control development*; and

(b) Within five business days, mailed by ordinary mail to each registered owner of land within 60.00 m from the boundary of the *site* of the proposed *Direct Control development*, as shown on the assessment roll of the *City* at the date of application, with such publication including sufficient detail to allow a reader to understand the essential elements of the proposed *Direct Control development*.

(3) The *Development Authority* may notify property owners in an area greater than that required under section (1)(b) or (2)(b).

# Variances and Conditions

## 2.15 VARIANCES

(1) Subject to the limitation on the discretion to approve a *variance* set out in sections (2) to (9), the *Development Authority* may approve a *variance* up to a maximum of 25% above any applicable measurement limit set out in this Bylaw if, in their opinion, the proposed *development* with the *variance* would not:

(a) Unduly interfere with the amenities of the neighbourhood; or

(b) Materially interfere with, or affect the use, enjoyment, or value of, neighbouring properties.

(2) In considering whether to approve a *variance* under section (1), the *Development Authority* shall:

(a) Consider the general purpose and intent of the applicable District;

(b) Consider whether the *variance* results from, or is related to, an aspect or feature that is specific to the land or *building* in question, not shared by a significant number of other lands or *buildings* in the *City*; and

(c) Not approve a *variance* when the *variance* will cause a *building* or use to be out of compliance with federal, provincial, or other municipal laws or regulations, including the '*Safety Codes Act, RSA 2000, c. S-1*.'

(3) Applications or requests for a *variance* relating to building height, *setbacks* from *property lines*, and other regulations that may affect the compliance of a *building* with municipal, provincial, or federal laws or regulations may be circulated to affected departments for review and comment prior to a decision on the application for the *Development Permit*.

(4) A *Development Permit* decision, where a *variance* has been approved, shall contain a *Development Permit* condition identifying the nature and scale of the *variance*.

(5) Except as otherwise provided in this Bylaw, there shall be no *variance* from the regulations prescribing floor area, *lot coverage*, *density,* or a *site density bonus*.

(6) In the case of a request for a *variance* involving a *sign*, the *Development Authority* shall assess the merits of a 'Comprehensive Sign Plan' (section 6.7) and may vary the number of *signs* permitted per *site* if:

(a) The proposed *sign* types are allowed within the District;

(b) The proposed *signs* otherwise comply with the *sign* type regulations outlined in Part 6: Signage; and

(c) In the opinion of the *Development Authority*, the *comprehensive sign plan* results in a greater degree of visual harmony and consistency between the proposed *signs*, the *buildings*, the *site*, and adjacent lands.

(7) In the ICC District, the *Development Authority* may vary *building* height (section 5.19(8)); *building setbacks* (section 5.19(9)); *separation distance* (section 5.19(10)); design, character, and appearance (section 5.19(11)); pedestrian circulation (section 5.19(12)(c)); *landscaping* (section 5.19(12)(f)); *vehicle* circulation (section 5.19(12)(g)); or *parking* and loading (section 5.19(13)), if, in their opinion:

(a) The *variance* is proposed in order to accommodate characteristics which are fundamental to the nature of the Urban Village concept and is in keeping with the purpose of the District, and

(b) The *variance* to building height (section 5.19(8)), or building *setbacks* (section 5.19(9)), is in order to accommodate other design solutions which offer equivalent daylight, ventilation, quiet, visual privacy, or views.

(8) For *retail (cannabis)* use, the prescribed minimum *separation distances* in section 3.93(1) may be varied by an amount not exceeding 10.00 m.

(9) When considering a *variance* to *parking* requirements, the *Development Authority* may require a Parking Demand Study, to determine whether adequate *parking* for the *development* can be provided on *site*.

## 2.16 DEVELOPMENT PERMIT

(1) The *Development Authority* may impose one or more conditions of approval of a *Development Permit*, based on the application of land use planning considerations or principles to the circumstances of a proposed *development*, or to ensure compliance with this Bylaw, regardless of whether the *development* is a Permitted Use or a Discretionary Use in the District in which it is proposed to be located.

(2) Without limiting the generality of section (1), the *Development Authority* may impose a condition of approval of a *Development Permit* that:

(a) Requires that the Applicant enter into an agreement with the *City*, satisfactory to the *City*, to provide for any matter or thing relevant to the *development* or to the relationship between the Applicant and the *City* arising from the *development*, including, without limitation, an agreement to do any or all of the things described in section 650(1) or section 651 of the *MGA*; or

(b) Specifies a time limit on the *Development Permit* approval in the case of a *Development Permit* for a Discretionary Use or for a Permitted Use.

## 2.17 DEVELOPMENT PERMIT CONDITIONS FOR LANDS SUBJECT TO FLOOD OR SUBSIDENCE

(1) Without limiting the generality of the scope of *Development Permit* conditions set out in section 2.16, and in addition to the 'Designated Flood Line' regulations (section 3.13), where a *development* of a *building* is proposed to be on land which, in the opinion of the *Development Authority*, may be subject to flooding or subsidence, or that is low-lying, marshy, or unstable, or is adjacent to or includes the *designated flood line*, or that lies in whole or in part within 100.00 m of the shore of any lake, river, stream, or other body of water, the *Development Authority* may impose *Development Permit* conditions that take

into account the condition of the land, the provisions of this Bylaw, and the provisions of any applicable Statutory Plan or Neighborhood Plan, including conditions:

(a) Requiring soils and geotechnical reports to be completed prior to or concurrently with the construction of any *development*;

(b) Requiring foundations, footings, drainage, and any other aspects of the *building* to be designed and certified by a Professional Engineer;

(c) Requiring the *development* to be constructed in accordance with the plans and recommendations of a Professional Engineer;

(d) Requiring that a Professional Engineer inspect all or part of the proposed *development*;

(e) Requiring compliance with specified design criteria, including flood proofing provisions, sedimentation and erosion control measures; and

(f) Requiring a certificate from a Professional Engineer that all inspections have been satisfactorily completed, that all design criteria have been complied with, and that all conditions have been met.

This page left intentionally blank for printing purposes

# Validity, Cancellations, and Appeals

## 2.18 DEVELOPMENT PERMIT VALIDITY

(1) When a *Development Permit* has been issued, the *Development Permit* becomes valid only when:

(a) All conditions of the *Development Permit*, save those of a continuing nature, have been fulfilled; and

(b) Either no appeal has been commenced within the time prescribed by statute for doing so or, if an appeal has been commenced, the appeal has subsequently been withdrawn by the appellant, or has been fully and finally adjudicated by the appeal body having jurisdiction, including any subsequent appeal to the courts.

## 2.19 APPEAL BODY DEVELOPMENT PERMITS

(1) When an appeal body issues or directs the *Development Authority* to issue a new or revised *Development Permit* resulting from an appeal of a *Development Permit*, or a condition of a *Development Permit* issued by the *Development Authority*, the new or revised *Development Permit* issued or ordered by the appeal body becomes valid only when any conditions of approval, save those of a continuing nature, have been fulfilled, unless the written decision of the appeal body specifies otherwise and no notice of appeal is served on the *SDAB* or the *LPRT* within the prescribed time.

(2) Upon service on the *City* of an application for permission to appeal the decision of the *SDAB* or *LPRT*, under the *MGA*, the *Development Permit* is suspended.

(3) The *Development Permit* issued by the *SDAB* or *LPRT*, and suspended pursuant to this Bylaw, remains suspended until:

(a) The Court of Appeal denies permission to appeal, and any appeal from that denial has been finally determined;

(b) The appeal is withdrawn; or

(c) The Court of Appeal has granted permission to appeal, heard the appeal on the merits, made its decision, and any appeal to the Supreme Court of Canada from that determination by the Alberta Court of Appeal has been finally determined.

## 2.20 DEVELOPMENT PERMIT REMAINING IN EFFECT

(1) Unless otherwise provided in this Bylaw, a *Development Permit* ceases to be in effect if:

(a) The *Development Permit* is suspended or cancelled, pursuant to section 2.21;

(b) The *development* for which the permit is issued has not commenced within 24 months of the date the permit is issued; or

(c) The *development* for which the *Development Permit* is issued has commenced but no physical work to complete the *development* has occurred for a period of 12 months.

(2) The 24-month period referenced in section (1)(b) shall be suspended upon commencement of an appeal and shall remain suspended until:

(a) The appeal body issues a written decision in respect of the appeal, and no further appeal to the Court of Appeal is commenced within time;

(b) The Court of Appeal denies permission to appeal, and any appeal from that denial has been finally determined;

(c) The appeal is withdrawn; or

(d) The Court of Appeal has granted permission to appeal, heard the appeal on the merits, made its decision and any appeal to the Supreme Court of Canada from that determination by the Court of Appeal has been finally determined.

(3) A *Development Permit* for a *variance* or Discretionary Use comes into effect 21 days from the date public notice is issued. Subject to section (4), a *Development Permit* for a Permitted Use comes into effect on the date it is issued.

(4) When a *Development Permit* for a Permitted Use is issued, the applicant may commence *development* prior to the close of the 21-day appeal period, at their own risk.

## 2.21 REVOKED OR SUSPENDED DEVELOPMENT PERMIT

(1) If, after the issuance of a *Development Permit,* it becomes known to the *Development Authority* that:

(a) The application for the *Development Permit* contains incorrect information that was not subsequently corrected or clarified by the Applicant before the decision to issue the *Development Permit* was made;

(b) Information has not been disclosed to the *Development Authority* at the time of application or during the *Development Authority's* consideration of the application which could have affected the decision to issue the *Development Permit* or the conditions of the *Development Permit*; or

(c) The *Development Permit* was issued due to clerical or administrative error;

The *Development Authority* may:

(d) Cancel the *Development Permit* by written notice to the Applicant sent or delivered to the address given in the *Development Permit* application; and

(e) Upon receipt of written notice of suspension or cancellation of a *Development Permit*, the Applicant must cease all *development* and activities related to the *Development Permit*.

### 2.22 FEES FOR DEVELOPMENT APPEALS

(1) A person who appeals a *Development Permit*, a condition of a *Development Permit*, or a Stop Order, must pay the administrative fee prescribed for filing the appeal as set out in the *Master Rates Bylaw*.

### 2.23 REPEAT APPLICATION

(1) When an application for a *Development Permit* has been refused by the *Development Authority*, and that decision has either not been appealed or has been upheld on appeal, or when a *Development Permit* has been cancelled, an application for a *Development Permit* for the same or substantially the same use, shall not be accepted by the *Development Authority* from the same or any other Applicant for the same *site*, within six months of the date of refusal or cancellation, or, where applicable, within six months of the decision on appeal.

(2) Section (1) shall not apply in the case of a subsequent application for a *Development Permit* following a refusal, if the application complies with all the regulations of this Bylaw and does not require approval of a *variance*.

(3) If, upon review of any application for a *Development Permit*, the *Development Authority* determines that section (1) applies, then the Applicant shall be so advised in writing and any application fees that have been paid shall be refunded. Such application shall not be considered as having been refused, but shall be deemed not to have been submitted.

(4) Notwithstanding section (1), if two or more *Development Permit* applications from the same Applicant for the same or substantially the same use on the same *site* have been refused by the *Development Authority* or on appeal, a third and any subsequent *Development Permit* application for that use on that *site* shall not be accepted by the *Development Authority* until one year from the date of the most recent refusal, unless that application is for a use that complies in all respects with the requirements of this Bylaw and does not require approval of a *variance*.

# Non-Conforming Development

### 2.24 NON-CONFORMING DEVELOPMENT

(1) The *Development Authority* may approve as a Discretionary *development* in any District, an enlargement, alteration, or addition to a non-conforming *building*, if such approval does not contravene section 643 of the *MGA*, and if the non-conforming *building* complies with the uses prescribed for that District in this Bylaw, and if the proposed enlargement, alteration, or addition would not, in the opinion of the *Development Authority*:

(a) Unduly interfere with the amenities of the neighbourhood; or

(b) Materially interfere with or affect the use, enjoyment, or value of neighbouring properties.

# Compliance Certificate

## 2.25 COMPLIANCE CERTIFICATE

(1) The registered owner, or a person with a registered legal or equitable interest in a *site*, may apply to the *Development Authority* for a *Compliance Certificate*.

(2) The Applicant for a *Compliance Certificate* shall submit two original *Real Property Reports* that have been produced no more than five years prior to the date of the application, along with the fees outlined in the *Master Rates Bylaw*.

(3) The *Development Authority* may issue a *Compliance Certificate* when, in their opinion, the *buildings* as shown on the *Real Property Report* are located on the *site* in accordance with the *separation distance*, and yard and building *setback* regulations of this Bylaw, or the yard or building *setbacks* specified in any *Development Permit* which may have been issued.

(4) The *Compliance Certificate* shall only reference those *buildings* shown on the *Real Property Report* as provided by the Applicant.

(5) The *Development Authority* may refuse to issue a *Compliance Certificate* when, in their opinion, they do not have sufficient information to determine if *buildings* as shown are located in accordance with the yard and building *setback* regulations of this Bylaw, or the yard or building *setbacks* specified in any *Development Permit* which may have been issued for the *site*.

(6) A *Compliance Certificate* is not a *Development Permit*.

# Part 3
# General Regulations

**This part outlines general regulations that apply to all development in St. Albert.**

## City-Wide Regulations

### 3.1 APPLICATION

(1) Sections 3.2 through 3.42 apply to all Districts under this Bylaw.

### 3.2 CONFORMANCE TO OTHER PLANS

(1) The *Development Authority* may, with respect to any use:

(a) Require that a *Development Permit* comply with the policies of the Municipal Development Plan, an *Area Structure Plan*, an *Area Redevelopment Plan*, a *Neighbourhood Plan*, or a Concept Plan.

### 3.3 MEASUREMENT OF BUILDING HEIGHT

(1) The height of a *building* is the vertical distance measured from *finished grade* to the highest point of the *building* as may be shown on a building elevation plan and building cross-section plan, as illustrated in *Figure 3-1*.

(2) For the purposes of calculating building height, "*finished grade*" shall be measured using the lowest level of finished ground elevation adjoining a *building* at any exterior wall as shown on a *site plan*.

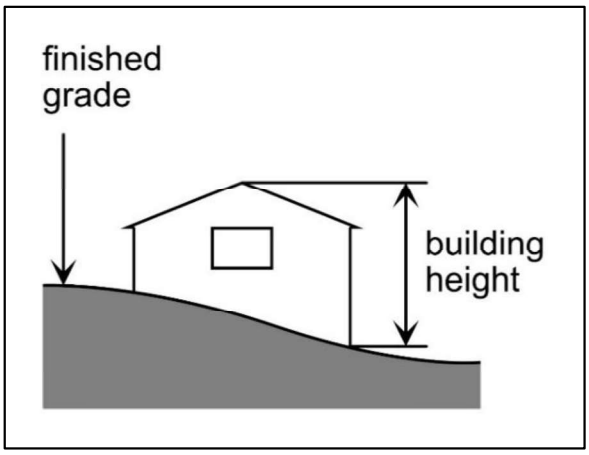
(3) Notwithstanding section (1), the following are not considered part of the *building* for the purpose of measuring building height: elevator housing, mechanical housing, rooftop stairway entrance, ventilation fan, skylight, steeple, chimney, smokestack, parapet wall, flagpole, or similar feature not structurally essential to the *building*.

(4) The following are considered part of the *building* for the purpose of measuring building height: solar collectors, *signs*, roof-mounted *telecommunication towers*, *satellite dish*, or *radio antenna*.

(5) A *retaining wall* shall not be used to create a *finished grade* that achieves a greater building height than would otherwise have been possible by the original *grade* or topography of the *site*.

(6) If doubt arises concerning the measurement of the height of an irregular *building*, it shall be determined by the *Development Authority* by applying this Bylaw as closely as is possible in the circumstances of the case.

**Figure 3-1: Measuring Building Height**

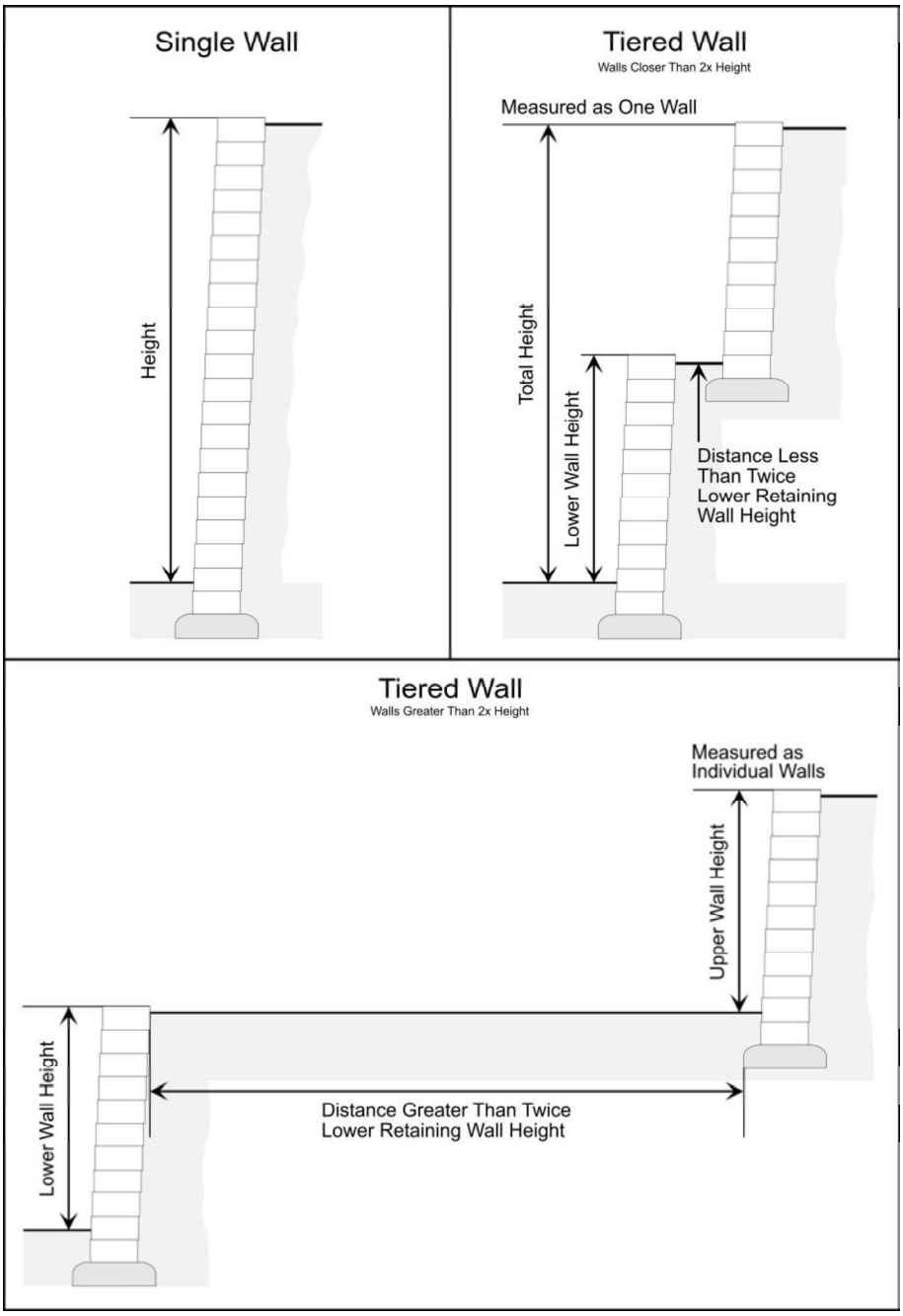



## 3.4 MEASUREMENT OF RETAINING WALL HEIGHT

(1) The height of a *retaining wall* is the vertical distance measured from *finished grade* to the highest point of the *retaining wall*.

(2) For a tiered *retaining wall* installation, if the *retaining walls* are separated by a distance less than two times the height of the lower wall, as illustrated in *Figure 3-2*, the height of the *retaining walls* will be considered and measured as one wall.

**Figure 3-2: Measuring Retaining Wall Height**



## 3.5 MEASURING SETBACKS

(1) A front yard building *setback* is measured from the front *property line* of the *lot* and at right angles, or radially, to the *building*.

(2) A side yard building *setback* is measured from the side *property line* of the *lot* and at right angles, or radially, to the *building*.

(3) A rear yard building *setback* is measured from the rear *property line* of the *lot* and at right angles, or radially, to the *building*.

(4) For the purpose of measuring building *setbacks*, a *setback* shall be measured from the *property line* to the nearest point of a foundation wall. *Architectural projections* are excluded when measuring a building *setback*.

(5) If doubt arises as to the required dimensions or building *setbacks*, they shall be determined by the *Development Authority* by applying this Bylaw as closely as is possible in the circumstances of each case.

## 3.6 DETERMINING PROPERTY LINES

(1) The front *property line* of a *lot* is:

(a) The *property line* that adjoins a *public roadway*, other than a *lane*; or

(b) In the LDR, SLR, LLR, or FBR Districts, on a *corner lot* for a *dwelling (single detached), dwelling (semi-detached), dwelling (duplex), dwelling (townhouse - plex),* or a *dwelling (townhouse - single)* the shortest *property line* that adjoins a *public roadway* other than a *lane*; and

(c) In all other cases, a *lot* adjoining two or more *public roadways* other than a *lane,* is considered to have a front *property line* adjoining each *public roadway* requiring compliance with the front yard requirements of the District in which the *lot* is located, notwithstanding that the *lot* is separated from the *public roadway* by a *public utility lot*.

(2) The rear *property line* of a *lot* is the *property line* opposite to the front *property line*.

(3) The side *property line* of a *lot* is the *property line* that connects the front and rear *property lines*.

(4) If doubt arises as to which is a front, rear, or side *property line* of a *lot*, the *Development Authority* shall determine the respective *property line* by applying this Bylaw as closely as is possible in the circumstances of each case.

## 3.7 DETERMINING YARDS

(1) The front yard of a *lot* is that part of a *lot* located between the side *property lines* of a *lot* in width and from the front *property line* of the *lot* to the nearest point of a foundation wall of any *building* on the *lot* in depth.

(2) The rear yard of a *lot* is that part of a *lot* located between the side *property lines* of the *lot* in width and from the rear *property line* to the nearest point of a foundation wall of the *principal building* on the *lot* in depth.

(3) The side yard of a *lot* is that part of a *lot* that is neither a front yard nor a rear yard, and is located between the side *property line* to the nearest point of a foundation wall of the *principal building*.

(4) If two or more *lots* are consolidated, the *Development Authority* will determine the yards taking into consideration the surrounding existing *development* situated on adjacent *lots*. The *Development Authority* may request a *site plan* depicting proposed yards in order to make the determination.

(5) If doubt arises as to which is a front, rear, or side yard of a *lot*, the *Development Authority* shall determine the respective yard by applying this Bylaw as closely as is possible in the circumstances of each case.

## 3.8 BARE LAND CONDOMINIUM UNIT

(1) A *bare land condominium unit* shall comply with all the general regulations of this Bylaw and with the regulations applicable to the District within which the *bare land condominium unit* is located, as if the unit were a *lot* or *site*.

(2) With the exception of common *property lines* on semi-detached or attached units, no *building* on a *bare land condominium unit* may encroach on any *property line*, utility easement, or right-of-way.

(3) A bare land condominium plan shall be treated in all respects as though it were a plan of subdivision and shall comply with the requirements for a subdivision, including:

(a) Adequate pedestrian and *vehicle access*;

(b) Provision of supply of water, electrical power, gas, sanitary sewer, and storm drainage; and

(c) Sequencing and timing of construction of all *buildings* and servicing.

## 3.9 CORNER LOTS - GENERAL

(1) In the LDR, SLR, LLR, or FBR Districts, a *lot* is considered to be a *corner lot* notwithstanding that the *lot* is separated from the *public roadway* along the side by a *public utility lot*.

## 3.10 CORNER LOTS - TRAFFIC SIGHT LINES

(1) On a *corner lot*, there shall be no *development* greater than 1.00 m in height, within the triangular area created by the *property lines* that form the corner and a straight line connecting the two points 6.00 m back along these *property lines* measured from their intersection, as illustrated in *Figure 3-3*.

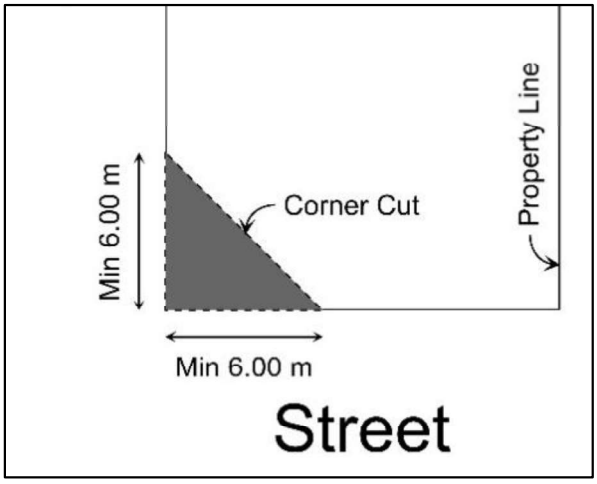
(a) Notwithstanding section (1), a greater corner cut distance may be required by the *Development Authority*, in consultation with Engineering Services.

(2) If a corner cut has been applied, the area in section (1) shall be determined 6.00 m back from what would have been the intersection of *property lines* if the corner cut had not been taken.

(3) In the DTN District, the triangular area shall be determined using a line 4.00 m back from the intersection, unless another distance is required by the *Development Authority*.

(4) In the MU1 District, traffic sight lines may be reduced at the discretion of the *Development Authority* in consultation with Engineering Services considering the safe functioning of *public roadways* and the provision of adequate vehicular sight lines.

**Figure 3-3: Corner Cut for Traffic Sight Lines**




## 3.11 DAYCARE FACILITY

(1) A *daycare facility* that includes a playground shall provide a separate access to the playground area from the *principal building,* and the playground area shall be enclosed by a fence at least 2.00 m in height from *finished grade* subject to section 3.84 'Fences (Non-Residential).'

(2) At the discretion of the *Development Authority*, a *daycare facility* may be required to provide a drop-off area for the loading and unloading of patrons from *vehicles* so that the *development* does not interfere with the regular flow of *on-site* or neighbouring traffic.

## 3.12 DESIGN, CHARACTER, AND APPEARANCE OF A BUILDING

(1) All exterior surfaces shall have a finished treatment.

(2) The design, character, and appearance of a *building*, including all *accessory buildings* and *relocatable buildings*, must be:

(a) Compatible with any other *buildings* existing on the *site* and in the vicinity; and

(b) Consistent with the purpose and regulations of the District in which the *building* is located.

(3) The exterior finish of a *building*, including a *dwelling (single detached)*, *dwelling (semi-detached)*, *dwelling (duplex)*, *dwelling (townhouse - plex)*, *dwelling (townhouse - single)*, or an *accessory building*, must be completed within two years of the date the *Development Permit* is issued unless otherwise stipulated by the *Development Permit*.

## 3.13 DESIGNATED FLOOD LINE

(1) The *designated flood line* is indicated on the maps in Schedule A.

(2) The purpose of the *designated flood line* is to:

(a) Identify lands in the *City* that may be subject to flooding during a 1:100 year high-water event;

(b) Regulate *development* below the *designated flood line*;

(c) Confirm *development* is compatible and undertaken in accordance with the *Municipal Engineering Standards*;

(d) Not cause detrimental effects on the hydrological system of Carrot Creek, Big Lake, and the Sturgeon River, negatively impact water quality, or increase flood risk to downstream lands; and

(e) Ensure *development* of Discretionary Uses identified in section (4)(a) can be undertaken in a safe manner.

(3) The *designated flood line* is the boundary of any filling of land.

(4) Subject to section (4)(a), new *buildings* or substantial improvements are prohibited below the *designated flood line*.

(a) The following *developments* shall be the only Discretionary Uses below the *designated flood line*, shall be designed to meet or exceed the *City's Municipal Engineering Standards,* and require the approval of the *Development Authority* in consultation with the *City* Engineer:

(i) Flood erosion-control measures including *berms*, dikes, and *retaining walls*;

(ii) Stormwater management facility that meets the approval of the *City* Engineer;

(iii) *Public utility*;

(iv) Bridge or *public roadway*;

(v) *Campgrounds*, excluding serviced *campgrounds* with permanent *buildings*;

(vi) Pedestrian walkways, *parks*, and trails;

(vii) Golf courses, excluding fairways, greens, or permanent *buildings*;

(viii) Outdoor recreation service uses limited to picnic areas and boating facilities that meet the approval of the *City* Engineer;

(ix) Fencing; and

(x) Non-intensive agriculture.

(5) Regarding the Discretionary Uses in section (4)(a), the *Development Authority* may consider and require that a *Development Permit* for the *development* of land wholly or partially contained below the *designated flood line* be subject to such conditions as are necessary to ensure that the *development* is consistent with the purpose of section (2) prior to the issuance of the *Development Permit*. When a *Development Permit* application is submitted to the *Development Authority* for the *development* of a *lot* partially or wholly below the *designated flood line*, the *Development Authority* shall require the *development* to meet the following additional conditions:

(a) A new *development* that has the potential to disrupt the normal hydrological process within Carrot Creek, Big Lake, and/or the Sturgeon River must submit appropriate technical report(s) and stamped plans, certified by a registered Professional Engineer, indicating mitigations have been considered and incorporated into the design of the proposed *development* to minimize the risk of *on-site* and *off-site* flooding damage, to the satisfaction of the *City* Engineer and Alberta Environment and Protected Areas;

(b) A new *development* including any *excavation*, *stripping*, or *grading* below the *designated flood line* along these watercourses shall be designed in consultation with and to the satisfaction of the *City* Engineer and Alberta Environment and Protected Areas;

(c) If required by the *Development Authority* in consultation with the *City* Engineer, the Applicant shall provide an emergency access plan prior to the issuance of a *Development Permit*; and

(d) The *Development Authority* may require that a *Development Permit* for the infilling of land below the *designated flood line* of Carrot Creek, Big Lake, and the Sturgeon River include appropriate technical report(s) and stamped plans, certified by a registered Professional Engineer, indicating mitigations have been considered and incorporated into the design of the proposed *development* to minimize the potential risk of *on-site* and *off-site* flood damage, to the satisfaction of the *City* Engineer and Alberta Environment and Protected Areas, prior to the issuance of a *Development Permit*.

(6) A *building* which lawfully existed below the *designated flood line* before August 15, 2011, but which is not in conformity with these provisions, may be continued subject to the conditions outlined in section 2.24 ‘Non-Conforming Development’ and the *MGA*.

(7) For a *lot* adjacent to the *designated flood line* or of which a portion lies below the *designated flood line*, prior to the issuance of a *Development Permit*, the *Development Authority* shall require that the Applicant submit:

(a) A set of stamped plans certified by a registered Professional Engineer or Architect which confirms the requirements of section 3.13 have been incorporated in the design of the proposed *development* and identifies the *freeboard elevation* at 0.50 metres above the *designated flood line*;

(b) Stamped plans shall be submitted, as provided for in the following requirements:

(i) The geodetic elevation of the proposed *building* or other *development* location, and the geodetic elevation of the lowest point of all openings to any proposed *building*; and

(ii) A certificate from a registered Professional Engineer or Architect indicating that the following factors have been considered in the design of the *building*:

(A) The flood-proofing of *habitable rooms*, electrical panels and heating units, and operable windows;

(B) *Basement* drainage; and

(C) *Site* drainage and, in the design for other *development*, the effect on the existing hydrological system, flood risk, and mitigation measures to minimize the risk of flood damage, *on-site* and downstream, to existing *development*.

(8) The *Development Authority* shall circulate a *Development Permit* application for a *development* located on a property adjacent to, or wholly or partially below the *designated flood line,* and adjustments to the *designated flood line*, along with any accompanying technical reports and stamped plans certified by a registered Professional Engineer to the *City's* Engineering Department for review and comment with respect to the suitability of the proposed *development*.

(9) Notwithstanding sections (2) through (8), nothing in section 3.13 or on the maps in Schedule A modifies, overrides, or changes the land use districting as shown in Schedule A. The *designated flood line* regulations are in addition to the regulations of the underlying *Land Use District*. If there is a conflict between Schedule A and section 3.13 with a *Land Use District*, Schedule A and section 3.13 take precedence.

(10) The *designated flood line* as outlined in the maps in Schedule A are presented for reference purposes only, have been generalized for presentation purposes, and are not guaranteed for accuracy. The *Development Authority* will rely on the information required under section (6) to determine the *designated flood line* on an individual property (inclusive of the 1:100 year flood line plus a 0.50 m factor of safety) except where, at the discretion of the *Development Authority*, the Applicant for a *Development Permit* provides appropriate technical information, certified and stamped by a registered Professional Engineer, that establishes the basis for an adjustment to the *designated flood line*.

## 3.14 DEVELOPMENT ON PROPERTIES IMPACTED BY THE DESIGNATED FLOOD LINE

(1) The *Development Authority* shall circulate a *Development Permit* application to Engineering Services, for review and comment with respect to the suitability of the proposed *development*, for a *development* located on a property that includes the *designated flood line*.

(2) The *Development Authority* may require, on *lots* containing the *designated flood line*, that the *development's* design, siting, *landscaping*, *screening*, and buffering, minimize and compensate for any objectionable and potential incompatibility with *natural areas*, waterways, wildlife habitat areas, and environmentally sensitive areas.

(3) When required by the *Development Authority*, a *Development Permit* application shall be accompanied by an assessment of the environmental impact of the proposed *development* on the existing land uses, geology, soils, vegetation, fauna, wildlife habitat, water, and air.

(4) All proposed *developments* below the 1:100 *designated flood line* shall comply with section 3.13 'Designated Flood Line.'

## 3.15 DRIVE-THROUGH

(1) A *drive-through* shall be located:

(a) At the intersection of two or more *public roadways*, not including a *lane*;

(b) Between intersections, if there is an adjoining service road or a centre dividing strip on the adjacent *public roadway*;

(c) Adjacent to a roadway interchange; or

(d) In a *shopping centre* where, in the opinion of the *Development Authority*, the traffic associated with the *drive-through*, combined with other traffic, will not adversely affect *public roadways* or the internal traffic circulation for the *shopping centre*.

(2) The minimum *setback* for a *drive-through* aisle is:

(a) 3.50 m from any *property line*, or boundary of the *site*; or

(b) 10.00 m from any part of the *building* used for the *drive-through* to the nearest residential *lot*; or

(c) Such greater distance as required by the *Development Authority* to buffer the adjacent *Residential District* or use from noise, traffic, or other impacts of the *drive-through*.

(3) In addition to any other *landscaping* regulations under this Bylaw (sections 3.97 through 3.102):

(a) A *berm* or *screening* of at least 1.00 m high, shall be erected and maintained around the perimeter of a *drive-through*, unless the *drive-through* is located within a *shopping centre*, or where, in the opinion of the *Development Authority*, a *berm* or *screening* is not required; and

(b) A *berm* of a height to be determined by the *Development Authority*, taking *site* conditions into account, and a *fence* or wall of at least 1.00 m in height and located on top of or along-side the *berm*, shall be erected and maintained to separate the *drive-through* from any adjacent *Residential District*.

## 3.16 EASEMENTS AND ENCROACHMENTS

(1) Notwithstanding that a *development* otherwise complies with this Bylaw, a *Development Permit* shall not be issued for a *development* that encroaches into or over:

(a) A utility easement or right-of-way, without the written consent of the owner of the easement or right-of-way and the person whose utility line is found in the easement or right-of-way;

(b) A *public utility lot*, without the written consent of the owner; and

(c) Municipally owned land, without the written consent of the owner.

## 3.17 GARBAGE AND RECYCLING STORAGE

(1) This section applies to the MDR, HDR, *Commercial*, *Industrial*, *Mixed-Use*, and *Special Districts*.

(2) Garbage and recycling storage must be located in:

(a) A storage bay within or attached to the *principal building*,

(b) A freestanding enclosure, comprised of solid fencing or walls that match or complement the materials of the *principal building,* to the satisfaction of the *Development Authority*; or

(c) An in-ground waste-bin system.

(3) Garbage and recycling storage must not encroach into a required landscape area.

(4) The minimum *setback* for a garbage and recycling storage area is 3.00 m from any *property line* that abuts a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*.

## 3.18 HIGH-RISE BUILDING DESIGN

(1) A *building* greater than 35.00 m in height shall:

(a) Be designed in a tower and podium format;

(b) Be designed, oriented, and constructed to maximize views, articulate the skyline, and allow sunlight penetration at the street level, and in public spaces, *plazas*, *parks*, and *amenity areas*;

(c) Provide a minimum 7.50 m high podium, but no podium shall exceed 15.00 m in height;

(d) Provide a minimum *step-back* from the podium of 6.00 m, as measured from the building face of the lower *storeys* when the side or rear *property line* of the *site* is adjacent to an LDR, SLR, LLR, or FBR District;

(e) Provide a minimum *step-back* from the podium of 3.00 m, as measured from the front building face of the lower *storeys* when the *site* is adjacent to any other District;

(f) Provide a minimum *step-back* from the podium of 3.00 m, as measured from the front building face of the lower *storeys* when facing a *public roadway*, excluding a *lane*;

(g) Have a maximum tower floor plate not exceeding 750.00 $m^2$.

(2) Notwithstanding section (1)(g), in no case shall the tower floor plate exceed 80% of the podium floor plate.

(3) There must be a minimum *separation distance* of 25.00 m between towers. The *separation distance* is applicable to towers located on the same *lot* or an adjacent *lot*.

(a) Notwithstanding section (3), the *Development Authority* may, at their discretion, determine the required tower separation, based on any recommendations, or mitigative measures specified in a technical study prepared by an Architect or Professional Engineer.

(4) Additional *step-backs* may be required at higher *storeys* for the *building*, if, in the opinion of the *Development Authority*, it is necessary to mitigate the building scale, or wind, sun, or shadow impacts.

## 3.19 LIVE/WORK UNIT

(1) A *live/work unit* shall comply with the *density* provisions or floor area ratio requirements of the underlying District.

(2) All *live/work units* should maintain a commercial component which must comply with the following:

(a) The floor area devoted to the commercial component should not exceed 50% of the unit; and

(b) The commercial component shall be:

(i) Located at-*grade*; and

(ii) Have a public entry oriented to, and directly accessible from, a *public roadway,* other than a *lane* or an undeveloped registered road plan.

(3) Commercial component uses shall be limited to those uses allowed as a Permitted Use or Discretionary Use in the applicable District, and shall be subject to a separate *Development Permit* application.

(4) There shall be direct access between the residential and commercial components of the *live/work unit*.

(a) Notwithstanding section (4), the residential component shall be separated from the commercial component by a wall, ceiling, door, or other means of separation meeting the requirements of the *building code*.

(5) Materials, commodities, or finished products associated with the commercial use shall not be stored:

(a) Outside of the unit; or

(b) In a *parking* stall, including a *garage*, required to meet minimum *parking* requirements in Part 4: Parking.

(6) A maximum of two non-resident employees or business partners may work in the unit, and a minimum of one employee or business partner must live in the unit.

## 3.20 LIVESTOCK

(1) *Developments* involving *livestock* are prohibited, except as part of an agricultural use within the FUD or TRN Districts, and shall only be allowed in accordance with the relevant municipal Bylaws.

## 3.21 LOT COVERAGE

(1) *Lot coverage* includes the area covered by the *principal building* and *accessory buildings*, but excludes the areas covered by a *vehicle access* or a *parking lot*.

(a) Notwithstanding section (1), in a *Residential District*, *lot coverage* shall include the area of the *principal building* and *accessory buildings* including, gazebos, *sheds*, attached or detached *garages* and *carports*, *deck (covered)*, *deck (enclosed),* verandas; *secondary suite (garage)*; or a *secondary suite (garden)*.

## 3.22 MECHANICAL EQUIPMENT

(1) The location of mechanical equipment, exhaust fans, and other potential sources of noise and smells must be oriented to reduce adverse effects on surrounding properties and communal *amenity areas*.

(2) All mechanical equipment must be visually and acoustically screened, or incorporated in the *building*.

## 3.23 MIXED-USE BUILDING WITH RESIDENTIAL USE

(1) When a *mixed-use building* contains a *residential use*, the residential *development* must:

(a) Not be located below any *storey* used for non-residential purposes;

(b) Have an entrance separate from the entrance to any non-residential component of the *building*; and

(c) Provide:

(i) An *amenity area (common)* in accordance with section 3.46; and

(ii) An *amenity area (private)* in accordance with section 3.47.

## 3.24 OUTDOOR LIGHTING

(1) Notwithstanding any other provision within this Bylaw, outdoor lighting must be located and arranged so that:

(a) Rays of light are not directed at an *adjacent site* and indirect rays of light do not adversely affect an *adjacent site*; and

(b) Traffic safety is not adversely affected.

(2) For a non-residential use, a *dwelling (apartment),* a *dwelling unit above a non-residential use,* or a *dwelling (townhouse - complex)*, all *on-site parking lots*, exterior pedestrian walkways, and rear, front, and side yards must be illuminated.

(3) For a non-residential use, a *dwelling (apartment)*, or a *dwelling unit above a non-residential use, buildings* are encouraged to incorporate exterior and decorative lighting to enhance building architecture, *landscaping* elements, and focal points.

(4) *Full cut-off light fixtures* shall be installed for all exterior lighting.

(a) Notwithstanding section (4), at the discretion of the *Development Authority*, outdoor lighting used to illuminate architectural features, monuments, or public art, may emit light above the horizontal plane, so long as it is directed at such features.

## 3.25 OVERHEAD WEATHER PROTECTION

(1) Overhead weather protection is encouraged along *building frontages* with commercial or institutional uses at *grade,* and at primary residential entrances for a *dwelling (apartment)*, a *dwelling unit above a non-residential use*, and *supportive living accommodation* (over 13.00 m in height).

(2) Overhead weather protection shall be of a method suitable to the architectural style and function of the *building*, and may take the following forms:

(a) A continuous *awning* or *canopy (attached)*;

(b) A continuous *building recess* or arcade; or

(c) A combination of the above, at the discretion of the *Development Authority*.

(3) Overhead weather protection shall have a sloping profile or be designed so as to provide effective shedding of rain, facilitate self-cleaning by rain and wind, and minimize snow-loading.

(4) Notwithstanding any other regulation in this Bylaw, overhead weather protection shall be at a height and depth to provide sufficient protection for pedestrians.

(5) If a *building frontage* is on an inclined *grade*, the design of the overhead weather protection must be stepped or inclined to follow the *grade*.

## 3.26 PANHANDLE LOT

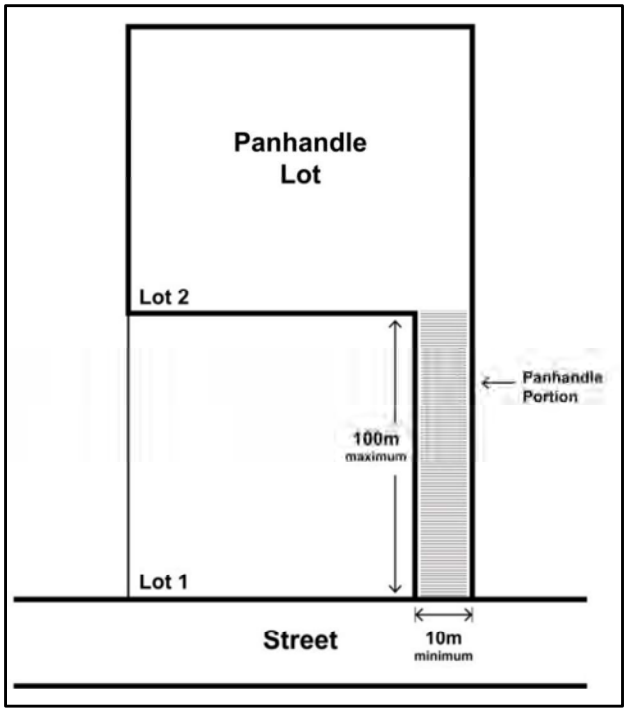
(1) Notwithstanding any other regulation in this Bylaw, the panhandle portion of the *lot* shall have a minimum width of 10.00 m, as shown on Figure 3-4.

(2) Notwithstanding any other regulation in this Bylaw, the panhandle portion of the *lot* shall have a maximum depth of 100.00 m, as shown on Figure 3-4.

(3) No panhandle portion of any *lot* may be adjacent to another panhandle portion of a *lot* at the *public roadway* line.

(4) Notwithstanding any other regulation in this Bylaw, the panhandle portion of the *lot* shall not be used to calculate *lot frontage*, *lot area*, *lot coverage*, or building *setbacks*.

**Figure 3-4: Panhandle Lot**



## 3.27 PEDESTRIAN WALKWAY ACCESS

(1) All *developments*, excluding those located in the LDR, SLR, LLR, or the FBR Districts, must provide *on-site* pedestrian walkways.

(2) Pedestrian walkways:

(a) Shall connect *on-site* uses to each other and to the public right-of-way adjoining the *development* in a safe and convenient manner through the use of dedicated sidewalks, pathways, and walking routes;

(b) Shall coordinate the alignment and connection of *on-site* sidewalks, pathways, and walking routes to other existing or planned *off-site* pedestrian sidewalks, pathways, walking routes, transit stops, *amenity areas*, and *adjacent sites*;

(c) Shall be at least 1.50 m wide;

(d) Shall be raised a minimum of 0.15 m from the roadway surface, except where they cross a *private roadway* or *parking lot*;

(e) Shall include *landscaping* improvements or fixtures to separate users from adjoining *private roadways* and *public roadways*;

(f) May be raised or ramped when traversing a *private roadway*; and

(g) Crosswalks shall be delineated with coloured concrete or painted lines.

## 3.28 PREFABRICATED TRAILER

(1) A *Development Permit* for a prefabricated trailer to be used temporarily for a *residential sales centre*, *recreation (outdoor)*, or public assembly use may be granted at the discretion of the *Development Authority* for a period specified in the *Development Permit*.

## 3.29 PROHIBITED USES

(1) The following are prohibited in all Districts:

(a) *Automotive wrecker*;

(b) *Boarding house*;

(c) *Digital mining*; and

(d) *Industrial (level four).*

(2) Notwithstanding any other provision in this Bylaw, the following uses, unless specifically listed as a Permitted Use or Discretionary Use in the District where the *site* is located, are prohibited as *accessory* uses to any other use:

(a) *Agriculture (intensive)*;

(b) *Animal service*;

(c) *Automotive (service)*;

(d) *Bulk fuel sales depot*;

(e) *Bulk oil and chemical storage*;

(f) *Cannabis production and distribution facility*;

(g) *Cannabis production and distribution facility (micro)*;

(h) *Crematorium*;

(i) *Daycare facility*;

(j) *Drive-through*;

(k) *Establishment (adult)*;

(l) *Establishment (gaming)*;

(m) *Fleet service*;

(n) *Funeral home*;

(o) *Group home*;

(p) *Health service*;

(q) *Hospital*;

(r) *Hotel*;

(s) *Industrial (level one)*;

(t) *Industrial (level two)*;

(u) *Industrial (level three)*;

(v) *Industrial (level four)*;

(w) *School (commercial)*;

(x) *School (elementary or secondary)*;

(y) *School (post-secondary)*;

(z) *Storage facility (recreation vehicle and equipment)*;

(aa) *Supportive living accommodation*; and

(bb) *Transitional accommodation*.

(3) Unless otherwise stated, no person shall use or permit to be used an *accessory building* for human occupancy.

(a) Notwithstanding section (3), in the ICS, IND, or PRK Districts, or for a *lot* containing a *campground*, the *Development Authority* may approve a *surveillance suite* (section 3.96), provided that such use complies with all applicable *building code* and health standards.

## 3.30 RADIO ANTENNA

(1) Notwithstanding any other provision in this bylaw, and subject to the requirements of the 'Canadian Radio-television and Telecommunications Commission:'

(a) In a *Residential District*:

(i) Only two *radio antennas* may be attached to or located on a *principal building* on a *lot*;

(ii) Only one *radio antenna* may be freestanding on a *lot*;

(iii) A *radio antenna* must not be:

(A) Located in a front yard;

(B) Located less than 1.50 m from side and rear *property lines*;

(C) More than 12.00 m in height above *finished grade* when freestanding; and

(D) Used for commercial purposes.

(b) In a *Non-Residential District*:

(i) A *radio antenna* shall be considered *accessory development*; and

(ii) The number of *radio antennas* shall be at the discretion of the *Development Authority*.

(c) No *radio antenna* shall exceed the maximum building height allowed in a District.

## 3.31 RAILWAY RIGHT-OF-WAY

(1) Any proposed *sensitive land use* shall provide a minimum *setback* of:

(a) 15.00 m from the closest edge of the railway right-of-way *property line* to the closest edge of the *principal building* or *dwelling unit*, for a branch line.

(b) 15.00 m from the closest edge of the railway right-of-way *property line* to the closest edge of the *principal building* or *dwelling unit*, for a spur line.

(c) Notwithstanding sections (a) and (b), the *Development Authority* may consider, in consultation with the railway, a *setback* reduction when elevation changes exist or when additional safety measures are proposed.

(2) For proposed residential *developments* or other *sensitive land uses* adjacent to the railway right-of-way, a minimum 1.83 m high *fence* shall be installed.

## 3.32 RESIDENTIAL SALES CENTRE

(1) Where a *dwelling unit* is used as a *residential sales centre*, a separate *Development Permit* must be obtained for that use.

(2) A *residential sales centre* must have an exterior finish similar to the existing or proposed residences in the vicinity, unless otherwise permitted by the *Development Authority*.

(3) Once the use of a *residential sales centre* ceases, any area of the *development* used as a *residential sales centre* shall revert to *residential use*.

(4) A *residential sales centre* must provide sufficient *on-site* and *off-site parking* in the opinion of the *Development Authority*, to ensure that *adjacent sites* would not be adversely affected.

(5) A temporary *breezeway* may connect two or more *residential sales centres* at the discretion of the *Development Authority*.

(6) Where a *residential sales centre* is proposed, the plan of subdivision for the *lots* shall be registered prior to issuance of a *Development Permit* for the *residential sales centre*.

(7) A *residential sales centre* shall not be operated for a period of more than 12 months, but the *Development Authority* may, upon application, issue a subsequent *Development Permit* once for up to 12 additional months.

(a) Notwithstanding section (7), the *Development Authority* may issue subsequent *Development Permits* annually for a *residential sales centre* in the MU2 District, in conjunction with active *development* and a valid *Development Permit*.

## 3.33 SATELLITE DISH

(1) Notwithstanding any other provision in this bylaw, and subject to the requirements of the 'Canadian Radio-television and Telecommunications Commission:

(a) In a *Residential District*:

(i) A maximum of two *satellite dishes* may be installed on a *lot*;

(ii) Only one *satellite dish* may be freestanding;

(iii) A *satellite dish* must not be:

(A) Greater than 3.50 m in diameter;

(B) Attached to a *building*, if it has a diameter greater than 0.60 m;

(C) Located in a front yard;

(D) Located less than 1.00 m from side and rear *property line*; and

(E) More than 4.00 m in height from *finished grade* when freestanding.

(b) In a *Non-Residential District*:

(i) Up to two adequately screened *satellite dishes* may be placed on a *lot*, either attached to a *principal building* or freestanding;

(A) Notwithstanding section (i), in the DTN, MU1, and MU2 Districts, a *satellite dish* shall be located on a roof only;

(B) Notwithstanding section (i), in the case of a *broadcasting studio* or *transmitting station*, the number of *satellite dishes* is at the discretion of the *Development Authority;*

(ii) The diameter of a *satellite dish* shall not exceed 6.00 m; and

(iii) A *satellite dish* shall be considered *accessory development*.

(c) No *satellite dish* shall exceed the maximum building height allowed in a District.

## 3.34 STRIPPING, GRADING, AND EXCAVATION

(1) Unless required for the preparation of a *site* for which a *Development Permit* has been issued, the *stripping, grading,* and *excavation* of land shall require a *Development Permit* as outlined in section 2.7 'Stripping, Grading, And Excavation Applications.'

(2) With the exception of those lands governed by a valid *development agreement*, *stripping, grading,* and *excavation* activities are considered a Discretionary Use in all Districts and require a *Development Permit*.

## 3.35 SHIPPING CONTAINER

(1) A *shipping container* shall be screened from view to the satisfaction of the *Development Authority*, or set a higher standard of design, character, and appearance for the District in which its placed.

(2) A *shipping container* shall meet the minimum *setbacks* and placement requirements for *accessory buildings* for the District in which its placed.

(3) A *shipping container* shall be used for storage only, and shall not be used to store *dangerous or hazardous goods*, or as a *dwelling unit*.

## 3.36 SOLAR COLLECTOR (ATTACHED)

(1) A *solar collector (attached)* may be located on the roof or wall of a *building*.

(2) Within the LDR, SLR, LLR, and FBR Districts:

(a) Where a *solar collector (attached)* is attached to a roof with a pitch of less than 4/12, it must not extend beyond the outermost edge of the roof, but may:

(i) Project a maximum of 0.50 m from the surface of the roof, when the solar collector is located 5.00 m or less from a side *property line* measured directly from any point along the side *property line*; and

(ii) Where the solar collector is located more than 5.00 m from a side *property line*, and projects a maximum of 1.30 m from the surface of the roof.

(b) Where a *solar collector (attached)* is attached to a roof with a pitch of 4/12 or greater, it may project a maximum of 1.30 m from the surface of the roof and must not extend beyond the outermost edge of the roof.

(3) Within all Districts except the LDR, SDR, LLR, and FBR Districts:

(a) Where a *solar collector (attached)* is attached to a roof with a pitch of less than 4/12, it may project a maximum of 2.00 m from the surface of the roof, and must be located at least 1.00 m inward from the outermost edge of the roof.

(b) Where a *solar collector (attached)* is attached to a roof with a pitch of 4/12 or greater, it may project a maximum of 1.30 m from the surface of the roof and must not extend beyond the outermost edge of the roof.

(4) Where a *solar collector (attached)* is attached to a pitched roof, it shall not project vertically beyond the height of any existing roofline or any roof peak.

(5) A *solar collector (attached)* shall not exceed the maximum building height of the applicable District.

(6) In all instances, the maximum distance by which a *solar collector (attached)* may project from the surface of the roof is determined by measuring the perpendicular distance between the surface of the roof and the exterior surface of the solar collector.

(7) A *solar collector (attached)* that is located on a wall may project a maximum of 0.60 m from the surface of that wall.

(8) A *solar collector (attached)* shall be stationary and shall not utilize a sun tracking system.

## 3.37 SOLAR COLLECTOR (FREESTANDING)

(1) A *solar collector (freestanding)* shall be an *accessory* use to the principal use on a *lot*.

(2) A *solar collector (freestanding)* shall not project vertically beyond the height of any existing roofline or any roof peak of the *principal building*.

(3) A *solar collector (freestanding)* shall be located and arranged so that:

(a) Glare is not directed at an *adjacent site* and indirect glare does not adversely affect an *adjacent site*; and

(b) Traffic safety is not adversely affected.

(4) In a *Residential District*, a *solar collector (freestanding)* must:

(a) Not be located in a front or side yard;

(b) Be located in a screened rear yard;

(c) Be located a minimum of 1.00 m from side and rear *property lines*;

(d) Not be more than 2.00 m in height above *finished grade*;

(e) Be located a minimum of 1.50 m from the *principal building*; and

(f) Be located a minimum of 1.50 m from another *accessory building*.

(5) In a *Non-Residential District*, a *solar collector (freestanding)*:

(a) Must not be located in a front yard;

(b) Must comply with the *setback* requirements for *accessory buildings* of the District;

(c) Must not be more than 5.00 m in height above *finished grade*;

(d) Must be located a minimum of 1.50 m from the *principal building*; and

(e) Must be located a minimum of 1.50 m from another *accessory building*.

(6) In a *Mixed-Use* or *Special District*, the *setback* and height of a *solar collector (freestanding)* shall be at the discretion of the *Development Authority*.

(7) A *solar collector (freestanding)* shall be stationary and shall not utilize a sun tracking system.

## 3.38 TELECOMMUNICATION TOWERS

(1) Notwithstanding any other provision of this Bylaw, but subject to section 1.13 'Powers And Duties Of The Development Authority,' the Government of Canada regulates the telecommunications industry in Canada and is the authority that approves the location of *telecommunication towers*.

(2) Unless excluded by the Government of Canada, a *telecommunication tower* shall be reviewed by a *Development Authority* to ensure concurrence with this Bylaw.

(3) Preferred locations for the siting of a *telecommunication tower* include lands in the BP1, BP2, ICS, RCC, NHC, TCC, DTN, HDR, MU1, MU2, PSI (non-school *sites* or *hospitals*), IND, TRN, and FUD Districts.

(a) Notwithstanding section (3), roof-top towers are preferred in the NHC, DTN, HDR, MU1, MU2, PSI (non-school *sites*), and IND Districts.

(4) Emergency services related directly to fire, police, and *hospital* services on lands in the PSI District are considered preferred locations solely for towers proposed to enhance emergency uses on those *sites*.

(5) Discouraged locations for the siting of *telecommunication towers* include:

(a) Lands in the PRK, LDR, SLR, LLR, FBR, MDR, ICC, and PSI (school *sites* or *hospitals*) Districts;

(b) Lands designated as a Municipal Historical Resource through municipal Bylaw or lands designated as a Provincial Historical Resource by the Province of Alberta;

(c) Lands located within 800 m of Big Lake;

(d) Lands identified as being environmentally sensitive areas; and

(e) Local wetlands, riparian areas, areas of large bird concentrations, bird flyways such as ridges and breaks in river vegetation, and areas where visible bird staging and nesting exist.

## 3.39 TEMPORARY BUILDING

(1) Unless otherwise stated in this Bylaw, a trailer, mobile office, or other temporary *building* shall not be allowed, except for use during construction.

(a) Notwithstanding section (1), at the discretion of the *Development Authority*, a *Development Permit* for a temporary *building* for a *residential sales center*, *recreation (outdoor)*, or public assembly use, may be granted for a specified time-period.

(2) In the ICS and IND Districts, a trailer, mobile office, or other temporary *building* may be allowed for a specified time-period at the discretion of the *Development Authority*.

## 3.40 TOP OF BANK SETBACK

(1) In all Districts, a *building* shall be *setback* at least 5.00 m from the *top of bank*, or top of an escarpment, as determined by a geotechnical investigation performed by a qualified Professional Engineer.

## 3.41 URBAN DESIGN REVIEW

(1) An Urban Design Review may be required, to be assessed either internally, or externally by a *City*-designated reviewer, where in the opinion of the *Development Authority,* the *development* is deemed to have significant impact on the subject area's urban design.

(2) Application information for an Urban Design Review shall be in accordance with section 2.5(1)(b).

(3) An Urban Design Review shall be completed as a separate application process.

(4) An application fee shall be charged in accordance with the current *Master Rates Bylaw.*

(5) An *Urban Design Review (External)* will result in an Urban Design Review Recommendations Report from a *City*-designated reviewer. The Urban Design Review Recommendations Report is a requirement of the *Development Permit* application, and may occur prior to or concurrent with a *Development Permit* application.

(6) An Urban Design Review Recommendations Report will include recommendations from the reviewer that may range from acknowledgement of positive design qualities of the proposal, to suggestions for a design that better complies with the *City's* policies and plans.

(7) An Urban Design Review Recommendations Report shall be provided back to the Applicant upon completion.

(8) Applicants are expected to consider and implement, wherever possible, any recommendations of the Urban Design Review Recommendations Report into the final application.

## 3.42 VEHICLE ACCESS - GENERAL

(1) A *lot* must have at least one legal means of *vehicle* access.

(2) Access shall not be allowed from a *public roadway* across a *lot* to another *public roadway*, other than a *lane*, unless the *Development Authority*, in consultation with Engineering Services, supports the proposed design.

(3) Access from a *lot* to a Major Roadway listed in Schedule B must:

(a) Have a turning space on the *lot* so that *vehicles* leaving the *lot* do not back into the Major Roadway; and

(b) Comply with the *Traffic Bylaw,* as amended.

# Residential Buildings and Lots

## 3.43 APPLICATION

(1) Sections 3.44 through 3.71 apply to all *Residential* and *Mixed-Use Districts*.

## 3.44 ACCESSORY BUILDING - RESIDENTIAL

(1) Except as otherwise provided in this Bylaw, an *accessory building*:

(a) Must not be located in a front yard;

(b) Must be located a minimum of 1.00 m from side and rear *property lines* when located in a rear yard;

(c) May be located in a screened side yard, provided it is a minimum of 1.20 m from the side *property line*;

(d) Must be located a minimum of 1.50 m from the *principal building* unless determined otherwise by the *Development Authority*;

(e) Must be located a minimum of 1.50 m from another *accessory building* unless determined otherwise by the *Development Authority*; and

(f) Must not be more than 3.70 m in height above *finished grade*.

## 3.45 AIR CONDITIONERS AND HEAT PUMPS - FREESTANDING

(1) An exterior air conditioner or heat pump must not be located:

(a) In a front yard;

(b) Less than 1.00 m from a rear *property line*; and

(c) Less than 0.30 m from a side *property line*.

(2) Notwithstanding section (1), this section excludes a window-mounted air conditioner or heat pump.

## 3.46 AMENITY AREA (COMMON)

(1) For a *dwelling (apartment)*, *dwelling unit above a non-residential use*, *dwelling (townhouse - complex)*, and *supportive living accommodation* containing 30 or more *dwelling units*:

(a) An *amenity area (common)* shall be provided at a rate of 5.00 $m^2$ per *dwelling unit*;

(b) An *amenity area (common)* may be provided indoors, outdoors, or a combination thereof;

(c) A maximum of 60% of the required *amenity area (common)* may be provided indoors;

(d) An *amenity area (common)* may include:

(i) A rooftop *amenity area*;

(ii) An at-grade *amenity area*, including a *plaza*, courtyard, or *patio*;

(iii) A *balcony* or terraced *balcony*;

(iv) A common garden area, either at-*grade* or above *grade*; or

(v) Any other *amenity area (common)*, including a pool, fitness centre, community room, or theatre room;

(e) An *amenity area (common)* at *grade*, adjacent to public areas, shall be *fenced* or screened;

(f) *Screening* shall be:

(i) A minimum of 1.20 m in height; and

(ii) Provided as either *landscaping* with a minimum width of at least 1.00 m, or a *fence* or wall;

(g) Notwithstanding section (f), an *amenity area (common)* may be screened in some other form, if, in the opinion of the *Development Authority*, it clearly delineates the public space from the private space;

(h) The minimum area of any single interior *amenity area (common)* shall be 30.00 $m^2$; and

(i) The minimum area of any single outdoor *amenity area (common)* shall be 50.00 $m^2$, excluding *parking lots* and pedestrian walkways.

(2) *Amenity area (common)* must have convenient pedestrian connections and be universally accessible.

(3) Maintenance of the *amenity area (common),* including *parking lots* and pedestrian walkways, is the responsibility of a private entity, and is normally set forth in the form of private restrictive covenants which guarantee the private maintenance of these areas.

## 3.47 AMENITY AREA (PRIVATE)

(1) For *dwelling (apartment)*, *dwelling unit above a non-residential use*, *dwelling (townhouse - complex)*, and *supportive living accommodation*:

(a) Each *dwelling unit* must provide at least one of the following forms of *amenity area (private)*:

(i) *Deck* or *balcony*;

(ii) *Patio* or at-grade yard;

(iii) Balconette or Juliet *balcony* (in the DTN District only); or

(iv) Recessed *balcony*;

(b) Notwithstanding section (a), for *supportive living accommodation*, the *Development Authority* may use its discretion to determine the number of private *amenity areas* required for a *development*;

(c) An *amenity area (private)*:

(i) Shall be located next to a *habitable room*;

(ii) Shall be a minimum of 5.00 $m^2$ per *dwelling unit*, with no one dimension less than 1.20 m; and

(A) Notwithstanding section (ii), in the DTN District, a Juliet *balcony* of no less than 0.30 m in depth and 0.91 m in width may be used if the remainder of the calculated *amenity area (private)* under section (ii) is provided as additional *amenity area (common)*;

(iii) May be provided at *grade*, above *grade*, or a combination thereof;

(d) An *amenity area (private)* at ground level must have fencing or *screening* which is:

(i) A minimum of 1.20 m in height; and

(ii) Provided as either *landscaping* with a minimum width of at least 1.00 m, or a *fence* or wall;

(e) Notwithstanding section (d), an *amenity area (common)* may be screened in some other form or combination thereof if, in the opinion of the *Development Authority*, it clearly delineates the public space from the private space.

## 3.48 ARCHITECTURAL PROJECTION

(1) Unless otherwise prohibited by this Bylaw, an *architectural projection* shall be permitted to extend into a required yard *setback* up to 0.60 m.

(a) Notwithstanding section (1), a *balcony* may extend into a required yard beyond 0.60 m, at the discretion of the *Development Authority*.

(2) A cantilever shall not extend the entire length of a room.

## 3.49 ATTACHED GARAGE OR ATTACHED CARPORT

(1) In the LDR, SLR, LLR, FBR, and MDR Districts:

(a) An attached *garage* or attached *carport* is considered part of the *principal building*; and

(b) An attached *garage* or attached *carport* must comply with the building *setback* requirements that apply to the *principal building*.

## 3.50 BED AND BREAKFAST

(1) A *bed and breakfast* shall:

(a) Have no cooking facilities in a guest room;

(b) Have a minimum guest-room size of 7.00 $m^2$ per single occupant and 4.60 $m^2$ per person per guest-room for multiple occupants; and

(c) Not undertake significant exterior modification of the *building* or grounds unless such changes are compatible with the character of the existing neighbourhood.

## 3.51 DECKS

(1) A *deck* less than 0.60 m above *finished grade* may be built to the side and rear *property line*.

(2) A *deck* 0.60 to 1.50 m above *finished grade*:

(a) Must meet the required front yard *setback* of the *principal building*;

(b) Must be located at least 1.00 m from a side *property line*; and

(c) Must be located at least 3.00 m from the rear *property line*, or 1.00 m when a rear *property line* is adjacent to a *lane*, *public roadway*, *park*, *public utility lot* (PUL), or *municipal reserve* (MR).

(3) Notwithstanding section (2), a *deck* may be developed to a 0.00 m *setback* along the common *property line* of a *dwelling (semi-detached)* or *dwelling (townhouse - single)*.

(4) A *deck* greater than 1.50 m above *finished grade* must be located at least 5.00 m from all *property lines*, unless:

(a) The *Development Authority* determines that a 5.00 m separation from all *property lines* is not required due to *site* conditions; and

(b) The *deck* complies with the side yard *setback* of the *principal building*.

(5) Notwithstanding sections (2) and (4), for a *dwelling (single detached)* developed with a *zero lot-line*, a *deck* may be developed to a 0.00 m side yard *setback* along the zero lot-line side of a *dwelling (single-detached)*.

(6) If a *deck (covered)* or *deck (enclosed)* is attached to a *principal building*, the *deck* shall meet the minimum *setback* requirements for the *principal building*.

## 3.52 DESIGN, CHARACTER, AND APPEARANCE OF RESIDENTIAL BUILDINGS

(1) In addition to the requirements in section 3.12 'Design, Character, And Appearance Of A Building,' a *dwelling (apartment)*, *dwelling unit above a non-residential use*, *dwelling (townhouse - complex), supportive living accommodation* (greater than 13.00 m in height), or *transitional accommodation* (greater than 13.00 m in height), must be finished as follows, to the satisfaction of the *Development Authority*:

(a) Exterior finishing materials on *façades* visible from a public right-of-way, *natural area*, or *park* shall be of a higher quality appearance, to the satisfaction of the *Development Authority*;

(b) The use of two or more colours or materials is required to enhance the building exterior and to create design accents. Building and architectural details (including flashing and downspouts) shall have a colour that complements the *principal building*;

(c) Walls, including *retaining walls* for general *landscaping*, *amenity area (private)* and *amenity area (common)*, and perimeter walls must be constructed or finished in a similar material or colour to that used for the *principal building* exterior; and

(d) Large expanses of uninterrupted wall planes are prohibited where visible from a public right-of-way, *natural area*, or *park*.

(2) When a *building* has a large expanse of uninterrupted wall planes:

(a) The use of recesses, entrances, windows, projections, building material, colours, roof design, or a physical break in *building mass* is required to add articulation to the *façade*;

(b) Multi-dimensional features shall be in proportion to the wall heights and *building mass*; and

(c) *Landscaping* may be required to address an uninterrupted wall plane, in accordance with section 3.99(1).

(3) An uninterrupted wall plane shall not exceed 15.00 m in horizontal direction.

(4) A *building* greater than 100.00 m in length, may be required to provide an at-grade pedestrian thoroughfare at the discretion of the *Development Authority*.

(5) Building massing should respect the existing topography of the *site* by terracing the *building* where appropriate.

(6) Exterior pedestrian entrances to *buildings* must have overhead weather protection.

## 3.53 DETACHED GARAGE OR DETACHED CARPORT

(1) Front yard *setback*

(a) The front yard *setback* for a detached *garage* or detached *carport* shall conform to the required front yard *setback* for the *principal building*.

(2) Side yard *setback*

(a) For a *dwelling (single detached)*, the interior side yard *setback* for a detached *garage* or detached *carport* is 1.00 m.

(i) Notwithstanding section (a), for a d*welling (single detached)* in the LLR and FBR Districts, a detached *garage* or detached *carport* may be developed to a 0.60 m side yard *setback* when located on an *interior lot* less than 8.10 m in width.

(b) For a *dwelling (single detached)* on a *zero lot-line development*, a detached *garage* or *carport* may be developed to a 0.00 m side yard *setback* on one side.

(c) For a d*welling (semi-detached)*, a detached *garage* or detached *carport* may be developed:

(i) To a 0.00 m *setback* along the *property line (common)*; and

(ii) To a 1.00 m interior side yard *setback*.

(A) Notwithstanding section (ii), on a *lot* less than 7.10 m in width in the LLR and FBR Districts, to a 0.60 m side yard *setback* on the interior side yard.

(d) For a *dwelling (duplex)*, the interior side yard *setback* for a detached *garage* or detached *carport* is 1.00 m.

(e) For a *dwelling (townhouse - plex)*, the interior side yard *setback* for a detached *garage* or detached *carport* is 1.00 m.

(f) For a *dwelling (townhouse - single)*, a detached *garage* or detached *carport* may be developed:

(i) To a 0.00 m *setback* along the *property line (common)*; or

(ii) To a 1.00 m interior side yard *setback* on a *townhouse (end unit)*.

(g) The corner side yard *setback* for a detached *garage* or detached *carport* on a *corner lot* with no *lane* is:

(i) 4.50 m where there is no sidewalk; or

(ii) 6.00 m from the edge of the sidewalk nearest the *property line*.

(h) The corner side yard *setback* for a detached *garage* or detached *carport* on a *corner lot* with a *lane* shall conform to the side yard *setback* of the *principal building*.

(3) Rear yard *setback*

(a) The rear yard *setback* for a detached *garage* or *carport* is 1.00 m.

(i) Notwithstanding section (a), for a *lot* with vehicular access provided from a rear *lane*, the minimum rear yard building *setback* is 1.50 m.

(b) For a detached *garage* or detached *carport*:

(i) The maximum height is 4.50 m; and

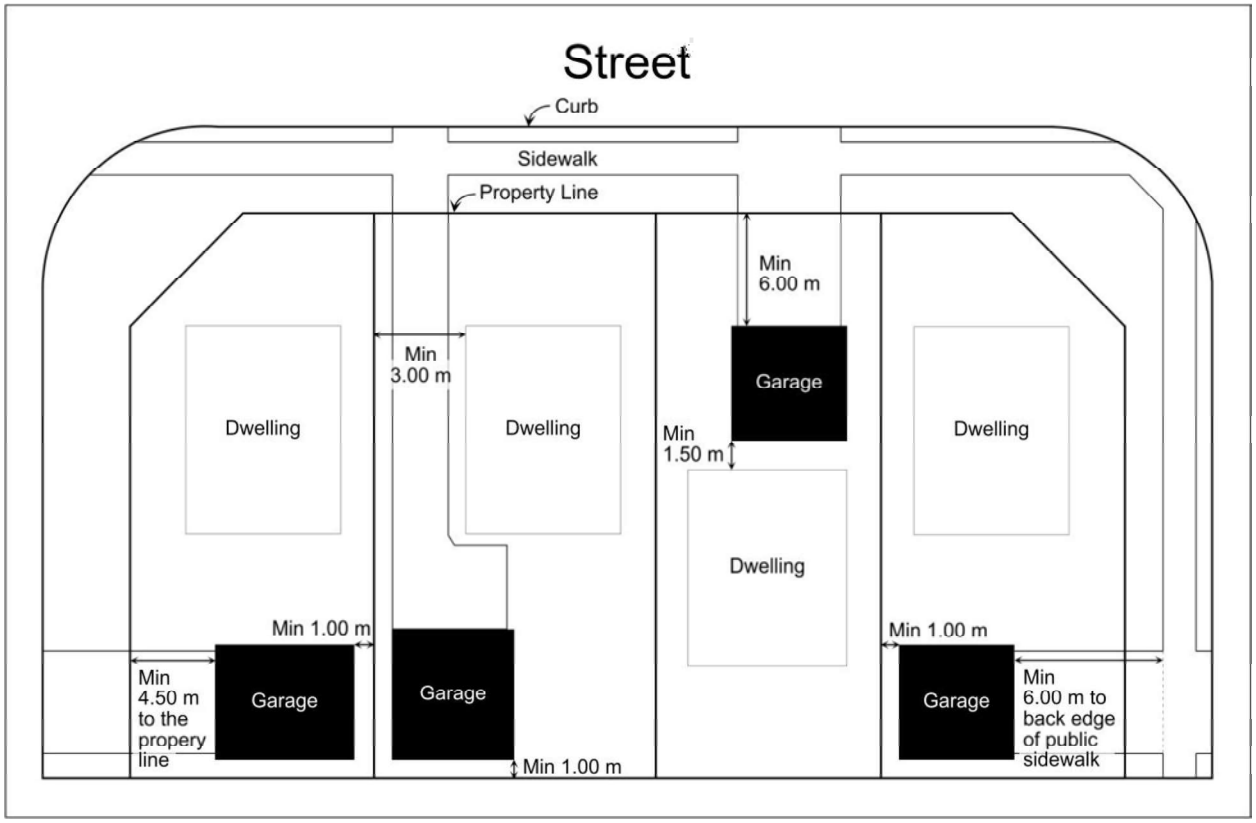
(ii) The minimum *separation distance* from any other *building* on *site* is 1.50 m.

(A) Notwithstanding section (ii), the *Development Authority* may approve a *breezeway* that connects a detached *garage* to a *principal building* or *secondary suite (garden)*, if the *breezeway* is built in compliance with the *building code* and does not exceed 13.50 $m^2$ in *gross floor area*.

(4) Other

(a) No detached *garage* shall be located closer than 1.50 m from the *garage* face to the rear *lane* or *private roadway*.

**Figure 3-5: Detached Garage Setbacks**




## 3.54 DRIVEWAYS

(1) All *vehicle*/*recreation vehicle parking* spaces and *driveways* in *Residential Districts* shall be *hard-surfaced*.

(2) Parking *vehicles* either permanently or temporarily on turf, dirt, gravel, lawn, or other non-*hard-surfaced* area is prohibited.

## 3.55 DWELLING (APARTMENT) AND DWELLING UNIT ABOVE A NON-RESIDENTIAL USE

(1) For a *dwelling (apartment)* or a *dwelling unit above a non-residential use*, the following are the minimum *separation distances*, unless otherwise stated in this Bylaw:

(a) 10.00 m from the exterior wall of a *dwelling (apartment),* or a *dwelling unit above a non-residential use*, to any other exterior wall of an *on-site* residential *building*;

(i) Notwithstanding section (a), a *separation distance* of 0.00 m may be allowed by the *Development Authority* when the *dwelling (apartment)* or *dwelling unit above a non-residential use* is attached to or incorporated with a *dwelling (townhouse - complex)*;

(b) The minimum *separation distance* from the exterior wall of a *dwelling (apartment)* or a *dwelling unit above a non-residential use* is:

(i) 3.00 m to a *private roadway* or to a *parking* stall;

(ii) 1.50 m to a common walkway (except that portion of walkway that provides direct access to a *building*);

(iii) 0.00 m at the side, where there are no *dwelling unit* windows located below or at *grade* adjacent to the walkway;

(iv) 1.50 m between a *principal building* and an *accessory building*, except for a common amenity *building* which has a *separation distance* determined by the *Development Authority*; and

(c) *Separation distances* may be determined by the *Development Authority* for any portion or portions of a *building* containing non-residential uses located on the ground floor.

(2) A *dwelling (apartment) development* or a *dwelling unit above a non-residential use development* shall provide internal pedestrian connectivity and connections to a public sidewalk, walkway, or trail, to the satisfaction of the *Development Authority*.

## 3.56 DWELLING (TOWNHOUSE)

**General Townhouse Regulations**

(1) The following regulations apply to all townhouse development:

(a) *Driveways* and vehicular access to a *dwelling unit* in a *dwelling (townhouse) development* shall only be provided from a *lane* or *private roadway*;

(b) Vehicular access from a *public roadway* to a *dwelling (townhouse - complex)* site shall be at the discretion of the *Development Authority*, in consultation with Engineering Services;

(c) Surface *parking* must not encroach into any required landscape area;

(d) A *dwelling (townhouse)* facing a *public roadway* shall be comprised of no more than six consecutively attached units;

(e) A *dwelling (townhouse)* not facing a *public roadway* shall be comprised of no more than eight consecutively attached units; and

(f) The minimum *lot depth* for a *dwelling (townhouse - single)* or a *dwelling (townhouse - plex)* is covered in section 3.65 'Lot Depth.'

(2) In the case of a mixed-form *dwelling (townhouse)* development:

(a) *Dwelling (townhouse - single)* regulations regarding dwelling *lot* size, building *setbacks*, *lot coverage*, and building height shall be applied to each single *lot* or bare land unit within the overall *development*; and

(b) *Dwelling (townhouse - complex)* regulations regarding *amenity area (common),* visitor *parking*, pedestrian connectivity, internal roadways, *on-site* walkways, and building separation shall be applied to the overall *site*.

(i) Notwithstanding sections (a) and (b), if doubt arises as to the required application of the *dwelling (townhouse)* regulations above, they shall be determined by the *Development Authority* by applying this Bylaw as closely as is possible in the circumstances of each case.

**Dwelling (Townhouse - Single)**

(3) *Setbacks*

(a) Unless otherwise regulated in a District, the minimum *principal building setback* for a *dwelling (townhouse - single)* is:

(i) 7.50 m from any *property line* adjacent to a Major Roadway (listed in Schedule B) if a *dwelling unit* faces that roadway;

(ii) 4.50 m from a front *property line*, to no greater than 6.00 m;

(iii) From a side *property line* is:

(A) 0.00 m for a *townhouse (interior unit)*;

(B) 1.25 m for a *townhouse (end unit)*;

(C) On a *corner lot*:

(I) 3.00 m when building height is less than or equal to 12.00 m; or

(II) 4.00 m when building height is greater than 12.00 m;

(iv) From the rear *property line* is:

(A) 6.00 metres if there is an attached *garage* or attached *carport* located on the *lot*; or

(B) 10.00 m when no attached *garage* or attached *carport* is located on the *lot*.

(4) *Lot width*

(a) The minimum *lot width* for a *dwelling (townhouse - single)* is:

(i) 4.90 m per *townhouse (interior unit)*;

(ii) 6.15 m per *townhouse (end unit)* on an *interior lot*;

(iii) 7.90 m per *townhouse (end unit)* on a *corner lot* in the LLR District; or

(iv) 8.90 m per *townhouse (end unit)* on a *corner lot* in the MDR District;

(b) Notwithstanding section (a), if a proposed *lot* is adjacent to a major road listed on Schedule B, additional *lot width* may be required to accommodate *berm* and fencing.

(5) *Lot coverage*

(a) The maximum *lot coverage* for a *dwelling (townhouse - single)* is:

(i) For a *townhouse (interior unit)*, 55%;

(ii) For a *townhouse (end unit)*, 50%; or

(iii) For a *townhouse (end unit)* on a *corner lot*, 50%.

**Dwelling (Townhouse - Plex)**

(6) General

(a) A *dwelling (townhouse - plex)* shall only be developed on a *corner lot* with *lane access*.

(7) *Setbacks*

(a) Unless otherwise regulated in a District, the minimum *principal building setback* for a *dwelling (townhouse - plex)* is:

(i) 7.50 m from any *property line* adjacent to a Major Roadway (listed in Schedule B) if a *dwelling unit* faces that roadway;

(ii) 6.00 m from a front *property line* in the LDR District;

(iii) 4.50 m from a front *property line* in the LLR District;

(iv) From a side *property line* is:

(A) 1.80 m on an *interior lot*; and

(B) On a *corner lot*:

(I) 3.00 m when building height is less than or equal to 12.00 m; or

(II) 4.00 m when building height is greater than 12.00 m;

(v) From the rear *property line* is:

(A) 6.00 metres if there is an attached *garage* or attached *carport* located on the *lot*; or

(B) 10.00 m when no attached *garage* or attached *carport* is located on the *lot*.

(8) Lot width

(a) Unless otherwise regulated in a District, the minimum *lot width* for a *dwelling (townhouse - plex)* is 15.00 m on a *corner lot*.

(b) Notwithstanding section (a), if a proposed *lot* is adjacent to a major road listed on Schedule B, additional *lot width* may be required to accommodate *berm* and fencing.

(9) *Lot coverage*

(a) Unless otherwise regulated in a District, the maximum *lot coverage* for a *dwelling (townhouse - plex)* is 48% for the *principal building* and *garage*, and 50% including *accessory buildings*.

**Dwelling (Townhouse - Complex)**

(10) General

(a) A *dwelling (townhouse - complex)* shall provide internal pedestrian connectivity and connections to a public sidewalk, walkway, or trail in accordance with section 3.27 'Pedestrian Walkway Access.'

(11) *Setbacks*

(a) Unless otherwise regulated in a District, the minimum *principal building setback* for a *dwelling (townhouse - complex)* is:

(i) 5.00 m from any *property line* adjoining a PRK District;

(ii) 4.50 m from a front *property line* adjacent to a *public roadway*, if a *dwelling unit* has direct access to and faces that roadway;

(iii) 7.50 m from any *property line* adjacent to a Major Roadway (listed in Schedule B) if a *dwelling unit* faces that roadway; or

(iv) 6.00 m from a *property line* in all other cases.

(12) Building *separation distance*

(a) The minimum building *separation distance* for a *dwelling (townhouse - complex)* is:

(i) 10.00 m between the exterior of the front or rear wall of a *building* and the rear or front wall of any other *building*;

(ii) 5.00 m between the exterior of the front or rear wall of a *building* and the side wall of any other *building*; and

(iii) 3.00 m between the exterior of the side wall of a *building* and the side wall of any other *building*;

(A) Notwithstanding sections (i) to (iii), a *separation distance* of 0.00 m may be allowed by the *Development Authority* when the townhouse is attached to or incorporated with a *dwelling (apartment)* or *dwelling unit above a non-residential use*.

(b) The minimum *separation distance* for a *dwelling (townhouse - complex) building* from the exterior wall of a *building* to a *private roadway* or to a *parking* stall is:

(i) 4.50 m at the front; or

(ii) 1.50 m at the side and rear.

(c) The minimum *separation distance* for a *dwelling (townhouse - complex) building* from the exterior wall of a *building* to a common walkway, except that portion of the walkway that provides direct access to the *building*, is:

(i) 4.50 m at the front and rear;

(ii) 1.50 m at the side where there are windows or doors located below or at *grade* adjacent to the walkway; or

(iii) 0.00 m at the side where there are no windows or doors located below or at *grade* adjacent to the walkway.

(d) 1.50 m between a *principal building* and an *accessory building*, except for a common amenity *building* which has a *separation distance* determined by the *Development Authority*.

(e) Notwithstanding sections (11) and (12)(a) through (c), a greater *setback* or building *separation distance* may be required by the *Development Authority*.

## 3.57 EXTERIOR STAIRCASE

(1) An exterior staircase located above or below *finished grade* shall not:

(a) Be located less than 1.00 m from the side or rear *property line*; and

(b) Impede required *vehicle* access to a detached *garage* or *carport* in a rear yard.

## 3.58 GROUP HOME

(1) A *group home* shall be limited to a maximum of eight residents, exclusive of staff.

(a) Notwithstanding section (1), the *Development Authority* may determine a lesser number of residents within a *group home*, having regard for the merits of the *group home* application, *site* location, and intensity of the use.

## 3.59 HOME-BASED BUSINESS (LEVEL ONE)

(1) Signage is not permitted for a *home-based business (level one)*.

(2) A person conducting a *home-based business (level one)* shall not store materials, commodities, or finished products associated with the business outside the *dwelling unit* or *accessory building*.

(3) No student or customer visits are permitted.

(4) A person shall not provide in-person instruction as a *home-based business (level one).*

(5) The *home-based business (level one)* shall be operated as an *accessory* use only, and shall not change the principal character or external appearance of the *dwelling unit* or *accessory building* involved.

(6) A *home-based business (level one)* shall not produce offensive noise, vibration, smoke, dust, odour, heat, glare, electrical, or radio disturbance.

## 3.60 HOME-BASED BUSINESS (LEVEL TWO)

(1) A *home-based business (level two)* is restricted to a maximum of one *window sign* up to 0.30 $m^2$ in *sign area*.

(2) Any *copy* on a *window sign* shall be limited to the name of the business and its logo.

(3) A person conducting a *home-based business (level two)* shall not store materials, commodities, or finished products associated with the business outside the *dwelling unit* or *accessory building*.

(4) If a person provides instruction as a *home-based business (level two)*, no more than five attendees shall be in attendance at the *site* at any one time.

(5) A *home-based business (level two)* shall be operated as an *accessory* use only and shall not change the principal character or external appearance of the *dwelling unit* or *accessory buildings* involved.

(6) The required *parking* for a *home-based business (level two)*, shall be provided in addition to the required residential *parking* for any *dwelling units*, in accordance with Part 4: Parking.

(7) A *home-based business (level two)* shall not be permitted if:

(a) It produces offensive noise, vibration, smoke, dust, odour, heat, glare, electrical, or radio disturbance; and

(b) The *Development Authority* determines that such use would be more appropriately located in a *Commercial* or *Industrial District* having regard for, among other matters, potential traffic generation and potential interference with the residential character of the area.

## 3.61 HOME-BASED BUSINESS (LEVEL THREE)

(1) A *home-based business (level three)* may have a maximum of one *sign*, that is either a:

(a) *Fascia sign*;

(b) *Freestanding sign*;

(c) *Projecting sign*; or a

(d) *Roof sign*; and

(e) The *sign* shall not exceed the following dimensions:

(i) Maximum area is 0.60 $m^2$; and

(ii) Maximum height for a *freestanding sign* is 2.50 m.

(2) Any *copy* on a *sign* shall be limited to the name of the business and its logo.

(3) The maximum number of clients at any one time shall be at the discretion of the *Development Authority*, having regard to the character of the immediate area, proximity to other residences, and the potential impact of traffic.

(4) A *home-based business (level three)* shall be operated as an *accessory* use only and shall not change the principal character or external appearance of the *dwelling unit* or *accessory buildings* involved.

(5) A *home-based business (level three*) shall not occupy more than 30% of the *gross floor area* of the principal *dwelling* plus the area of *accessory buildings*.

(6) Up to three commercial *vehicles* used in association with a *home-based business (level three)* may be parked, stored, and/or maintained *on-site*.

(7) The required *parking* for a *home-based business (level three)*, shall be provided in addition to the required residential *parking* for any *dwelling units*, in accordance with Part 4: Parking.

(8) Outside storage of goods, materials, commodities, or finished products shall be at the discretion of the *Development Authority*. Such outside storage, where permitted, shall satisfy the minimum *setback* requirements for *buildings* in the applicable District.

(9) *Screening* of *outdoor storage* shall be at the discretion of the *Development Authority*.

(10) A *home-based business (level three)* shall not be permitted if:

(a) It produces offensive noise, vibration, smoke, dust, odour, heat, glare, electrical, or radio disturbance; and

(b) The *Development Authority* determines that such use would be more appropriately located in a *Commercial* or *Industrial District* having regard for, among other matters, potential traffic generation and potential interference with the residential character of the area.

## 3.62 FENCES (RESIDENTIAL)

(1) For a *dwelling (single detached)*, *dwelling (semi-detached*), *dwelling (duplex)*, *dwelling (townhouse - single)*, or *dwelling (townhouse - plex)*:

(a) A *fence* in or around a front yard must not exceed 1.20 m in height, except where a lesser height is required under section 3.10 'Corner Lots - Traffic Sight Lines;' and

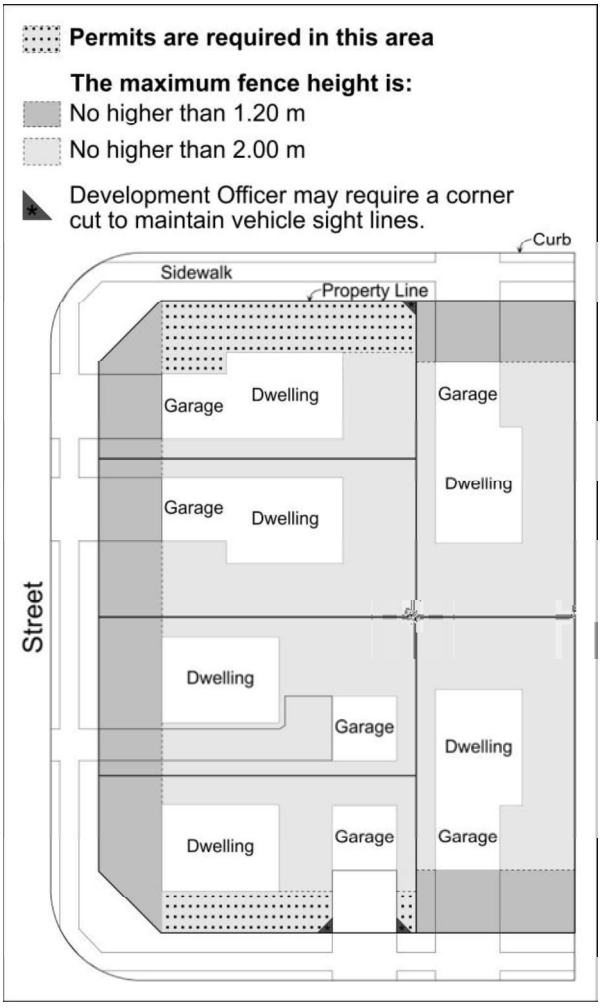
(b) Any other *fence* must not exceed 2.00 m in height.

(2) For a *fence*, the depth of a front yard shall be the distance from the front *property line* to the foremost portion of the *on-site principal building* or the *principal building* on the *lot* adjacent to the *fence*, whichever is greater.

(3) For a *fence* that is to be constructed on top of a *retaining wall* or within 1.00 m of the top of a *retaining wall*, the maximum height of the *fence* shall be determined from a point that is one-half the height of the *retaining wall*.

(4) No *fence* is permitted if, in the opinion of the *Development Authority*, the *fence* will block or impede traffic sight lines.

**Figure 3-6: Fence Height Locations**




(5) At the discretion of the *Development Authority*, a *fence* may be required to provide a corner cut for the purpose of traffic sight lines on lane accessed properties, or *corner lots*.

(6) A *fence* shall not be constructed of or topped with any material that may pose a hazard to the public or wildlife, including barbed wire and electrification.

(7) For a *dwelling (townhouse - complex)* or *dwelling (apartment),* fencing may be required by the *Development Authority*, in consultation with Engineering Services.

## 3.63 FIRE PITS AND BARBECUES

(1) A fixed outdoor fire pit, barbecue, fireplace, or stove must not be:

(a) Located in a front or side yard;

(b) Located less than 3.00 m from side and rear *property lines*; or

(c) Located less than 3.00 m from any *building*.

## 3.64 LOT WIDTH MEASUREMENTS

(1) For a rectangular *lot*, *lot width* is measured by offsetting the front property line 6.00 m (Figure 3-7).

(2) 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*:

(a) *Lot width* is measured along a line 9.00 m back from the front *property line (Figure 3-7)*;

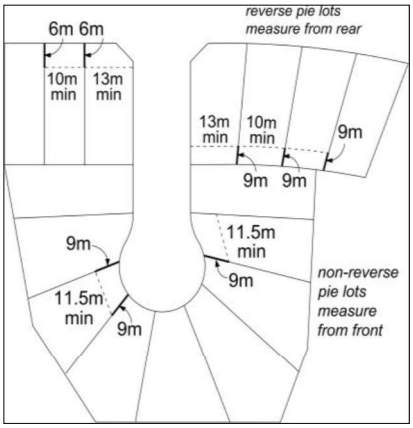
(b) The curb *frontage* must be a minimum of 6.00 m, as measured between the points determined by the intersection of the side *property lines* and the line of the curb face. For the purposes of this section, the side *property lines* are extended to the curb face *(Figure 3-8)*; and

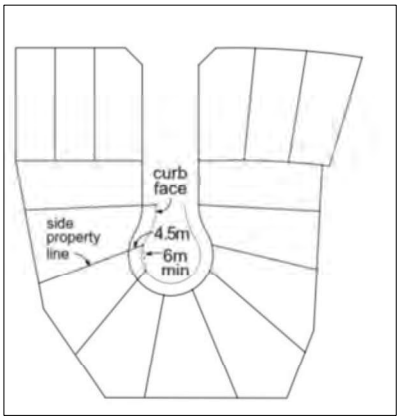
(c) Where the *lot* is accessed by a rear *lane*, the curb *frontage* must be a minimum of 5.00 m, as measured between the points determined by the intersection of the side *property lines* and the line of the curb face. For the purposes of this section, the side *property lines* are extended to the curb face *(Figure 3-9)*.

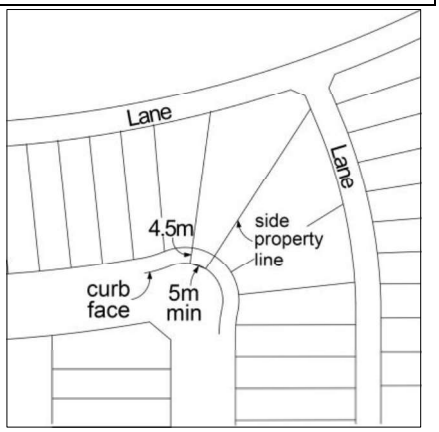
(3) For a reverse pie *lot* where the front of the *lot* is wider than the back, *lot width* is measured along a line 9.00 m from the rear *property line (Figure 3-7)*.

(4) For irregular *lot* configuration where the *lot width* cannot be reasonably calculated by these methods, *lot width* shall be determined having regard for *access*, shape, and buildable area of the *lot,* and location of adjacent *buildings*.

| Figure 3-7: Lot Widths | Figure 3-8: Curb Frontage Requirements for Pie Shaped Lots | Figure 3-9: Curb Frontage Requirements for Rear Lane Access |
|---|---|---|




## 3.65 LOT DEPTH

(1) In an LDR, SLR, LLR, or FBR Districts, or for a d*welling (townhouse - single)* or *dwelling (townhouse - plex)* in any District, the minimum *lot depth* is:

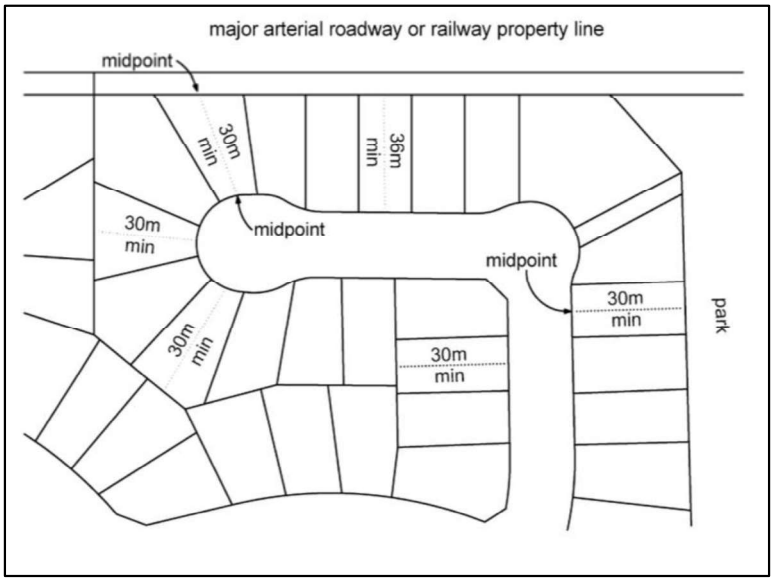
(a) 36.00 m, if the *lot* is adjacent to or backs onto a major arterial roadway identified in Schedule B, or a railway right-of-way;

(b) 30.00 m, if the *lot* is pie-shaped and is located on a bulb of a *cul-de-sac*, or on a partial bulb on an outside corner of a *public roadway*, and is adjacent to or backs onto a Major Roadway identified in Schedule B; and

(c) 30.00 m in all other cases.

(2) *Lot depth* shall be measured at the midpoint of the front property line, as illustrated in *Figure 3-10*.

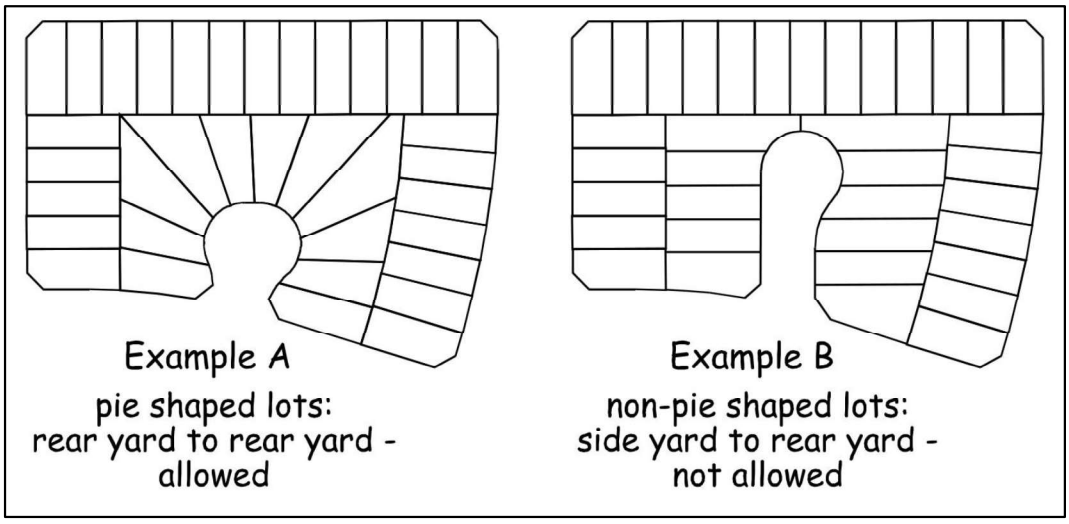
**Figure 3-10: Lot Depth Requirements**




## 3.66 LOTS - CUL-DE-SAC

(1) Where a *lot* is located on a *cul-de-sac* bulb adjacent to another existing or future residential *development*, the *lot* shall be a pie-shaped *lot* sharing a rear property with the adjacent residential *development*, as illustrated in *Figure 3-11*.

**Figure 3-11: Lots - Cul-de-Sac**



## 3.67 LOTS LESS THAN 12.20 M WIDE

(1) For all *dwelling* types on *lots* less than 12.20 m wide, the following regulations apply:

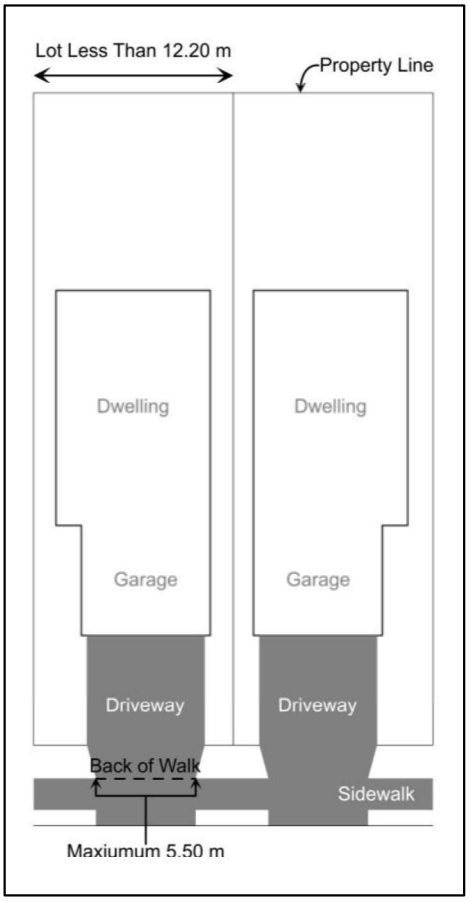
(a) *Garages* and *driveways* shall be grouped to maximize on-street *parking* and space for public infrastructure, as illustrated in *Figure 3-12*;

(b) *Driveways* shall not exceed 5.50 m in width at the back of the sidewalk, or where no sidewalk is present, at the front or side *property line*, when located on a *lot* less than 12.20 m in width, as illustrated in *Figure 3-12*; and

(c) Where a *dwelling* has a front attached *garage*, the front of the *dwelling* must provide visible wall *frontage*, exclusive of the *garage* width, as in a window, door, front porch, landing, or combination thereof.

(2) *Lots* less than 11.50 m in width shall not be located on the bulb or partial bulb of a *non-through roadway*.

**Figure 3-12: Measuring Lots Less than 12.20 m Wide**




## 3.68 PRIVATE POOL OR DECORATIVE POND

(1) A *private pool* or *decorative pond* must be:

(a) Located in a rear or side yard; and

(b) At least 1.00 m from the side and rear *property lines*;

(2) A *decorative pond* must not be located in a front yard, unless:

(a) The *decorative pond* is 0.60 m or less in depth; and

(b) The *decorative pond* is located a minimum of 1.00 m from the front and side *property lines*.

## 3.69 SECONDARY SUITES

(1) Any *secondary suite* shall be *accessory* to the principal *dwelling unit*.

(2) A *secondary suite* shall not be subject to separation from the principal *dwelling unit* by registration of a condominium or subdivision plan.

(3) A *secondary suite* shall not be considered in the calculation of densities as outlined in statutory plans.

(4) A *secondary suite* shall have a maximum of three *bedrooms*.

(5) Only one *secondary suite (garage)*, *secondary suite (garden)*, or *secondary suite (internal)* is allowed on a *lot* with a *dwelling (single detached)*, *dwelling (semi-detached)*, or *dwelling (duplex)*, in accordance with the applicable District.

(a) Notwithstanding section (5), in the LDR District only, a maximum of two *secondary suites* are allowed on a *lot* with a *dwelling (single detached)*, provided that one of the suites is contained within the principal *dwelling*.

(6) *SECONDARY SUITE (GARAGE)*

(a) A *secondary suite (garage)* shall:

(i) Be located in a rear or side yard;

(ii) Meet side yard *setback* requirements for the principal *dwelling unit*;

(iii) Be located a minimum of 1.50 m from the rear *property line*;

(iv) Be located a minimum of 4.00 m from the principal *dwelling unit*;

(v) Be located a minimum of 1.50 m from any other *building* on *site*;

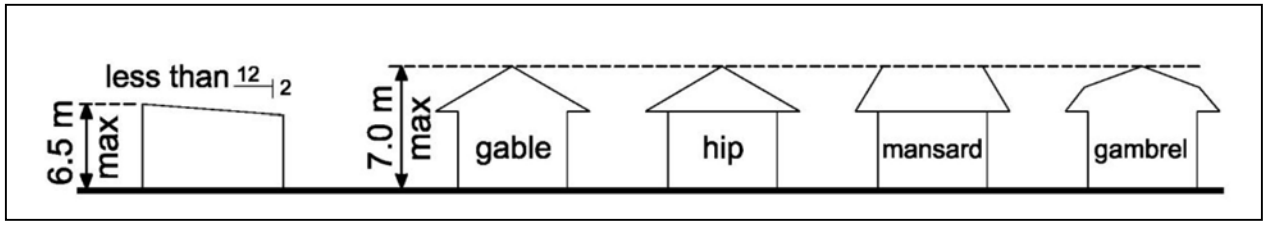
(vi) Have a maximum *gross floor area* of 75.00 $m^2$; and

(vii) Be architecturally compatible with the principal *dwelling unit*.

(b) Consideration should be given to privacy for the *secondary suite (garage)*, the principal *dwelling unit*, and *dwelling unit(s)* on adjacent properties through the placement of windows, *decks*, and *balconies*.

(c) A *garage* containing a *secondary suite (garage)* shall have a maximum height of 7.00 m from *finished grade*, or 6.50 m with a roof slope equal to or less than 2/12 (*Figure 3-13*).

Figure 3-13: Maximum Height for Detached Garage with Garage Suite



(7) *SECONDARY SUITE (GARDEN)*

(a) A *secondary suite (garden)* shall:

(i) Be located in a rear or side yard;

(ii) Meet the side yard *setback* requirements for the principal *dwelling unit*;

(iii) Be located a minimum of 1.50 m from the rear *property line*;

(iv) Be located a minimum of 4.00 m from the principal *dwelling unit*;

(v) Be located a minimum of 1.50 m from any *accessory building* on *site*;

(A) Notwithstanding section (v), a *secondary suite (garden)* may have a 0.00 m *separation distance* from the side or rear of a detached *garage*;

(vi) Have a maximum *gross floor area* of 75.00 $m^2$; and

(vii) Be architecturally compatible with the principal *dwelling unit*.

(b) Consideration should be given to privacy for the *secondary suite (garden)*, the principal *dwelling unit*, and *dwelling unit(s)* on adjacent properties through the placement of windows, *decks,* and *balconies*.

(c) A *secondary suite (garden)* shall have a maximum height of 4.50 m from *finished grade* or 4.00 m with a roof slope of 2/12 or less.

(d) The *Development Authority* may approve a *breezeway* that connects a *secondary suite (garden)* to the detached *garage*, if the *breezeway* is built in compliance with the *building code* and does not exceed 13.50 $m^2$ in *gross floor area*.

(8) *SECONDARY SUITE (INTERNAL)*

(a) The minimum area of a *secondary suite (internal)* shall be not less than 30.00 $m^2$.

(b) A *secondary suite (internal)* shall have a separate entry from the principal *dwelling unit*, either from a common indoor landing or from the exterior. If the entry is from the exterior, it shall be located on the side or rear of the principal *dwelling unit*.

## 3.70 SECOND PUBLIC ACCESS

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

(a) The distance from the center line of the primary local *public roadway access* to the closest point of the *access* route at a front *property line* exceeds 200.00 m; or

(b) The total number of *dwelling units* exceeds 100.

(2) Notwithstanding section (1), should the traffic on the local *public roadway* 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 section (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 200.00 m, at the discretion of the *Development Authority*, for the following properties:

(a) A portion of the SW-21-54-24-W4M (3, 54307 Highway 2), as shown on *Figure 3-14*; and

(b) Plan 142 3673, Block 1B, Lot 1 (200 Giroux Road), as shown on *Figure 3-15*;

(c) A portion of the SE-17-54-25-W4M (40 City Annex North), as shown on *Figure 3-16*; and

(d) A portion of the SE-17-54-25-W4M and Plan 182 2885, Block 10, Lot 2 (40 City Annex North and 180 Villeneuve Road) as shown on *Figure 3-16*;

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

(4) Notwithstanding section (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 3-15*;

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

**Figure 3-14: Lot Exception, Erin Ridge North**

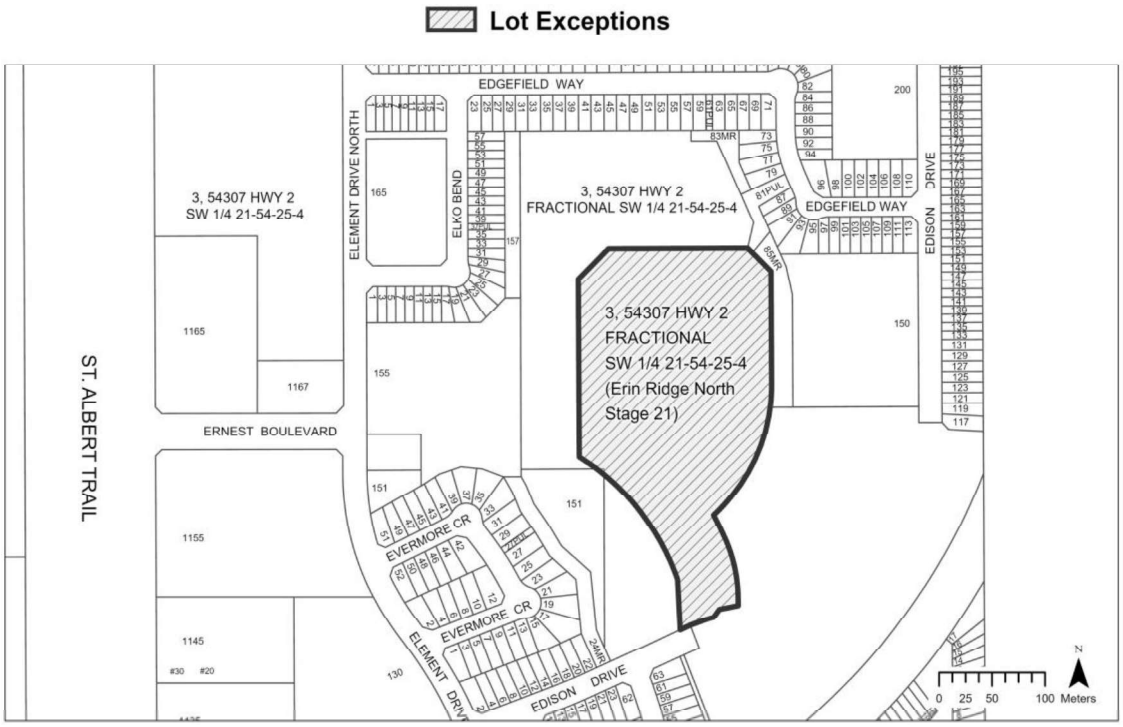
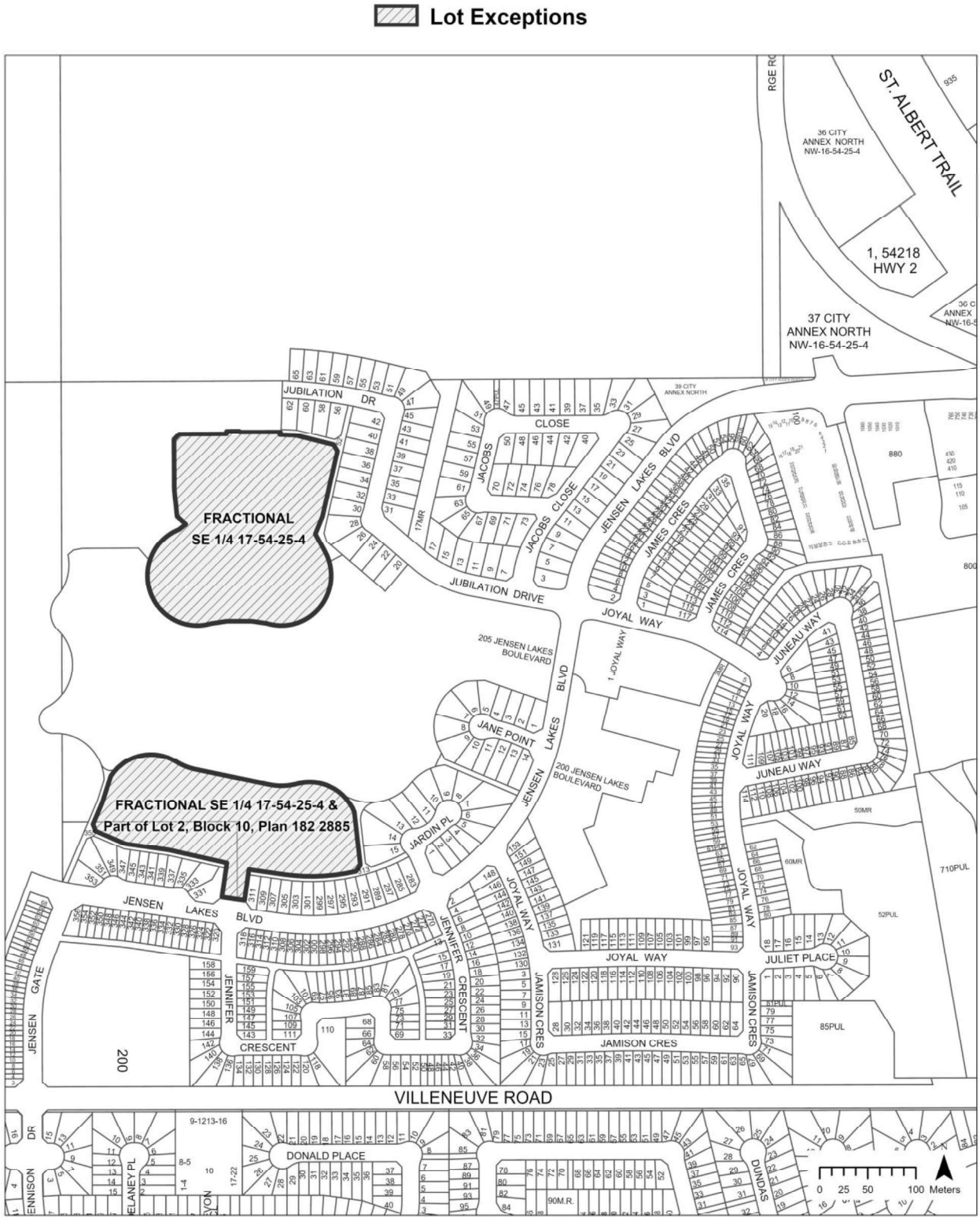



**Figure 3-15: Lot Exception, Ville Giroux**



## Figure 3-16: Lot Exception, Jensen Lakes



## 3.71 VEHICLE ACCESS

(1) In the LDR, SLR, LLR, and FBR Districts, and for a *dwelling (townhouse - single)* in any District, only one *vehicle access* per *lot* is allowed.

(a) Notwithstanding section (1):

(i) On a *corner lot* that does not have rear *lane* access, one *vehicle access* on each side adjoining a *public roadway* may be allowed;

(ii) On a *lot* which can be accessed from a rear *lane*, and has existing vehicular access to a *public roadway*, one additional *vehicle access* from the rear *lane* may be allowed; or

(iii) On a *lot* that provides a minimum of 30.00 m of *frontage*, a circular *driveway* with two *vehicle accesses* may be allowed.

# Non-Residential Buildings and Lots

## 3.72 APPLICATION

(1) Sections 3.73 through 3.96 apply to all *Commercial*, *Industrial*, *Special,* and *Mixed-Use Districts*.

## 3.73 ACCESSORY BUILDINGS

(1) *Accessory building setbacks* and heights of *accessory buildings* shall be determined by the *Development Authority*.

## 3.74 AMENITY AREA (PUBLIC)

(1) For non-residential *developments* containing three or more *principal buildings* on a single *lot*, an outdoor communal *amenity area* of not less than 100.00 $m^2$ must be provided for employees and patrons of the *development*, to the satisfaction of the *Development Authority* in accordance with the following:

(a) The *amenity area* may include seating areas, raised gardens, courtyards, and recreational areas;

(b) The *amenity area* may include a *plaza* or focal point;

(c) The *amenity area* may include such elements as street furnishings, *hard-surfacing*, plantings, art, sculpture, and architectural features to create a strong sense of communal gathering space;

(d) A portion of the *amenity area* must provide overhead weather protection;

(e) The *amenity area* must have convenient pedestrian connections and provide for *barrier-free access*; and

(f) An *amenity area* must be located centrally or within a reasonable vicinity of the *buildings*.

## 3.75 ANIMAL SERVICE

(1) A *Development Permit* for an *animal service* use shall only be issued where, in the opinion of the *Development Authority*, the design of the facility ensures that any adjacent property would not be adversely affected by noise or odour associated with the use.

## 3.76 AUTOMOTIVE (SALES)

(1) An *automotive (sales)* use shall:

(a) Include a permanent *building* with a *gross floor area* of at least 10% of the *site* area;

(b) Have exclusive use of an *outdoor display area*;

(c) Ensure *outdoor display areas* are not used to satisfy *on-site parking* area requirements - meaning *on-site parking* areas and display areas must be separate;

(d) Ensure that all *outdoor display areas* are paved, curbed, drained, and landscaped; and

(e) Pave and screen all *outdoor storage* areas for *vehicles* that are awaiting servicing or repair, to the satisfaction of the *Development Authority*.

## 3.77 CANNABIS PRODUCTION AND DISTRIBUTION FACILITY, AND CANNABIS PRODUCTION AND DISTRIBUTION FACILITY (MICRO)

(1) The closest point of a *cannabis production and distribution facility* or *cannabis production and distribution facility (micro) building* or unit must be located a minimum of:

(a) 150.00 m from a *Residential District* or use;

(b) 150.00 m from a *lot* upon which a *school (elementary or secondary)* is located; or

(c) 150.00 m from a *lot* upon which a *daycare facility* is located.

(2) The *separation distance* shall be measured from the nearest *property line* of a *lot* containing a *cannabis production and distribution facility* or a *cannabis production and distribution facility (micro)* to the *property line* of the above noted use.

(3) An *accessory building* used for security purposes must be located on the same *lot*.

(4) A *cannabis production and distribution facility* or a *cannabis production and distribution facility (micro)* must include equipment designed and intended to remove odours from the air prior to discharge from the *building*, thereby limiting any adverse effects on adjacent *lots*.

(5) Notwithstanding section 3.24 'Outdoor Lighting,' all light associated with any activity or function undertaken within the *building*, shall be contained within the *building*, thereby having no adverse effect on an *adjacent site*.

(6) No signage identifying the *cannabis production and distribution facility* or *cannabis production and distribution facility (micro)* is permitted.

(7) Notwithstanding the prescribed minimum *separation distances* in section (1), the *Development Authority* may consider a *variance* (section 2.15) not exceeding 10.00 m.

## 3.78 CAR WASH

(1) The minimum *setback* from any part of a *building* used for a *car wash* to the nearest residential *lot* is 25.00 m.

## 3.79 CREMATORIUM

(1) A *crematorium* shall include equipment designed and intended to control odor and emissions prior to discharge from the *building*, thereby limiting any adverse effects on adjacent *lots*.

## 3.80 DESIGN, CHARACTER, AND APPEARANCE OF NON-RESIDENTIAL BUILDINGS

(1) In addition to the requirements in section 3.12 'Design, Character, And Appearance Of A Building,' all *buildings* must be finished as follows:

(a) Exterior finishing materials on *façades* visible from a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park* shall be of a higher quality appearance, as determined by the *Development Authority*; and

(b) The use of two or more colours or materials is required to enhance the building exterior and to create design accents. *Building* and architectural details (including flashing and downspouts) shall have a colour that complements the *principal building,* as determined by the *Development Authority*.

(2) Large expanses of uninterrupted wall planes are prohibited where visible from a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*.

(3) When a *building* has a large expanse of uninterrupted wall planes:

(a) The use of a fascia, *canopy (attached)*, and other multi-dimensional exterior features is encouraged in order to break up the *façade*;

(b) Multi-dimensional features shall be in proportion to the wall heights and *building mass*; and

(c) *Landscaping* may be required to address blank walls in accordance with section 3.99 'Blank Wall.'

## 3.81 DUGOUT

(1) The minimum *setback* distance that shall be maintained between a new *dugout* and a *lot* line is:

(a) For a front yard, 40.00 m;

(b) For a side yard, 15.00 m or 40.00 m if abutting a *public roadway*; and

(c) For a rear yard, 15.00 m.

(2) Notwithstanding section (1), where a *dugout* existed prior to February 22, 2022, the *dugout* will not be subject to the prescribed *setbacks*.

## 3.82 EMERGENCY ACCESS LANES

(1) In a *shopping centre*:

(a) Emergency access routes and fire lanes shall be provided in accordance with the *building code* in effect at the date of the application for the *Development Permit*; and

(b) Emergency access routes and fire lanes shall be appropriately signed to prohibit obstruction.

## 3.83 ESTABLISHMENT (ADULT)

(1) Any *site* containing an *establishment (adult)* must be located:

(a) A minimum of 150.00 m from the nearest *Residential District*;

(b) A minimum of 100.00 m from a *lot* on which there is a *school (elementary or secondary)*, *religious assembly*, or *daycare facility*;

(c) A minimum of 100.00 m from a *Special District*; and

(d) A minimum of 100.00 m from a *lot* upon which there is another *establishment (adult).*

(2) The *separation distance* shall be measured from the nearest *property line* of a *lot* containing an *establishment (adult)* use to the *property line* of the above noted use.

## 3.84 FENCES (NON-RESIDENTIAL)

(1) Electric *fences* are prohibited.

(2) Barbed or razor-wire *fences* are restricted to *Industrial Districts*, only where the *fence* is 1.80 m or higher.

(3) At the discretion of the *Development Authority*, on a *corner lot* a *fence* may be required to provide a corner cut to maintain sight lines noted in section 3.10 'Corner Lots - Traffic Sight Lines.'

(4) Notwithstanding anything in this section, no *fence* is permitted if, in the opinion of the *Development Authority*, the *fence* will block or impede traffic sight lines.

## 3.85 GROUPING AND ORIENTATION OF BUILDINGS

(1) To encourage a walkable *site* design and to enhance the pedestrian shopping environment within a *shopping centre*, the following shall be considered:

(a) The grouping of *buildings* in clusters, with the *buildings* primarily oriented to create an attractive and pedestrian-friendly public realm. In requiring such a configuration, the *Development Authority* shall have regard to building size and the intended use;

(b) The configuration of *buildings* to provide for shared *parking*, to encourage pedestrian rather than vehicular movement between *buildings*; and

(c) Where practical, *buildings* located adjacent to a *public roadway*, and oriented to permit views into the *site* along the axis of roadways and walkways abutting the perimeter *public roadways*.

## 3.86 HEAVY VEHICLE AND EQUIPMENT (SALES AND SERVICE)

(1) A *heavy vehicle and equipment (sales and service)* use shall:

(a) Include a permanent *building* with a *gross floor area* of at least 10% of the *site* area;

(b) Have exclusive use of an *outdoor display area*;

(c) Ensure an *outdoor display area* shall not be used to satisfy *on-site parking* area requirements meaning *on-site parking* areas and display areas must be separate;

(d) Ensure that all *outdoor display areas* are paved, curbed, drained, and landscaped; and

(e) Pave and screen all *outdoor storage* areas for *vehicles* that are awaiting servicing or repair, to the satisfaction of the *Development Authority*.

## 3.87 INTERFACE WITH ADJACENT RESIDENTIAL

(1) Where a proposed non-residential use will be located on a *site* adjacent to a *Residential District* or *residential use*, the *Development Authority* may require mitigation of potential *development* impacts on the *residential uses* including:

(a) Provision of noise attenuation walls;

(b) Increased *landscaping*, including a *landscape buffer*;

(c) Relocation of *parking* areas, walkways, business entrances, or other high-activity areas away from residential *property lines*;

(d) *Screening* or relocating *on-site* lighting to avoid spillage onto residential *lots*;

(e) Restricting the location of outdoor speakers; and

(f) Changing the proposed *building* to mitigate noise, light, or glare impacts.

## 3.88 INTERFACE WITH MAJOR ROADWAY

(1) Exterior finishing materials on *façades* adjacent to a Major Roadway (Schedule B) shall be of a higher-quality appearance, to the satisfaction of the *Development Authority*.

(2) Unless otherwise noted in this Bylaw, *buildings* adjacent to a Major Roadway (Schedule B), are encouraged to be oriented to, and have their main entrances face, a *public roadway*, with *parking* located at the side or rear of a *site*.

## 3.89 LOADING DOCKS

(1) In addition to the *on-site parking* and loading requirements under Part 4: Parking, *loading docks* shall be located in the side or rear of the *site*.

(a) Notwithstanding section (1), in the IND District, the *Development Authority* may allow a *loading dock* to be located in the front of the *site* along a portion of the *building*, based upon the *development* design, *site* functionality, building articulations, and exterior finishing materials.

## 3.90 OUTDOOR DISPLAY AREA

(1) An area used for *outdoor display* must:

(a) Be *hard-surfaced*, or otherwise surfaced and landscaped in a manner consistent with other landscaped *lots* in the vicinity;

(b) Provide additional access, *parking*, *screening*, and lighting as necessary to accommodate the *outdoor display*; and

(c) Provide adequate drainage, to the satisfaction of the *Development Authority*.

## 3.91 OUTDOOR STORAGE

(1) *Outdoor storage* must conform to the following requirements:

(a) An *outdoor storage* area shall only be located in the interior side yard or rear yard;

(i) Notwithstanding section (a), on a *corner lot* the *Development Authority* may consider the location of *outdoor storage* at their discretion;

(b) All equipment, *vehicles*, materials, and other items located within an *outdoor storage* area shall be maintained in an orderly fashion;

(c) The minimum *setback* for an *outdoor storage* area is 3.00 m from any *property line* that abuts a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*;

(i) Notwithstanding section (c), no *outdoor storage* area shall be permitted within a required *landscape buffer* or perimeter landscape area;

(d) *Outdoor storage* shall be screened to the satisfaction of the *Development Authority*;

(i) Notwithstanding section (d), all *outdoor storage* shall be screened from the public right-of-way, *Residential District*, *residential use*, *natural area*, or *park* by a sight-obscuring screen of at least 2.00 m in height;

(e) An *outdoor storage* area shall not be used to satisfy *on-site parking* requirements; and

(f) *Outdoor storage* shall not exceed a maximum height of:

(i) 2.50 m in a *Commercial District* or the PSI or BP2 Districts;

(ii) 5.00 m in the ICS District; and

(iii) 6.00 m in the IND District.

## 3.92 POTENTIALLY HAZARDOUS DEVELOPMENT

(1) No primary or *accessory* use shall be conducted as to cause the discharge of any potentially hazardous or harmful waste materials:

(a) Into or upon the ground;

(b) Into or within any sanitary or storm sewer system;

(c) Into or within any water system or water body; or

(d) Into the atmosphere.

(2) No use or activity shall be conducted or permitted that is potentially hazardous:

(a) To persons or property by reason of the creation of a fire, explosion, or other physical hazard; or

(b) By reason of air pollution, odour, smoke, noise, vibration, radiation, or fumes.

## 3.93 RETAIL (CANNABIS)

(1) The closest point of a *retail (cannabis)* store must be located a minimum of:

(a) 100.00 m from the closest point of another *retail (cannabis)* store;

(b) 100.00 m from the nearest *property line* of a *lot* upon which a *provincial health care facility* is located;

(c) 150.00 m from the nearest *property line* of a *lot* upon which a *school (elementary or secondary)* is located; or

(d) 150.00 m from the nearest *property line* of a *lot* upon which a future *school (elementary or secondary)* will be located, including lands designated as *school reserve*, or *municipal and school reserve*, under the *MGA*.

(2) Notwithstanding the prescribed minimum *separation distances* in section (1), the *Development Authority* may consider a *variance* in accordance with section 2.15(8).

## 3.94 SERVICE STATION

(1) The minimum *building setback* for a *service station* is as determined by the applicable District.

(2) A minimum *setback* of 6.00 m from any *property line* or boundary of the *site* is required for:

(a) A pump island;

(b) An above-ground storage tank; or

(c) An *on-site parking* area.

(3) A minimum *setback* of 3.00 m from any *property line* or boundary of the *site* is required for:

(a) A *canopy (freestanding)* over a pump island; or

(b) A *drive-through* aisle.

(4) Pump islands must be separated to allow a minimum 6.00 m wide through-traffic *lane*.

## 3.95 STORAGE FACILITY (INDOOR)

(1) Exterior finishings shall incorporate a high degree of visual interest using elements including colour change, material change, or architectural features.

(2) Blank *façades* shall be addressed with one or more of sufficient architectural or *landscaping* details, to the satisfaction of the *Development Authority*.

(3) Any vehicular access into the *building* shall not front a *City*-owned *public roadway*.

(4) The number of vehicular access points into the *building* shall be at the discretion of the *Development Authority*.

(5) A *storage facility (indoor)* proposed in a *Commercial District* shall be permitted only if the ground floor of at least one entire building face incorporates a commercial use as follows:

(a) The commercial use component shall not be less than 70% of the ground floor;

(b) The ground floor height shall be a minimum of 4.00 m;

(c) Each commercial use shall have separate access from the exterior; and

(d) The commercial use shall not be related to the *storage facility (indoor)* business.

## 3.96 SURVEILLANCE SUITES

(1) A *surveillance suite* shall be clearly subordinate to and compatible with the *principal use*.

(2) No more than one *surveillance suite* shall be located on a *lot*.

(3) Where a *surveillance suite* is attached to the *building* on a *site* by a roof, an open or enclosed structure, floor, or a foundation, it is to be considered a part of the *principal building*.

(4) A recreational *vehicle* shall not be used for a *surveillance suite.*

(5) The minimum and maximum floor area of any detached *surveillance suite* shall be 50.00 $m^2$ and 100.00 $m^2$ respectively.

This page left intentionally blank for printing purposes.

# Landscaping and Grading

## 3.97 APPLICATION

(1) Sections 3.98 through 3.102 apply to all Districts under this Bylaw.

## 3.98 GENERAL LANDSCAPING REGULATIONS

(1) *Landscaping* shall not be permitted if, in the opinion of the *Development Authority*, it would obstruct traffic sight lines either on the *site* or on a *public roadway*.

(2) Unless otherwise required by a *development agreement* or by the *Development Authority*, *landscaping* of a *site* subject to a *Development Permit* shall be completed within two years of approval of the *Development Permit*.

(3) The *Development Authority* may require additional *landscaping* or fencing between:

(a) The exterior wall of any *habitable room* and the closest edge of a *private roadway* or *parking* space; and

(b) The *property line* and the closest edge of a *private roadway* or *parking* space.

## 3.99 BLANK WALL

(1) For a *Non-Residential District* or non-residential use, or for a *dwelling (apartment)*, *dwelling unit above a non-residential use, supportive living accommodation* (above 13.00 m in height), or *transitional accommodation* (above 13.00 m in height), any *development* that has a blank wall facing a *park*, *natural area*, or *public roadway* (except a *lane*), must be landscaped in accordance with the following:

(a) If deciduous trees are planted, they must be planted along the blank wall at regular intervals and, if coniferous trees are planted, they must be planted in clusters of three;

(b) The trees required under section (a) must be a minimum of 6.00 m in height at maturity; and

(c) Shrubs may be planted between the trees, provided they reach a minimum height of 2.00 m at maturity.

## 3.100 PERIMETER LANDSCAPING

(1) Subject to section 3.10 'Corner Lots - Traffic Sight Lines,' a *development* located in the MID (Area C), NHC, TCC, BP1, BP2, IND, ICS, ICC (areas A, B, and C), RCC, MDR, HDR, MU1, MU2, or PSI Districts that adjoins a *public roadway* (except a *lane*) must be landscaped in accordance with the following:

(a) There must be a *landscaped area* at least 3.50 m wide around the perimeter of the private *lot* adjacent to the *public roadway*;

(b) If deciduous trees are planted, they must be planted at regular intervals and, if coniferous trees are planted, they must be planted in clusters of three;

(c) Trees must be located a minimum of 2.00 m from the *property line*; and

(d) Trees must be a minimum of 6.00 m in height at maturity.

(2) A *Residential District* or *residential use* located adjacent to a Major Roadway (Schedule B) must have a *berm* or fencing, or both, to the satisfaction of the *Development Authority*, in consultation with Engineering Services.

(a) Notwithstanding section (2), a *berm* and fencing does not apply to the Midtown (MID) District.

(3) For the *berm* under section (2), planting requirements shall be determined by the *Development Authority*, taking into consideration *site* characteristics and this Bylaw.

## 3.101 LANDSCAPED BUFFER

(1) A *landscape buffer*:

(a) Must include a mix of deciduous trees and coniferous trees comprised of at least 60% coniferous trees, unless otherwise determined by the *Development Authority* in consultation with Engineering Services;

(b) Must include trees that, in the opinion of the *Development Authority* in consultation with Engineering Services, would be sufficient to screen the proposed use or District from the adjacent *lot*;

(c) Must have trees that are a minimum of 6.00 m in height at maturity; and

(d) May, at the discretion of the *Development Authority*, include shrubs in addition to trees in the landscaped buffer, provided that the shrubs have a minimum height at maturity of 2.00 m.

(2) In a *Non-Residential District*, a *landscape buffer* must be provided when adjacent to a *Residential District, park*, *natural area*, or *public utility lot*. The minimum *landscape buffer* width is specified for each District below:

| District | | Width of Landscaped Buffer |
|---|---|---|
| (a) | NHC, MID Area C (commercial and mixed-use only), MU1, PSI | 3.50 m |
| (b) | TCC, RCC, BP1, BP2, ICS, IND, ICC (Area B), MU2 | 6.00 m |
| (c) | All other Districts | As determined by the *Development Authority* to provide a suitable buffer between the respective land uses. |

(3) A landscape buffer shall be provided for a *dwelling (apartment)*, *dwelling unit above a non-residential use* (when over 13.00 m in height), *supportive living accommodation* (when over 13.00 m in height), *transitional accommodation* (when over 13.00 m in height), or *dwelling (townhouse - complex)*, when adjacent to a *lot* with a:

(a) *Dwelling (single detached)*;

(b) *Dwelling (semi-detached)*;

(c) *Dwelling (duplex)*;

(d) *Dwelling (townhouse - single)*; or

(e) *Dwelling (townhouse - plex)*.

(4) The minimum *landscape buffer* width for the uses listed in section (3) are specified below:

| Use | | Width of Landscaped Buffer |
|---|---|---|
| (a) | *Dwelling (townhouse - complex)* | 3.50 m |
| (b) | *Dwelling (apartment)* | 6.00 m |
| (c) | When over 13.00 m in height, a *dwelling unit above a non-residential use*, *supportive living accommodation*, or *transitional accommodation* | 6.00 m |
| (d) | Any other use | As required by the *Development Authority* to provide a suitable buffer between the respective land uses |

## 3.102 TREES

(1) Trees required for a *landscaped area* must meet the following standards:

(a) Deciduous trees must have a minimum caliper width of 0.06 m at the time of planting;

(b) Coniferous trees must be a minimum height of 2.40 m at the time of planting;

(c) If a tree does not survive the required maintenance period, the Applicant for the *Development Permit* must replace it with a tree in accordance with sections (a) or (b);

(d) Trees must be of a species suitable for the specific application, *site* conditions, and hardiness zone;

(e) Where a *landscaped area* is required adjacent to a *City* boulevard, the tree species and planting must complement the *City* boulevard trees, as required by the *Development Authority*; and

(f) Where, at the time of *development*, the area between the front *property line* and the curb and/or the curb and sidewalk is not landscaped, this area shall be landscaped to *City standards*.

(2) Section (1) does not apply to a *development* involving a *dwelling (single detached)*, *dwelling (semi-detached)*, *dwelling (duplex)*, *dwelling (townhouse - single)*, or a *dwelling (townhouse - plex)*.

(3) In an *Established Neighbourhood* (see Schedule C) where *infill development* is proposed, the *development* shall provide a minimum of two trees.

(a) Notwithstanding section (3), shrubs may be substituted for required trees, at the discretion of the *Development Authority* in consultation with Engineering Services.

# Part 4
# Parking

**This part outlines parking regulations that apply throughout St. Albert.**

## 4.1 APPLICATION

(1) This part applies to all Districts under this Bylaw.

## 4.2 GENERAL PARKING PROVISIONS

(1) If a *parking* calculation results in a fractional number, the number shall be rounded upwards to the next whole number.

(2) When a *parking* stall, *loading space*, or electric *vehicle* charging station is required, it shall be located on the same *lot* as the *building* or use in respect of which it is required, unless this Bylaw or the *Development Authority* otherwise permits.

(3) No portion of a required *parking* stall shall be encroached into by any obstruction, including a pillar, stairway, landing, cantilever, chimney, or storage unit.

(4) When a *development* falls within two or more use definitions, *parking* requirements shall be provided in accordance with the *parking* space requirements for each individual use that form a part of the *development*.

(5) Where a use is not listed in this section, *on-site parking* shall be provided as required by the *Development Authority*.

(6) Where this Bylaw states that *parking* is "as required by the *Development Authority*," a transportation or *parking* study may be required, in accordance with section 2.5 'Additional Plans And Information.'

(7) All *parking* spaces shall be *hard-surfaced* and accessible by a permanent *vehicle access*. *Parking vehicles* either permanently or temporarily on turf, dirt, gravel, lawn, or other non-*hard-surfaced* area is prohibited.

(a) Notwithstanding section (7), in the FUD and TRN Districts, *on-site parking* material may be determined by the *Development Authority*, in consultation with Engineering Services, having regard for the characteristics of the *site* or *development* in the vicinity.

(8) The *Development Authority*, at its discretion, may require additional *parking* having consideration for the intensity of the use, existing building occupancy, adjacent *development*, and *on-site parking* availability.

(a) Notwithstanding section (8), the *Development Authority*, at its discretion, may consider differing *parking* requirements when supported by an approved *parking* and/or transportation study.

## 4.3 RESIDENTIAL ON-SITE PARKING REQUIREMENTS

*On-site parking* shall be provided as follows:

| Residential Development | Minimum Parking Requirement |
|---|---|
| (1) *Congregate housing (level two)* | (a) One *parking* stall per two *sleeping units*. |
| (2) *Dwelling (apartment)*<br>*Dwelling unit above a non-residential use*<br>*Dwelling (studio unit)*<br>*Dwelling (loft unit)* | (a) In DTN District:<br>(i) 0.80 stalls per *dwelling unit*, or *dwelling (loft unit)*;<br>(ii) 0.00 stalls per *dwelling (studio unit)*, for the first 10% of *dwelling (studio units)* within a *building*, and then 0.60 stalls per *dwelling (studio unit)* thereafter;<br>(iii) 0.60 stalls per *affordable non-market housing dwelling unit*;<br>(A) Notwithstanding section (iii), the *parking* ratio shall be 0.35 stalls per *affordable non-market housing dwelling unit* for the following properties:<br>(I) Plan 212 1125, Block 3, Lot 58 (22 St. Thomas Street)<br>Including any future revisions to this legal description based on a subdivision or condominium plan;<br>(iv) One stall per seven *dwelling units* for visitor *parking*;<br>(A) Notwithstanding section (iv), the *parking* ratio shall be one stall per ten *dwelling units* for visitor *parking* for the following properties: |

| Residential Development | Minimum Parking Requirement |
|---|---|
| | (I) Plan 212 1125, Block 3, Lot 58 (22 St. Thomas Street)<br><br>Including any future revisions to this legal description based on a subdivision or condominium plan; and<br><br>(b) In all other Districts:<br><br>(i) One stall per *dwelling unit*, or *dwelling (loft unit)*;<br><br>(ii) 0.00 stalls per *dwelling (studio unit)*, for the first 10% of *dwelling (studio units)* within a *building*, and then 0.60 stalls per *dwelling (studio unit)* thereafter;<br><br>(iii) 0.60 stalls per *affordable non-market housing dwelling unit*; and<br><br>(iv) One stall per seven *dwelling units* for visitor *parking*. |
| (3) *Dwelling (duplex)*<br>*Dwelling (manufactured)*<br>*Dwelling (semi-detached)*<br>*Dwelling (single detached)*<br>*Dwelling (townhouse - plex)* | (a) Two stalls per *dwelling unit*. |
| (4) *Dwelling (townhouse - single)* | (a) For a *lot* equal to or greater than 5.18 m in width, two stalls per *dwelling unit*; or<br><br>(b) For a *lot* less than 5.18 m in width, one stall per *dwelling unit*. |
| (5) *Dwelling (townhouse - complex)* | (a) 1.50 stalls per *dwelling unit*; and<br><br>(b) One stall per seven *dwelling units* for visitor *parking*. |
| (6) *Secondary suite (internal)*<br>*Secondary suite (garage)*<br>*Secondary suite (garden)* | (a) Zero stalls required per suite; or<br><br>(b) One stall required when there are two *secondary suites* on a *lot* in the LDR District. |

| Residential Development | Minimum Parking Requirement |
|---|---|
| (7) *Live/work unit* | (a) One stall per *dwelling unit* for the residential component; and<br><br>(b) One stall per 50.00 $m^2$ of *gross floor area* for the commercial component. |
| (8) *Farm help accommodation* | (a) As required by the *Development Authority*. |
| (9) *Home-based business (level two)*<br>*Home-based business (level three)* | (a) The *Development Authority* shall determine the required *parking* for a *home-based business*, (level two or three), exclusive of any non-resident employees, having consideration for the proposed number of visitors/students/clients; plus<br><br>(b) In the DTN District:<br><br>(i) Zero stalls per non-resident employee required during the *maximum working shift; and*<br><br>(c) In all other Districts:<br><br>(i) One stall per non-resident employee required during the *maximum working shift*. |
| (10) *Group home* | (a) One *parking* stall per three *sleeping units*; and<br><br>(b) One *parking* stall per employee required during the *maximum working shift*. |
| (11) *Transitional accommodation* | (a) One *parking* stall per five *sleeping units*; and<br><br>(b) One *parking* stall per employee required during the *maximum working shift*. |
| (12) *Supportive living accommodation* | (a) One stall per *dwelling unit*;<br><br>(b) One stall per five *sleeping units*;<br><br>(c) One stall per seven *dwelling units* or *sleeping units* for visitor *parking*; and<br><br>(d) One stall per employee required during the maximum shift. |

## 4.4 RESIDENTIAL GARAGE INTERNAL DIMENSIONS

(1) *Parking* accommodated within private *garage* spaces will be counted as part of the minimum *parking* requirement calculations providing the following is met:

(a) Within a single-width *vehicle garage* there exists an unobstructed space with a minimum depth of 5.80 m and a minimum width of 3.00 m (measured from the finished interior dimensions);

(b) Within a double-width *vehicle garage* there exists an unobstructed space with a minimum depth of 5.80 m and a minimum width of 5.80 m (measured from the finished interior dimensions); and

(c) Within a tandem *garage* there exists an unobstructed space with a minimum depth of 11.60 m and a minimum width of 3.00 m (measured from the finished interior dimensions).

## 4.5 RESIDENTIAL PARKING PAD

(1) If a *garage* is not constructed at the same time as the principal *dwelling*, a *hard-surfaced parking pad* shall be provided, which accommodates the *on-site parking* requirements.

(2) In the LLR and FBR Districts, the minimum width and depth of a *parking pad* shall include an allowance for the support of a future *garage*, including wall thickness, and be in conformance with the minimum interior width and depth clear space requirements of section 4.4 ‘Residential Garage Internal Dimensions.’

(3) In LDR, LLR, FBR, and MDR Districts, a *parking pad* must be set back from the rear *property line* a minimum of 1.50 m, when accessed via a *lane*.

## 4.6 NON-RESIDENTIAL ON-SITE PARKING REQUIREMENTS

*On-site parking* shall be provided as follows:

| Non-Residential Development | Minimum Parking Requirement |
|---|---|
| (1) *Agricultural support service*<br>*Agriculture (general)*<br>*Agriculture (intensive)*<br>*Art gallery/studio*<br>*Broadcasting studio*<br>*Campground*<br>*Car wash*<br>*Cemetery*<br>*Chemical processing*<br>*Community garden*<br>*Equestrian facility*<br>*Natural area*<br>*Park*<br>*Public utility building*<br>*Recycling depot*<br>*Residential sales centre*<br>*School (post-secondary)*<br>*Stadium*<br>*Transmitting station*<br>*Topsoil processing and sales* | (a) As required by the *Development Authority*. |
| (2) *Animal grooming*<br>*Animal health*<br>*Animal service*<br>*Catering service*<br>*Health service*<br>*Personal service*<br>*Professional office*<br>*Retail (cannabis)*<br>*Retail (general)* | (a) In the DTN District, one stall per 80.00 $m^2$ of *gross floor area*.<br>(b) In all other Districts, one stall per 50.00 $m^2$ of *gross floor area*. |
| (3) *Animal health (rural)* | (a) One stall per examination space; and<br>(b) One stall for every three employees required during the *maximum working shift*. |
| (4) *Auction (agriculture)* | (a) One stall per 80.00 $m^2$ of *gross floor area*. |
| (5) *Auction (general)* | (a) One stall per four seats for patrons; or<br>(b) One stall per 80.00 $m^2$ of *gross floor area*, whichever is the greater. |

| Non-Residential Development | Minimum Parking Requirement |
|---|---|
| (6) *Automotive (sales)*<br>*Automotive (service)*<br>*Automotive (specialty)*<br>*Construction service*<br>*Equipment service*<br>*Service station*<br>*Heavy vehicle and equipment (sales and service)*<br>*Retail (adult)* | (a) One stall per 50.00 $m^2$ of *gross floor area*. |
| (7) *Bulk fuel sales depot* | (a) One stall per 2,500.00 $m^2$ *lot area*. |
| (8) *Bulk oil and chemical storage* | (a) One stall per 5,000.00 $m^2$ *lot area*. |
| (9) *Cannabis production and distribution facility* | (a) Five stalls; or<br>(b) One stall for every three employees required during the *maximum working shift*, whichever is greater. |
| (10) *Cannabis production and distribution (micro)* | (a) Three stalls; or<br>(b) One stall for every three employees required during the *maximum working shift*, whichever is greater. |
| (11) *Conference and banquet facility* | (a) In the DTN District, one stall per 50.00 $m^2$ of *gross floor area*.<br>(b) In all other Districts, one stall per 30.00 $m^2$ of *gross floor area*. |
| (12) *Crematorium* | (a) One stall per 50.00 $m^2$ of *gross floor area*; and<br>(b) One stall per *crematorium vehicle*. |
| (13) *Daycare facility* | (a) In the DTN District:<br>(i) Four stalls; or<br>(ii) One stall per three employees required during the *maximum working shift*, and one stall per 15 patrons, whichever is greater.<br>(b) In all other Districts: |

| Non-Residential Development | Minimum Parking Requirement |
|---|---|
| | (i) Four stalls; or<br><br>(ii) One stall per three employees required during the *maximum working shift*, and one stall per 10 patrons, whichever is greater. |
| (14) *Equipment rental* | (a) Three stalls; and<br><br>(b) One stall for every three employees required during the *maximum working shift*. |
| (15) *Establishment (adult)* | (a) One stall per four seats; or<br><br>(b) One stall per 50.00 $m^2$ of *gross floor area*, whichever is greater. |
| (16) *Establishment (brew pub)*<br>*Establishment (drinking)*<br>*Establishment (restaurant)* | (a) In the DTN District, one stall per six seats.<br><br>(b) In all other Districts, one stall per four seats. |
| (17) *Establishment (entertainment)* | (a) In the DTN District, one stall per 10 seats.<br><br>(b) In all other Districts, one stall per four seats. |
| (18) *Establishment (gaming)* | (a) One stall per four seats. |
| (19) *Event venue (rural)* | (a) One stall per four seats; or<br><br>(b) One stall per 50.00 $m^2$ of *gross floor area*, whichever is greater. |
| (20) *Exhibition grounds* | (a) One stall per 2,500.00 $m^2$ *lot area*. |
| (21) *Fleet service* | (a) One stall for every two employees required during the *maximum working shift*; and<br><br>(b) As required by the *Development Authority* having consideration for the proposed fleet size. |
| (22) *Funeral home* | (a) One stall per 50.00 $m^2$ of *gross floor area;* and<br><br>(b) One stall per *funeral home vehicle*. |
| (23) *Government service* | (a) In the DTN District: |

| Non-Residential Development | Minimum Parking Requirement |
|---|---|
| | (i) One stall per 10 seats; or<br>(ii) One stall per 80.00 $m^2$ of *gross floor area*, whichever is greater.<br>(b) In all other Districts:<br>(i) One stall per eight seats; or<br>(ii) One stall per 50.00 $m^2$ of *gross floor area*, whichever is greater. |
| (24) *Greenhouse and plant nursery* | (a) One stall for every four employees required during the *maximum working shift*; and<br>(b) One stall per 50.00 $m^2$ of *gross floor area* applicable to any retail sales portion. |
| (25) *Hospital* | (a) One stall per four patient or resident beds; and<br>(b) One stall per employee required during the *maximum working shift*. |
| (26) *Hotel* | (a) In the DTN District:<br>(i) 0.80 stalls per guest room; and<br>(ii) Additional stalls in accordance with the *parking* requirements of this section for any other uses which form part of the *hotel*.<br>(b) In all other Districts:<br>(i) One stall per guest room; and<br>(ii) Additional stalls in accordance with the *parking* requirements of this section for any other uses which form part of the *hotel*. |
| (27) *Industrial (level one)*<br>*Industrial (level two)*<br>*Industrial (level three)* | (a) Five stalls; or<br>(b) One stall for every three employees required during the *maximum working shift*, whichever is greater. |

| Non-Residential Development | Minimum Parking Requirement |
|---|---|
| (28) *Recreation (indoor)* | (a) One stall per four seats for areas with fixed seating;<br><br>(b) One stall per 50.00 $m^2$ of *gross floor area* for areas without fixed seating; and<br><br>(c) One stall per three employees required during the *maximum working shift*. |
| (29) *Recreation (outdoor)* | (a) One stall per four seats for areas with fixed seating; and<br><br>(b) Any other *parking* shall be as required by the *Development Authority*. |
| (30) *Religious assembly* | (a) In the DTN District:<br><br>(i) One stall per 10 seats; or<br><br>(ii) One stall per 60.00 $m^2$ of *gross floor area*, whichever is greater.<br><br>(b) In all other Districts:<br><br>(i) One stall per eight seats; or<br><br>(ii) One stall per 50.00 $m^2$ of *gross floor area*, whichever is the greater. |
| (31) *Surveillance suite* | (a) One stall per *surveillance suite.* |
| (32) *School (commercial)* | (a) In the DTN District:<br><br>(i) Four stalls;<br><br>(ii) One stall per four employees required during the *maximum working shift*; or<br><br>(iii) One stall per 60.00 $m^2$ of *gross floor area*, whichever is greater.<br><br>(b) In all other Districts:<br><br>(i) Four stalls; |

| Non-Residential Development | Minimum Parking Requirement |
|---|---|
| | (ii) One stall per three employees required during the *maximum working shift*; or<br><br>(iii) One stall per 50.00 $m^2$ of *gross floor area*, whichever is greater. |
| (33) *School (elementary or secondary)* | (a) One stall per 20 students for an elementary or junior high school (grades 1 to 9).<br><br>(b) Four stalls per 20 students for a senior high school (grades 10 to 12).<br><br>(c) Application of the ratios in sections (a) and (b) shall be based on the projected design capacity of the facility, and the grade levels that it contains. |
| (34) *Storage facility (indoor)* | (a) Four stalls; and<br><br>(b) One stall for every three employees required during the *maximum working shift*. |
| (35) *Storage facility (mini)*<br>*Storage facility (recreation vehicle and equipment)*<br>*Sod farm* | (a) Three stalls; and<br><br>(b) One stall for every three employees required during the *maximum working shift*, whichever is greater. |
| (36) *Warehouse store (industrial)* | (a) One stall per three employees required during the *maximum working shift*; and<br><br>(b) One stall per 150.00 $m^2$ of *gross floor area.* |
| (37) *Warehouse store (retail)* | (a) One stall per three employees required during the *maximum working shift*; and<br><br>(b) One stall per 80.00 $m^2$ of *gross floor area*. |
| (38) *Warehouse* | (a) Less than 1,850.00 $m^2$ *gross floor area*:<br><br>(i) One stall per 150.00 $m^2$ of *gross floor area*; and<br><br>(ii) One stall for every three *warehouse* employees required during the *maximum working shift*. |

| Non-Residential Development | Minimum Parking Requirement |
|---|---|
| | (b) From 1,850.00 $m^2$ to 9,300.00 $m^2$ *gross floor area*:<br><br>(i) One stall per 300.00 $m^2$ of gross floor area; and<br><br>(ii) One stall for every three *warehouse* employees required during the maximum working shift.<br><br>(c) Greater than 9,300.00 $m^2$ *gross floor area*:<br><br>(i) One stall per 500.00 $m^2$ of *gross floor area;* and<br><br>(ii) One stall for every three *warehouse* employees required during the *maximum working shift*. |
| (39) *Shopping centre*<br>Commercial *multi-tenant building* | (a) In the DTN District:<br><br>(i) One stall per 70.00 $m^2$ of *gross floor area*.<br><br>(A) Notwithstanding section (i), the required *parking* shall be 0 stalls for the following properties:<br><br>(I) Plan 212 1125, Block 3, Lot 58 (22 St. Thomas Street)<br><br>Including any future revisions to this legal description based on a subdivision or condominium plan.<br><br>(b) In all other Districts:<br><br>(i) One stall per 40.00 $m^2$ of *gross floor area*. |
| (40) Industrial *multi-tenant building* | (a) One stall per 45.00 $m^2$ of *gross floor area*, excluding any *warehouse* component.<br><br>(b) See section (38) for the applicable *warehouse parking* regulations. |

| Non-Residential Development | Minimum Parking Requirement |
|---|---|
| (41) Any of the following *developments* within a *shopping centre* or *multi-tenant building*:<br>• *Conference and banquet facility*<br>• *Establishment (entertainment)*<br>• *Establishment (gaming)*<br>• *Hotel* | (a) Notwithstanding sections (39) and (40), the *Development Authority* may determine additional *parking* requirements for the uses listed in sections (41). |

(42) A *parking lot* is encouraged to be located in the side or rear of non-residential use *sites*.

(43) The minimum *setback* for a *parking lot* or loading area is 3.00 m from any *property line* that abuts a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*.

(a) Notwithstanding section (43), no *parking lot* or loading area shall be permitted within a required *landscape buffer* or perimeter landscape area.

(44) A *parking lot* or *loading dock* shall be screened from the public right-of-way, *Residential District*, *residential use*, *natural area*, or *park,* to the satisfaction of the *Development Authority*.

(45) Notwithstanding section (39) and (40), for a *shopping centre* or *multi-tenant building* that has *parking* approved in accordance with section (39) or (40), any future *parking* calculations for a new use or a change of use within the *building*, excluding the uses in section (41), shall not be based on the individual uses forming part of that *development*, unless the *building* is being expanded or altered in size.

## 4.7 OFF-SITE PARKING

(1) In a *Non-Residential District*, the *Development Authority* may authorize the use of *off-site parking* to meet the *on-site parking* required under section 4.6, provided:

(a) There is a convenient walkway from the *off-site parking* to the *development* that is the subject of the *Development Permit* application;

(b) The Applicant is the owner of both the principal *development site*, and the *site* where *off-site parking* is proposed; and

(c) The Applicant has dedicated the *site* for *off-site parking* for the benefit of the *development* in question only.

## 4.8 BARRIER-FREE PARKING

(1) *Barrier-free parking* stalls must be:

(a) Provided at a rate of 3% of the minimum *on-site parking* requirements, to a maximum of 10 stalls;

(b) Included as part of and not in addition to the applicable minimum *on-site parking* requirement;

(c) Provided in accordance with the *building code*;

(d) Located within a reasonable distance of a building entrance or access point; and

(e) Identified as *barrier-free parking* spaces through the use of appropriate signage.

## 4.9 TANDEM PARKING

(1) *Tandem parking* is permitted in *Residential Districts* and for a *residential use* in a *Mixed-Use District*.

(2) No more than two of the required *parking* stalls can be designed in tandem per *dwelling unit* for the stalls to be counted towards the total required *parking*.

(3) Visitor *parking* stalls shall not be designed in tandem.

(4) *Tandem parking* may be permitted for a *Non-Residential District* or use, at the discretion of the *Development Authority*.

## 4.10 DESIGN AND CONSTRUCTION OF PARKING LOTS

(1) A *parking lot* shall be designed, located, and constructed such that:

(a) It can be properly maintained;

(b) It is accessible and appropriate for the nature and frequency of motor *vehicles* using it;

(c) It has adequate storm water drainage and storage facilities;

(d) It is *hard-surfaced*;

(e) Each *parking* stall, *loading space*, or drive aisle is clearly demarcated or physically divided to delineate each area;

(f) Curbs and other protective measures are used to protect adjacent *fences*, walls, walkways, boulevards, *landscaped areas*, or *buildings* on the *site* or an *adjacent site*;

(g) Continuous raised or pre-cast curbing is provided adjacent to a *public roadway* or required landscape area; and

(h) Curb stops are located a minimum of 0.60 m inside the front of the required *parking* stall depth.

(2) Notwithstanding section (1), the final design of a *parking lot* in the TRN or FUD Districts shall be to the satisfaction of the *Development Authority*, in consultation with Engineering Services.

(3) If a *parking lot* contains more than 10 stalls, it must be landscaped in accordance with section 4.12 'Parking Lot Landscaping.'

## 4.11 PARKING STALL AND DRIVE AISLE REQUIREMENTS

(1) The minimum dimensions of a *parking* space or a drive aisle shall be in accordance with Table 4-1 and measured in accordance with Figure 4-1.

(2) In the case of a *parking* angle not listed in *Table 4-1*, the stall depth and drive aisle width shall be at the discretion of the *Development Authority*, in consultation with Engineering Services.

(3) All one-way drive aisles shall be demarcated or designated with signage.

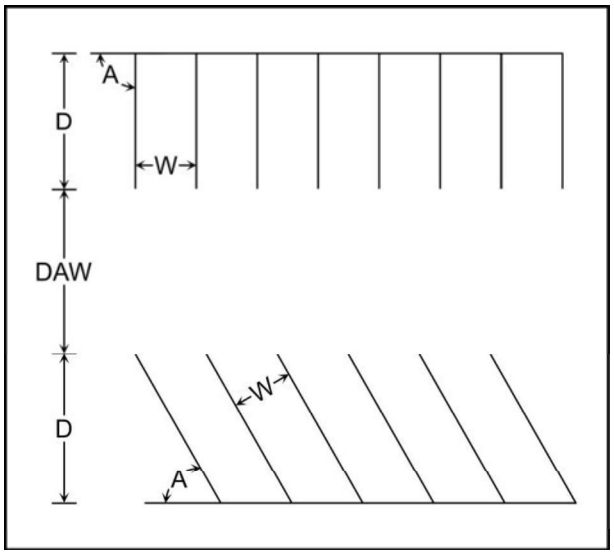
(4) All small car *parking* spaces shall be demarcated or designated as "small car *parking* only."

(5) Small car *parking* spaces may comprise a maximum of 25% of required *parking* for all *developments*, except for *development* in the LDR, SLR, LLR, and FBR Districts.

### Table 4-1: Parking Stall Dimensions

| | **Parking Angle ('A' on** Figure 4-1**)** | **Stall Width ('W' on** Figure 4-1**)** | **Stall Depth ('D' on** Figure 4-1**)** | **Drive Aisle Width ('DAW' on** Figure 4-1**)** |
|---|---|---|---|---|
| **Standard Parking Stall** | | | | |
| (a) | 0 degrees (parallel) | 2.60 m | 7.00 m | 7.00 m for two-way traffic or 4.00 m for one-way traffic |
| (b) | 30 degrees | 2.60 m | 5.20 m | 4.00 m |
| (c) | 45 degrees | 2.60 m | 6.00 m | 4.00 m |
| (d) | 60 degrees | 2.60 m | 6.40 m | 7.00 m |
| (e) | 90 degrees | 2.60 m | 5.80 m | 7.00 m |
| **Small Car Parking Stall** | | | | |
| (f) | 0 degrees (parallel) | 2.60 m | 7.00 m | 7.00 m for two-way traffic or 4.00 m for one-way traffic |
| (g) | 30 degrees | 2.45 m | 4.60 m | 4.00 m |
| (h) | 45 degrees | 2.45 m | 5.30 m | 4.00 m |
| (i) | 60 degrees | 2.45 m | 5.60 m | 7.00 m |
| (j) | 90 degrees | 2.45 m | 5.00 m | 7.00 m |

**Figure 4-1: Parking Angle Illustration**




(6) A small car *parking* space shall have a minimum vertical clearance of 1.90 m.

(7) A standard *parking* space shall have a minimum vertical clearance of 2.10 m.

## 4.12 PARKING LOT LANDSCAPING

(1) When a *parking lot* is required to be landscaped in accordance with section 4.10(3), trees must be planted at a minimum ratio of one tree per five *parking* stalls for single-row *parking*, and a minimum ratio of one tree per 10 *parking* stalls for double-row *parking*.

(a) Notwithstanding section (1), the ratio of trees to *parking* stalls required may be reduced by the *Development Authority* where *site* conditions, such as location, size, sight lines, and climatic factors warrant a lesser ratio.

(2) A landscaped island must be:

(a) Designed to protect trees and *ground cover* from damage;

(b) Raised a minimum of 0.15 m above the *finished grade*;

(c) Finished with tree grates, *ground cover* vegetation, or hard *landscaping*; and

(d) Installed after a maximum run of 20 *parking* stalls.

## 4.13 ELECTRIC VEHICLE CHARGING STATIONS

(1) For new *development*, electric *vehicle* charging stations must be:

(a) Provided at a rate of 1.50% of the minimum *on-site parking* requirements to a maximum of 10 charging stations, for the following uses:

(i) *Shopping centre*;

(ii) *Multi-tenant building*;

(iii) *Hotel*; or

(iv) Standalone *warehouse store (retail)*, *hospital*, school, or *government service* use;

(b) Provided at a rate of 3% of the minimum *on-site parking* requirements, to a maximum of 20 charging stations for the following uses:

(i) *Dwelling (apartment)*; or

(ii) *Dwelling unit above a non-residential use*;

(c) Provided at a rate of 1% of the minimum *on-site parking* requirements, to a maximum of 10 charging stations for the following uses:

(i) *Dwelling (townhouse - complex)*.

(2) An application for an addition or expansion of an existing *building* shall be required to provide electric *vehicle* charging stations based on the increased *parking* required, but not exceeding the maximum charging stations set in section (1).

(a) Notwithstanding section (2), an application for a change of use within an existing *building* shall not be required to provide any electric *vehicle* charging stations.

(3) Electric *vehicle* charging stations are included as part of and not in addition to the applicable minimum *on-site parking* requirement.

## 4.14 LOADING SPACES

(1) One *loading space* per *loading dock* is required in all Districts.

(2) A *loading space* shall:

(a) Be at least 3.00 m wide and 9.00 m deep; and

(b) Have overhead clearance of at least 4.00 m.

## 4.15 QUEUING SPACES

(1) Queuing spaces shall be provided in accordance with the following:

(a) A *drive-through* with a drive-up service window must provide a minimum of three in-bound and one out-bound queuing spaces per service window;

(b) An *automotive (service)* or *automotive (specialty)* with a *drive-through* must provide a minimum of three in-bound and one out-bound queuing spaces per service bay;

(c) A *car wash* must provide a minimum of six in-bound and one out-bound queuing spaces; and

(d) A *parking structure* must provide a minimum of one in-bound and one out-bound queuing spaces.

(2) Notwithstanding section (1), additional queuing spaces may be required at the discretion of the *Development Authority*.

(3) For any use not listed in section (1), queuing spaces shall be at the discretion of the *Development Authority*.

(4) Queuing spaces must be a minimum of 6.00 m long and 3.00 m wide.

(5) Queuing spaces must allow for *vehicle* turning and maneuvering.

(6) A queuing space does not include any space occupied by a motor *vehicle* during the provision of service.

## 4.16 BICYCLE PARKING

(1) For any new *development*, or where any such existing *development* is substantially enlarged or increased in capacity, *on-site bicycle parking* shall be provided that is:

(a) Secure, safe, convenient, visible, and illuminated; and

(b) Compatible with the design of the surrounding *development*.

(2) For a *dwelling (apartment)* or *dwelling unit above a non-residential use*:

(a) The minimum number of private *bicycle parking* spaces shall be one *bicycle parking* space per seven *dwelling units*; and

(b) The minimum number of public *bicycle parking* spaces shall be no less than six per *building*.

(3) In the LDR, SLR, LLR, FBR, FUD, and TRN Districts, no *bicycle parking* is required.

(4) In the ICS, IND, PRK, and CON Districts, the required number of public *bicycle parking* spaces shall be at the discretion of the *Development Authority*.

(5) For all other Districts and non-residential uses, the minimum number of public *bicycle parking* spaces shall be six spaces per *building*.

(6) Notwithstanding sections (2), (3), and (5), the *Development Authority*, at its discretion, may require additional *bicycle parking* spaces, having consideration for the intensity of the use, existing building occupancy, and adjacent *development*.

## 4.17 PARKING OF RECREATION VEHICLES OR RECREATION EQUIPMENT

(1) The *parking* of *recreation vehicles* or *recreation equipment* which do not fall under section 2.2 'Development Not Requiring A Development Permit,' may be allowed at the discretion of the *Development Authority*.

(2) In considering a *Development Permit* under section (1), the *Development Authority* shall take into account safety, sightlines, impact on adjoining *lots*, and any other *site* factors.

## 4.18 PARKING STRUCTURE

(1) The internal and external design of a *parking structure* shall have consideration for:

(a) Visibility and surveillance;

(b) *On-site* lighting; and

(c) User safety.

(2) The *building frontage* of a *parking structure*, when adjacent to a *public roadway*, *park*, or *natural area*, shall:

(a) Be integrated with the building design and finishing materials; and

(b) Complement the *streetscape*.

(3) Notwithstanding any other provision in this Bylaw, for a below-grade *parking structure*, a lessor building *setback* for the below-grade portions only may be permitted at the discretion of the *Development Authority*.

(4) Venting for an above-grade *parking structure* or *parking structure (underground)*, shall be integrated into *landscaping*, the building design, or *hard-surface* areas with limited impact on pedestrian rights-of-way, *amenity areas*, or the visible building *façade*.

This page left intentionally blank for printing purposes.

# Part 5
# Land Use Districts

**This part outlines specific regulation that applies to the City's Land Use Districts.**

## 5.1 LAND USE DISTRICT MAP

(1) Districts are described in the short form on the Land Use District Map, Schedule A of this Bylaw.

(2) District boundaries are delineated on the Land Use District Map.

(3) Where uncertainty exists as to the boundary of a District as shown on the Land Use District Map, the following shall apply:

(a) Where a boundary follows a *public roadway*, *lane*, stream, or canal, it shall follow the centreline thereof;

(b) Where a boundary generally follows a *lot* line, it shall follow the *lot* line;

(c) Where specific dimensions are noted on the Land Use District Map, those dimensions shall be followed; and

(d) Where there is doubt or dispute concerning the exact location of the boundary of a District, *Council* shall determine the location of the boundary by a Land Use bylaw amendment.

(4) Boundaries shall not be altered except by an amendment to this Bylaw.

(5) The *Development Authority* shall maintain a list of amendments to the boundaries on the Land Use District Map and update the *City's* GIS database to reflect amendments.

(6) Where a property boundary is adjusted by subdivision, or by the inclusion of a *private roadway* or other land not previously assigned a land use class, the *Land Use District* boundary follows the new property boundary.

This page left intentionally blank for printing purposes.

# Residential Districts

## 5.2 LDR - LOW-DENSITY RESIDENTIAL DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Low-Density Residential (LDR) District on the Land Use District Map, Schedule A of this Bylaw. Additional requirements are outlined in the *Established Neighbourhood Overlay District*, Schedule C, for *development* taking place in *Established Neighbourhoods* outlined in *Figure 10-4*.

### (2) PURPOSE

The purpose of the LDR District is to provide an area that allows for a range of low-density housing options that are compatible with the residential nature of the District.

### (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Community garden* | (b) *Congregate housing (level two)* |
| (ii) | (a) *Dwelling (duplex)* | (b) *Dwelling (townhouse - plex)* |
| (iii) | (a) *Dwelling (semi-detached)* | (b) *Home-based business (level two)* |
| (iv) | (a) *Dwelling (single detached)* | (b) *Public utility building* |
| (v) | (a) *Group home* | (b) *Residential sales centre* |
| (vi) | (a) *Park* | (b) *Accessory Development* to a Discretionary Use, *decks* that are greater than 1.50 m above *finished grade*, *private pools,* and *decorative ponds* |
| (vii) | (a) *Secondary suite (internal)* | |
| (viii) | (a) *Secondary suite (garage)* | |
| (ix) | (a) *Secondary suite (garden)* | |
| (x) | (a) *Supportive living accommodation* | |
| (xi) | (a) *Accessory Development* to a Permitted Use, excluding *decks* that are greater than 1.50 m above *finished grade*, *private pools,* and *decorative ponds* | |

### (4) DWELLING (TOWNHOUSE)

(a) Refer to section 3.56 'Dwelling (Townhouse),' for regulations regarding *dwelling (townhouse - plex)*.

### (5) LOT WIDTH

(a) The minimum *lot width* for a *dwelling (single detached)* is:

(i) 8.60 m on an *interior lot* with rear vehicular access;

(ii) 9.82 m on an *interior lot* with front vehicular access;

(iii) 11.35 m on a *corner lot* with rear vehicular access; and

(iv) 12.72 m on a *corner lot* with front vehicular *access*.

(b) The minimum *lot width* for *dwelling (semi-detached)* is:

(i) 7.35 m per *dwelling unit* on an *interior lot* with laned vehicular *access*;

(ii) 8.00 m per *dwelling unit* on an *interior lot* with front vehicular *access*;

(iii) 10.00 m per *dwelling unit* on a *corner lot* with front vehicular *access*; and

(iv) 10.00 m per *dwelling unit* on a *corner lot* with laned vehicular *access*.

(c) The minimum *lot width* for a *dwelling (duplex)* is:

(i) 13.00 m on an *interior lot*; and

(ii) 15.00 m on a *corner lot*.

(d) Notwithstanding sections (a) and (b), refer to section 3.67 'Lots Less Than 12.20 M Wide,' for additional regulations on *lots* less than 12.20 m in width.

(e) Notwithstanding sections (a) through (b)(iv), If a proposed *lot* is adjacent to a major road listed on Schedule B, additional *lot width* may be required to accommodate *berm* and fencing.

(6) **LOT AREA**

(a) The maximum *lot area* is 0.20 ha.

(7) **LOT COVERAGE**

(a) The maximum *lot coverage* for a *dwelling (single detached)* is 40% for the *principal building* and *garage*, and 42% when including all *accessory buildings*.

(b) The maximum *lot coverage* for a *dwelling (duplex)* or *dwelling (semi-detached)* is 48% for the *principal building* and *garage*, and 50% when including all *accessory buildings*.

(c) If a *garage* is not constructed at the same time as the principal *dwelling*, the *lot coverage* amount of the *dwelling* must ensure that adequate *lot coverage* remains in the maximum *lot coverage* calculation to accommodate the *development* of a future *garage,* with the minimum interior width and depth clear space requirements of section 4.4 'Residential Garage Internal Dimensions.'

(8) **FLOOR AREA**

(a) The minimum *gross floor area* per principal *dwelling unit* is 75.00 $m^2$, excluding the area of an attached *garage*.

(b) The area comprising *gross floor area* must be enclosed, but does not require interior finishing.

(9) **BUILDING HEIGHT**

(a) The maximum building height of the *principal building* is:

(i) 12.00 m for a walkout *building*, a *building* with a drive-under *garage,* or a *building* with a roof-mounted *solar collector (attached)*; and

(ii) 11.00 m in all other cases.

(10) **PRINCIPAL BUILDING SETBACKS**

(a) Front yard *setback*

(i) The minimum front yard setback is 6.00 m.

(b) Side yard *setback*

(i) Side yard setbacks shall be provided on each side or portion of a side of a *principal building* as follows:

| Lot Width | Building Side Yard Setback | Walkout Basement Side Yard Setback |
|---|---|---|
| ≤12.50 m | 1.25 m | 1.25 m |
| >12.50 m | 1.80 m | 6.80 m |

(ii) Notwithstanding section (i),

(A) A *development* without an attached *garage* must have a minimum side yard building *setback* of 3.00 m on one side, to provide unobstructed *vehicle* access to the rear yard, if there is no *lane*;

(B) On a *corner lot*, the side of the *lot* that adjoins a flanking *public roadway* must have a minimum side yard building *setback* of:

(I) 4.00 m, or

(II) 6.00 m from the edge of the sidewalk nearest the *property line* to the face of the *garage* where a *garage* faces the flanking *public roadway*, excluding a *lane*; or

(III) 6.00 m from the closest edge of the roadway where there is no sidewalk to the face of the *garage*, where a *garage* faces the flanking *public roadway*, excluding a *lane*;

(C) A *dwelling (semi-detached)* may develop to a 0.00 m setback along the *property line (common)*.

(c) Rear yard *setback*

(i) The minimum rear yard *setback* is:

(A) 6.00 m if an attached *garage* or attached *carport* is located on the *lot*;

(B) 4.50 m on a *corner lot* when the principal *dwelling* with an attached *garage* or attached *carport* faces the flanking *public roadway*; and

(C) 10.00 m in all other cases.

(11) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.52 'Design, Character, And Appearance Of Residential Buildings,' all *buildings* in this district must be finished as follows to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents.

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

## 5.3 SLR - SMALL-LOT RESIDENTIAL DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Small Lot Residential (SLR) District on the Land Use District Map, Schedule A of this Bylaw.

### (2) PURPOSE

The purpose of the SLR District is to provide an area for a mix of single detached and multiple-unit *dwellings*, and other *development* compatible with supporting diverse housing options in new neighbourhoods. Vehicular access shall be provided from the front or side of the *lot*.

### (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Community garden* | (b) *Congregate housing (level two)* |
| (ii) | (a) *Dwelling (duplex)* | (b) *Home-based business (level two)* |
| (iii) | (a) *Dwelling (semi-detached)* | (b) *Public utility building* |
| (iv) | (a) *Dwelling (single detached)* | (b) *Residential sales centre* |
| (v) | (a) *Group home* | (b) *Accessory Development* to a Discretionary Use, *decks* that are greater than 1.50 m above *finished grade*, *private pools, and decorative ponds* |
| (vi) | (a) *Park* | |
| (vii) | (a) *Secondary suite (internal)* | |
| (viii) | (a) *Secondary suite (garage)* | |
| (ix) | (a) *Secondary suite (garden)* | |
| (x) | (a) *Supportive living accommodation* | |
| (xi) | (a) *Accessory Development* to a Permitted Use, excluding *decks* that are greater than 1.50 m above *finished grade*, *private pools,* and *decorative ponds* | |

### (4) LOT WIDTH

(a) The minimum *lot width* for a *dwelling (single detached)* is:

(i) 9.82 m on an *interior lot*; and

(ii) 12.72 m on a *corner lot*.

(b) Notwithstanding section (a), the minimum *lot width* for a *dwelling (single detached)* developed with a *zero lot-line* is:

(i) 8.90 m on an *interior lot*; and

(ii) 12.20 m on a *corner lot*.

(c) The minimum *lot width* for a *dwelling (duplex)* is:

(i) 13.00 m on an *interior lot*; and

(ii) 15.00 m on a *corner lot*.

(d) The minimum *lot width* for *dwelling (semi-detached)* is:

(i) 8.00 m per *dwelling unit* on an *interior lot*; and

(ii) 10.00 m per *dwelling unit* on a *corner lot*.

(e) Notwithstanding sections (a), (b), and (d), refer to section 3.67 'Lots Less Than 12.20 M Wide' for additional regulations on *lots* less than 12.20 m in width.

(f) Notwithstanding sections (a) through (d), if a proposed *lot* is adjacent to a major road listed on Schedule B, additional *lot width* may be required to accommodate *berm* and fencing.

(5) **LOT AREA**

(a) The maximum *lot area* is 0.10 ha.

(6) **LOT COVERAGE**

(a) The maximum *lot coverage* for a *dwelling (single detached)* is 40% for the *principal building* and *garage*, and 42% when including all *accessory buildings*.

(b) Notwithstanding section (a), the maximum lot coverage for a *dwelling (single detached)* developed with a *zero lot-line* is 48% for the *principal building* and *garage*, and 50% when including all *accessory buildings*.

(c) The maximum *lot coverage* for a *dwelling (duplex)* or *dwelling (semi-detached)* is 48% for the *principal building* and *garage*, and 50% when including all *accessory buildings*.

(d) If a *garage* is not constructed at the same time as the principal *dwelling*, the *lot coverage* amount of the *dwelling* must ensure that adequate *lot coverage* remains in the maximum *lot coverage* calculation to accommodate the *development* of a future *garage,* with the minimum interior width and depth clear space requirements of section 4.4 'Residential Garage Internal Dimensions.'

(7) **FLOOR AREA**

(a) The minimum *gross floor area* per principal *dwelling unit* is 75.00 $m^2$, excluding the area of an attached *garage*.

(b) The area comprising the *gross floor area* must be enclosed, but does not require interior finishing.

(8) **BUILDING HEIGHT**

(a) The maximum building height of the *principal building* is:

(i) 12.00 m for a walkout *building*, a *building* with a drive-under *garage,* or a *building* with a roof-mounted *solar collector (attached)*; and

(ii) 11.00 m in all other cases.

(9) **PRINCIPAL BUILDING SETBACK**

(a) Front yard *setback*

(i) The minimum front yard building *setback* is 6.00 m.

(b) Side yard *setback*

(i) Side yard *setbacks* shall be provided on each side or portion of a side of a *principal building*, or on one side of a *dwelling (single detached)* developed with a *zero lot-line*, as follows:

| Lot Width | Building Side Yard Setback | Walkout Basement Side Yard Setback | Zero Lot-Line Side Yard Setback |
|---|---|---|---|
| ≤12.50 m | 1.25 m | 1.25 m | 1.50 m |
| >12.50 m | 1.80 m | 1.80 m | 1.50 m |

(ii) Notwithstanding section (i):

(A) A *development* without an attached *garage*, must have a minimum side yard building *setback* of 3.00 m on one side to provide unobstructed *vehicle access* to the rear yard;

(B) On a *corner lot*, the side of the *lot* that adjoins a flanking *public roadway* must have a minimum side yard building *setback* of:

(I) 3.00 m;

(II) 6.00 m from the edge of the sidewalk nearest the *property line* to the face of the *garage* where a *garage* faces the flanking *public roadway*, excluding a *lane*; or

(III) 6.00 m from the closest edge of the roadway where there is no sidewalk, to the face of the *garage*, where a *garage* faces the flanking *public roadway*, excluding a *lane*;

(C) *Dwelling (semi-detached)* units and any associated *decks* may develop to a 0.00 m *setback* along the *property line (common)*.

(c) Rear yard *setback*

(i) The minimum rear yard *setback* is:

(A) 6.00 m if an attached *garage* or a *carport* is located on the *lot*; and

(B) 10.00 m in all other cases.

(10) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.52 'Design, Character, And Appearance Of Residential Buildings,' all *buildings* in this district must be finished as follows to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents.

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(11) **DWELLING MIX**

(a) Any *dwelling (single detached)* or *dwelling (semi-detached)* located on a *lot* less than 10.00 m in width must be located at least 90.00 m away from any *lot* that was registered prior to February 5, 2018.

(12) **ZERO LOT-LINE**

(a) *Zero lot-line dwellings* with front *vehicle access* shall not exceed 25% of the total number of *dwellings* on lands governed by an *ASP*, *ARP*, or *Neighbourhood Plan*.

(b) A *dwelling (single-detached)* developed with a *zero lot-line* shall only be permitted where:

(i) All roof drainage from the *dwelling*, *garage*, and *accessory buildings*, shall be directed away from *buildings* and towards a *public roadway*, including a *lane*, or to a drainage swale;

(ii) No roof leader discharge shall be directed to the maintenance easement;

(iii) The owner of a lot developed with a *zero lot-line* and the owner of an adjacent *lot* shall register, against all titles at the time of subdivision, a minimum 1.50 m private maintenance easement (shown in *Figure 5-1*) along the entire lot line utilizing the 0.00 m side yard *setback* that ensures:

(A) An unobstructed minimum 0.30 m wide drainage pathway to be free and clear of all objects;

(B) A 0.30 m eave encroachment easement with the requirement that the eaves shall not be closer than 0.90 m to the eaves on the adjacent *building*;

(C) A 0.60 m footing encroachment easement;

(D) Sufficient *access* for the owner's or tenant's maintenance of both properties;

(E) That the *garage*, *parking* area, or *driveway* shall not encroach on the private maintenance easement;

(F) No principal *dwellings* shall be placed within this area;

(G) No *accessory buildings*, including air conditioning units, shall be placed within this area;

(H) No trees or shrubs shall be placed within this area; and

(I) The easement shall be registered in perpetuity against the title of such *lots*;

(iv) A restrictive covenant and easement are registered at the time of subdivision that:

(A) Require a drainage swale constructed to *Municipal Engineering Standards*; and

(B) Provide for the protection of drainage of the *site*, including the right for water to flow across *lots* and the requirement not to inhibit the flow of water across *lots*;

(v) A utility easement(s) is registered on all lots within a *zero lot-line development*, including the adjacent *lots*, to ensure adequate access for utility maintenance, when utilities cross over another titled *lot*;

(vi) There shall be no *architectural projections* into the side yard for a *dwelling (single detached)* developed with a *zero lot-line*; and

(vii) Each *lot* planned for *zero lot-line* development must be indicated on the tentative plan of subdivision at the time of subdivision application, and on the Right-of-Way plan at the time of endorsement application.

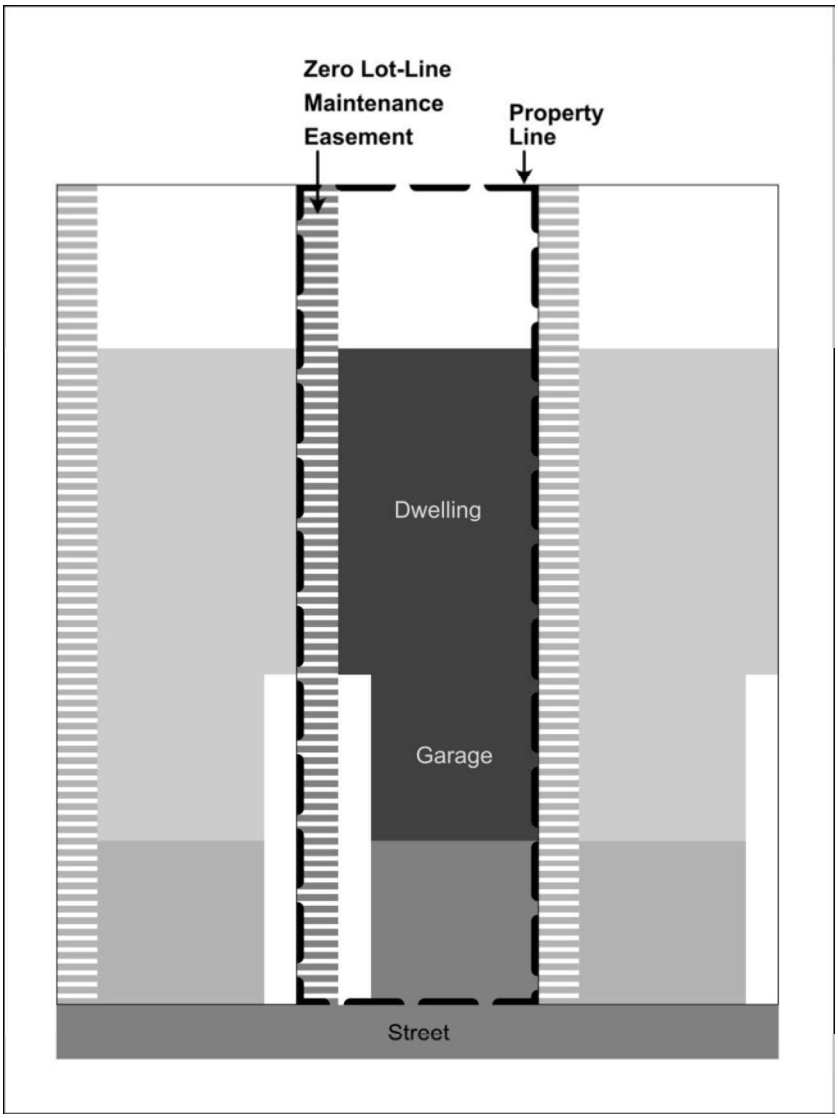
(c) *Lots* developed with a *zero lot-line* within the SLR District shall be located only on one side of a public roadway. The other side of the *public roadway* shall be:

(i) Lane-oriented land uses; or

(ii) Public Park District.

(d) *Zero lot-line lots* with front *vehicle access* within the SLR District, shall not be placed across from a *dwelling (apartment)*, *dwelling unit above a non-residential use*, or a *dwelling (townhouse – complex)*.

**Figure 5-1: Zero Lot-Line Development, Front Vehicle Access**



## 5.4 LLR - LANED-LOT RESIDENTIAL DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Laned Lot Residential (LLR) District on the Land Use District Map, Schedule A of this Bylaw.

### (2) PURPOSE

The purpose of the LLR District is to provide an area for a mix of single detached and multiple-unit *dwellings*, and other *development* compatible with supporting diverse housing options in new neighbourhoods. Vehicular access shall only be provided from a rear *lane* to maximize on-street *parking*.

### (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Community garden* | (b) *Congregate housing (level two)* |
| (ii) | (a) *Dwelling (duplex)* | (b) *Home-based business (level two)* |
| (iii) | (a) *Dwelling (semi-detached)* | (b) *Public utility building* |
| (iv) | (a) *Dwelling (single detached)* | (b) *Residential sales centre* |
| (v) | (a) *Dwelling (townhouse - plex)* | (b) *Accessory Development* to a Discretionary Use, *decks* that are greater than 1.50 m above *finished grade*, *private pools,* and *decorative ponds* |
| (vi) | (a) *Dwelling (townhouse - single)* | |
| (vii) | (a) *Group home* | |
| (viii) | (a) *Park* | |
| (ix) | (a) *Secondary suite (garage)* | |
| (x) | (a) *Secondary suite (internal)* | |
| (xi) | (a) *Supportive living accommodation* | |
| (xii) | (a) *Accessory Development* to a Permitted Use, excluding *decks* that are greater than 1.50 m above *finished grade*, *private pools,* and *decorative ponds* | |

### (4) DWELLING (TOWNHOUSE)

(a) Refer to section 3.56 'Dwelling (Townhouse)' for regulations regarding *dwelling (townhouse - plex)* and *dwelling (townhouse – single)*.

### (5) LOT WIDTH

(a) The minimum *lot width* for a *dwelling (single detached)* is:

(i) 8.00 m on an *interior lot*;

(ii) 8.25 m on an *interior lot* when placed next to a *zero lot-line*; and

(iii) 9.75 m on a *corner lot*.

(b) Notwithstanding section (a), the minimum *lot width* for a *dwelling (single detached)* developed with a *zero lot-line* is:

(i) 7.00 m on an *interior lot*;

(ii) 8.50 m on a *corner lot*, where there is no *zero lot-line* easement on the *lot*; and

(iii) 10.00 m on a *corner lot*, where there is a *zero lot-line* easement on the *lot*.

(c) The minimum *lot width* for a *dwelling (duplex)* is:

(i) 13.00 m on an *interior lot*; and

(ii) 15.00 m on a *corner lot*.

(d) The minimum *lot width* for a *dwelling (semi-detached)* is:

(i) 6.75 m per dwelling unit on an interior lot;

(ii) 7.00 m per dwelling unit on an interior lot when placed next to a zero lot-line; and

(iii) 8.50 m per dwelling unit on a corner lot.

(e) Notwithstanding sections (a), (b), and (d), refer to section 3.67 'Lots Less Than 12.20 M Wide,' for additional regulations on *lots* less than 12.20 m in width.

(f) Notwithstanding sections (a) through (d), if a proposed *lot* is adjacent to a major road listed on Schedule B, additional *lot width* may be required to accommodate *berm* and fencing.

(6) **LOT AREA**

(a) The maximum *lot area* is 0.10 ha.

(7) **LOT COVERAGE**

(a) The maximum *lot coverage* for a *dwelling (single detached)*:

(i) On a *lot* greater than 12.50 m wide is 40% for the *principal building* and *garage*, and 42% when including all *accessory buildings*; and

(ii) On a *lot* less than or equal to 12.50 m wide is 45% for the *principal building* and *garage*, and 47% when including all *accessory buildings*.

(b) Notwithstanding section (a), the maximum *lot coverage* for a *dwelling (single detached)* developed with a *zero lot-line* is 48% for the *principal building* and *garage*, and 50% when including all *accessory buildings*.

(c) The maximum *lot coverage* for a *dwelling (duplex)* or *dwelling (semi-detached)* is 48% for the *principal building* and *garage*, and 50% when including all *accessory buildings*.

(d) If a *garage* is not constructed at the same time as the principal dwelling, the *lot coverage* amount of the dwelling must ensure that adequate *lot coverage* remains in the maximum *lot coverage* calculation to accommodate the *development* of a future *garage,* with the minimum interior width and depth clear space requirements of section 4.4 'Residential Garage Internal Dimensions.'

(8) **FLOOR AREA**

(a) The minimum *gross floor area* per principal *dwelling unit* is 75.00 $m^2$, excluding the area of an attached *garage*.

(b) The area comprising the *gross floor area* must be enclosed, but does not require interior finishing.

(9) **BUILDING HEIGHT**

(a) The maximum building height of the *principal building* is:

(i) 12.00 m for a walkout *building*, a *building* with a drive-under *garage,* or a *building* with a roof-mounted *solar collector (attached)*; and

(ii) 11.00 m in all other cases.

(10) **PRINCIPAL BUILDING SETBACKS**

(a) Front yard *setback*

(i) The minimum front yard building *setback* is 4.50 m.

(b) Side yard *setback*

(i) A side yard building *setback* shall be provided on each side or portion of a side of a *principal building*, or on one side of a *dwelling (single detached)* developed with a *zero lot-line*, as follows:

| Lot Width | Building Side Yard Setback | Walkout Basement Side Yard Setback | Zero Lot-Line Side Yard Setback |
|---|---|---|---|
| ≤12.50 m | 1.25 m | 1.25 m | 1.50 m |
| >12.50 m | 1.80 m | 1.80 m | 1.50 m |

(ii) Notwithstanding section (i):

(A) On a *corner lot*, the side of the *lot* that adjoins a flanking *public roadway* must have a minimum side yard building *setback* of 3.00 m; and

(B) *Dwelling (semi-detached)* and *dwelling (townhouse - single)* units, and any associated decks, may develop to a 0.00 m setback along the *property line (common)*.

(c) Rear yard *setback*

(i) The minimum rear yard *principal building setback* is:

(A) 6.00 m, if an attached *garage* or attached *carport* is located on the *lot*; and

(B) 10.00 m in all other cases.

(11) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.52 'Design, Character, And Appearance Of Residential Buildings,' all *buildings* in this district must be finished as follows to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents.

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(12) **PARKING AND VEHICULAR ACCESS**

(a) Vehicular access shall only be provided from a *lane.*

(b) For *parking pad* information, refer to section 4.5 'Residential Parking Pad.'

(13) **DWELLING MIX**

(a) Any *dwelling (single detached), dwelling (semi-detached),* or *dwelling (townhouse - single)* located on a *lot* less than 10.00 m in width must be located at least 90.00 m away from any *lot* that was registered prior to February 5, 2018.

(14) **ZERO LOT-LINE**

(a) A *dwelling (single detached)* developed with *a zero lot-line* shall only be permitted where:

(i) All roof drainage from the *dwelling*, *garage*, and *accessory buildings*, shall be directed away from *buildings* and towards a *public roadway*, including a *lane*, or to a drainage swale;

(ii) No roof leader discharge shall be directed to the maintenance easement;

(iii) The owner of a *lot* developed with a *zero lot-line* and the owner of an adjacent *lot* shall register, against all titles at the time of subdivision, a minimum 1.50 m private maintenance easement (shown in *Figure 5-2)* along the entire *lot* line utilizing the 0.00 m side yard *setback* that ensures:

(A) An unobstructed minimum 0.30 m wide drainage pathway to be free and clear of all objects;

(B) A 0.30 m eave encroachment easement with the requirement that the eaves shall not be closer than 0.90 m to the eaves on the adjacent *building*;

(C) A 0.60 m footing encroachment easement;

(D) Sufficient access for the owner's or tenant's maintenance of both properties;

(E) That the *garage*, *parking* area, or *driveway* shall not encroach on the private maintenance easement;

(F) No principal *dwellings* shall be placed within this area;

(G) No *accessory buildings*, including air conditioning units, shall be placed within this area;

(H) No trees or shrubs shall be placed within this area; and

(I) The easement shall be registered in perpetuity against the title of such *lots;*

(iv) Restrictive covenant and easement are registered at the time of subdivision that:

(A) Require a drainage swale constructed to *Municipal Engineering Standards*; and

(B) Provide for the protection of drainage of the *site*, including the right for water to flow across *lots* and the requirement not to inhibit the flow of water across *lots;*

(v) A utility easement(s) is registered on all *lots* within a *zero lot-line development*, including the adjacent *lots*, to ensure adequate access for utility maintenance when utilities cross over another titled *lot*;

(vi) There shall be no *architectural projections* into the side yard for a *dwelling (single detached)* developed with a *zero lot-line*; and

(vii) Each *lot* planned for *zero lot-line development* must be indicated on the tentative pan of subdivision at the time of subdivision application, and on the Right-of-Way plan at the time of endorsement application.

**Figure 5-2: Zero Lot-Line Development, Rear Vehicle Access**



## 5.5 FBR - FRONT-BACK RESIDENTIAL DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Front-Back Residential (FBR) District on the Land Use District Map, Schedule A of this Bylaw.

### (2) PURPOSE

The purpose of the FBR District is to provide an area for a residential mix of small-scale *dwellings* that enable quality *streetscapes* in new neighbourhoods. Vehicular access is primarily provided from the rear *lane*, with limited allowance for front-back split access, to maximize on-street *parking*.

### (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Community garden* | (b) *Congregate housing (level two)* |
| (ii) | (a) *Dwelling (duplex)* | (b) *Home-based business (level two)* |
| (iii) | (a) *Dwelling (semi-detached)* | (b) *Public utility building* |
| (iv) | (a) *Dwelling (single detached)* | (b) *Residential sales centre* |
| (v) | (a) *Group home* | (b) *Accessory Development* to a Discretionary Use, *decks* that are greater than 1.50 m above *finished grade*, *private pools, and decorative ponds* |
| (vi) | (a) *Park* | |
| (vii) | (a) *Secondary suite (garage)* | |
| (viii) | (a) *Secondary suite (garden)* | |
| (ix) | (a) *Secondary suite (internal)* | |
| (x) | (a) *Supportive living accommodation* | |
| (xi) | (a) *Accessory Development* to a Permitted Use, excluding *decks* that are greater than 1.50 m above *finished grade*, *private pools,* and *decorative ponds* | |

### (4) LOT WIDTH

(a) The minimum *lot width* for a *dwelling (single detached)* is:

(i) 8.00 m on an *interior lot*; and

(ii) 9.75 m on a *corner lot*.

(b) The minimum *lot width* for a *dwelling (duplex)* is:

(i) 13.00 m on an *interior lot*; and

(ii) 15.00 m on a *corner lot*.

(c) The minimum *lot width* for a *dwelling (semi-detached)* is:

(i) 6.75 m per *dwelling unit* on an *interior lot* with lane vehicular access;

(ii) 8.00 m per *dwelling unit* on an *interior lot* with front vehicular access;

(iii) 8.50 m per *dwelling unit* on a *corner lot* with lane vehicular access; and

(iv) 9.75 m per *dwelling unit* on a *corner lot* with front vehicular access.

(d) Notwithstanding sections (a) and (c), refer to section 3.67 'Lots Less Than 12.20 M Wide' for additional regulations on *lots* less than 12.20 m in width.

(e) Notwithstanding sections (a), through (c), if a proposed *lot* is adjacent to a major road listed on Schedule B, additional *lot width* may be required to accommodate *berm* and fencing.

(5) **LOT AREA**

(a) The maximum *lot area* is 0.10 ha.

(6) **LOT COVERAGE**

(a) The maximum *lot coverage* for a *dwelling (single detached)* is 40% for the *principal building* and *garage*, and 42% when including all *accessory buildings*.

(b) The maximum *lot coverage* for a *dwelling (duplex)* or *dwelling (semi-detached)* is 48% for the *principal building* and *garage*, and 50% when including all *accessory buildings*.

(c) If a *garage* is not constructed at the same time as the principal *dwelling*, the *lot coverage* amount of the *dwelling* must ensure that adequate *lot coverage* remains in the maximum *lot coverage* calculation to accommodate the *development* of a future *garage,* with the minimum interior width and depth clear space requirements of section 4.4 'Residential Garage Internal Dimensions.'

(7) **FLOOR AREA**

(a) The minimum *gross floor area* per principal *dwelling unit* is 75.00 $m^2$, excluding the area of an attached *garage*.

(b) The area comprising the *gross floor area* must be enclosed, but does not require interior finishing.

(8) **BUILDING HEIGHT**

(a) The maximum building height of the *principal building* is:

(i) 12.00 m for a walkout *building*, a *building* with a drive-under *garage,* or a *building* with a roof-mounted *solar collector (attached)*; and

(ii) 11.00 m in all other cases.

(9) **PRINCIPAL BUILDING SETBACK**

(a) Front yard *setback*

(i) The minimum front yard building *setback* for a *dwelling* with a front attached *garage* or front *vehicle access* is 6.00 m;

(ii) Notwithstanding (i), the minimum front yard building *setback* in all other cases is 4.50 m.

(b) Side yard *setback*

(i) A side yard building *setback* shall be provided on each side or portion of a side of a *principal building* as follows:

| Lot Width | Building Side Yard Setback | Walkout Basement Side Yard Setback |
|---|---|---|
| ≤12.5 m | 1.25 m | 1.25 m |
| >12.5 m | 1.80 m | 1.80 m |

(ii) Notwithstanding section (i):

(A) On a *corner lot*, the side of the *lot* that adjoins a flanking *public roadway* must have a minimum side yard building *setback* of:

(I) 3.00 m;

(II) 6.00 m from the edge of the sidewalk nearest the *property line* to the face of the *garage,* where a *garage* faces the flanking *public roadway*, excluding a *lane*; or

(III) 6.00 m from the closest edge of the roadway where there is no sidewalk, to the face of the *garage,* where a *garage* faces the flanking *public roadway*, excluding a *lane*;

(B) *Dwelling (semi-detached)* units and any associated *decks* may develop to a 0.00 m *setback* along the *property line (common)*.

(c) Rear yard *setback*

(i) The minimum rear yard *principal building setback* is:

(A) 6.00 m, if an attached *garage* or attached *carport* is located on the *lot*; and

(B) 10.00 m in all other cases.

(10) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.52 'Design, Character, And Appearance Of Residential Buildings,' all *buildings* in this district must be finished as follows to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents.

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(11) **PARKING AND VEHICULAR ACCESS**

(a) One vehicular access per *lot* shall be permitted for a *dwelling (single detached)* or a *dwelling (semi-detached)*.

(b) For a *dwelling (duplex)*, each primary *dwelling unit* shall be permitted one vehicular *access*.

(c) Vehicular access may either be provided from a *lane* or a public road, and shall be *hard-surfaced*.

(i) For a *dwelling (single detached)*, vehicular access shall be provided from a *lane*.

(ii) For a *dwelling (semi-detached)*, vehicular access for one *dwelling unit* shall be provided from a rear *lane*, and vehicular access for the second *dwelling unit* may be provided from a *public roadway* where:

(A) Vehicular access shall be grouped so that *dwellings* with rear detached *garages* are situated adjacent to each other, and *dwellings* with front attached *garages* are situated adjacent to each other, in pairs, as shown in *Figure 5-3*;

(B) A *principal building* with a rear detached *garage* shall be placed at the end of a block, as shown in *Figure 5-3*;

(I) Notwithstanding section (B), when an irregular or reverse pie *lot* configuration prevents this layout, a front attached *garage* may be placed at the end of the block, at the discretion of the *Development Authority*; and

(C) Up to four mid-block transition *lots* are permitted per block where *garages* are not grouped, as shown in *Figure 5-3*.

(iii) For a *dwelling (duplex)*, vehicular access for one *dwelling unit* shall be provided from a rear *lane*, and vehicular access for the second *dwelling unit* may be provided from a *public roadway* where:

(A) Vehicular access shall be grouped so that *dwellings* with rear detached *garages* are situated adjacent to each other, and *dwellings* with front attached *garages* are situated adjacent to each other, in pairs, as shown in *Figure 5-4;*

(B) A *principal building* with a rear detached *garage* may be placed at the end of a block, as shown in *Figure 5-4;*

(I) Notwithstanding section (B), when an irregular or reverse pie *lot* configuration prevents this layout, a front attached *garage* may be placed at the end of the block, at the discretion of the *Development Authority*; and

(C) Up to two mid-block transition *lots* are permitted per block where *garages* are not grouped, as shown in *Figure 5-4*.

(iv) *Access* to a triple-width *vehicle garage* or larger shall be provided from a *lane*.

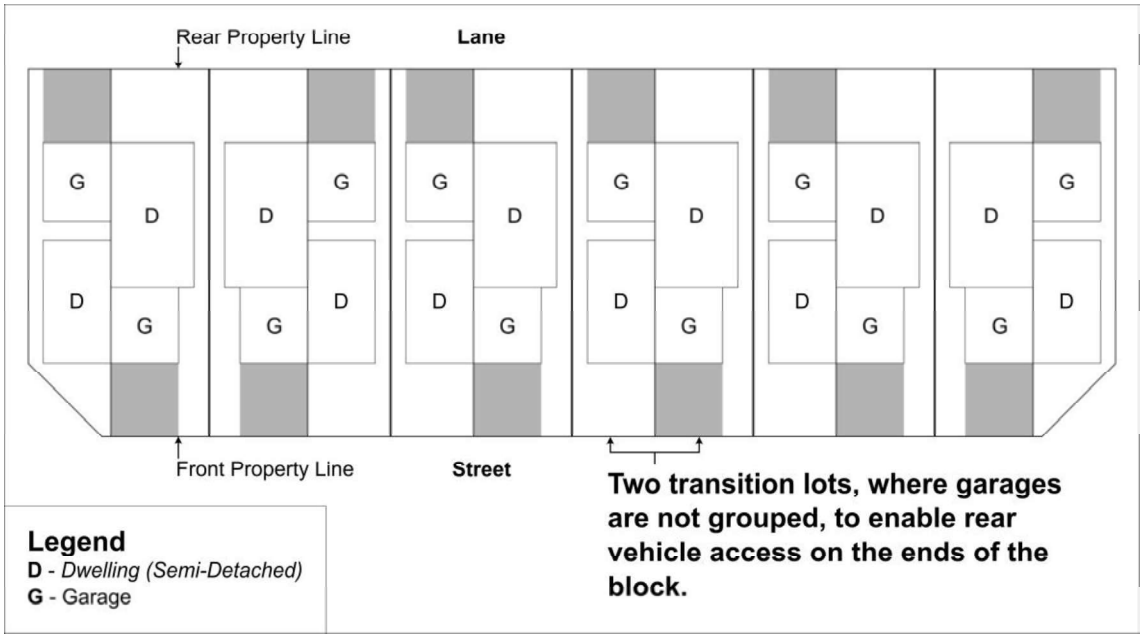
(d) The vehicular *access* for each *lot* must be indicated on the tentative plan of subdivision at the time of subdivision application.

(e) For *parking pad* information, refer to section 4.5 ‘Residential Parking Pad.’

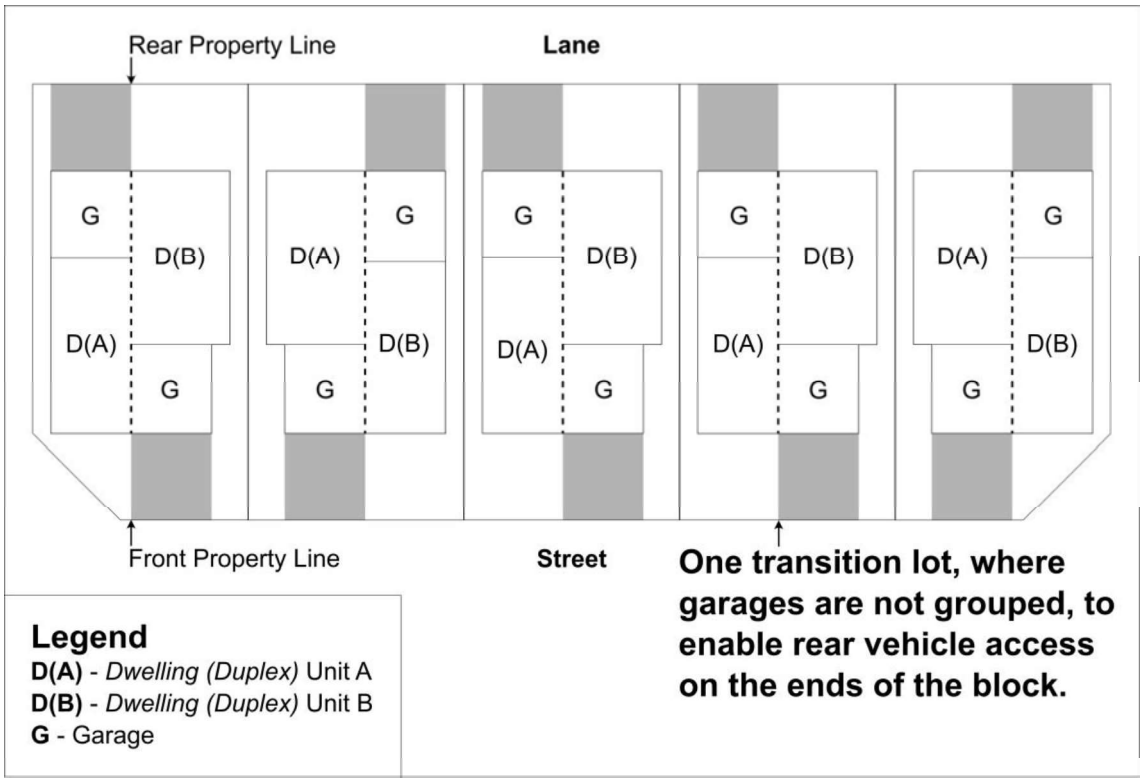
(12) **PEDESTRIAN ACCESS**

(a) Primary pedestrian *access* to the *principal building* shall not be provided from a *lane*.

## Figure 5-3: Grouping of Vehicular Access on Adjacent Lots for a Block of Dwelling (Semi-Detached)




## Figure 5-4: Grouping of Vehicular Access on Adjacent Lots for a Block of Dwelling (Duplex)



## 5.6 MDR - MEDIUM-DENSITY RESIDENTIAL DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Medium-Density Residential (MDR) District on the Land Use District Map, Schedule A of this Bylaw.

### (2) PURPOSE

The purpose of the MDR District is to provide an area that allows for a range of medium-density housing options, and other *developments* that are compatible with the residential nature of the District.

### (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Community garden* | (b) *Dwelling (semi-detached)* on the lands identified on *Figure 5-5* |
| (ii) | (a) *Dwelling (apartment)* | (b) *Home-based business (level two)* |
| (iii) | (a) *Dwelling (townhouse – complex)* | (b) *Public utility building* |
| (iv) | (a) *Dwelling (townhouse – single)* on the lands identified on *Figure 5-6* | (b) *Residential sales centre* |
| (v) | (a) *Group home* | (b) *Daycare facility*, if it is *accessory* to a *dwelling (apartment)* and integrated within the lower level(s) of the *building* |
| (vi) | (a) *Park* | (b) *Accessory Development* to a Discretionary Use, and *decks* that are greater than 1.50 m above *finished grade*, *private pools,* and *decorative ponds* |
| (vii) | (a) *Supportive living accommodation* | |
| (viii) | (a) For a *dwelling (townhouse)* only, *Accessory Development*, excluding *decks* that are greater than 1.50 m above *finished grade*, *private pools,* and *decorative ponds* | |

### (4) DWELLING (TOWNHOUSE)

(a) Refer to section 3.56 'Dwelling (Townhouse)' for regulations regarding *dwelling (townhouse – complex)* and *dwelling (townhouse – single)*.

### (5) LOT AREA

(a) The minimum *lot area* is 0.075 ha, excluding a *dwelling (townhouse – single)*.

### (6) LOT FRONTAGE

(a) The minimum *lot frontage* is 25.00 m, excluding a *dwelling (townhouse – single)*.

(7) **SITE DENSITY**

(a) The minimum *site density* for the *site* is 40 *dwelling units* per net hectare and cannot exceed a maximum of 100 *dwelling units* per net hectare.

(b) For the purpose of calculating the *site* area, 27.50 $m^2$ may be added to the *lot area* for every *parking* stall which is constructed underground or under a *dwelling* at *finished grade*, if the *Development Authority* considers this to be appropriate given *site* constraints. The *site density* may not exceed the identified maximum in section (a).

(8) **SITE DENSITY BONUS**

(a) Notwithstanding section 5.6(7)(a), the maximum *site density* may be increased up to 125 *dwelling units* per net hectare only if the following conditions are met:

(i) A minimum of 70% of required *parking* stalls are provided under a *dwelling* at *finished grade*, in a *parking structure (underground)*, or within a *parking structure* integrated within the *building,* including high-quality exterior finishing that matches or complements the *principal building* exterior, where *site* design permits; and

(ii) A minimum of 5% of *dwelling units* shall be provided as *affordable non-market housing; and*

(iii) In the opinion of the *Development Authority*, at least one of the following *site* improvements are provided:

(A) Wider sidewalks or walkways internal to the *site*, together with street furniture, to the satisfaction of the *Development Authority*;

(B) Enhanced *landscaping,* to the satisfaction of the *Development Authority*;

(C) *Landscaping* that is drought tolerant, reducing the need for irrigation;

(D) Green building products or technologies that reduce the carbon footprint or increase energy efficiency;

(E) *Barrier-free* design incorporated into *dwelling units* and the exterior feature of the *site*; or

(F) Indoor or outdoor common *amenity area*, in addition to the minimum required common and private *amenity area* when:

(I) Provided at a ratio of 1.50 $m^2$ per *dwelling unit*;

(II) Grouped into areas of not less than 30.00 $m^2$; and

(III) Not located in any required *setback*.

(9) **BUILDING HEIGHT**

(a) The maximum building height of a *principal building* is 18.00 m.

(b) The maximum building height of a *dwelling (townhouse – single)* is 14.00 m.

(10) **BUILDING SETBACKS**

(a) *Dwelling (apartment)*

(i) Front yard *setback*

(A) The minimum front yard building *setback* is 6.00 m.

(ii) Side yard *setback*

(A) The minimum side yard building *setback* is 3.00 m, plus an additional 1.00 m for each metre or portion thereof in height that the *building* exceeds 9.00 m from *finished grade*, to a maximum side yard *setback* of 6.00 m; and

(B) For properties identified on *Figure 5-5*, if a *lot* is not serviced by a rear *access lane*, at least one side yard must have a minimum building *setback* of 3.50 m to provide unobstructed *vehicle access* to the rear yard.

(iii) Rear yard *setback*

(A) The minimum rear yard building *setback* is 7.50 m.

(b) Other

(i) The minimum building *setback* for an *accessory building* is 3.00 m.

(ii) Unless otherwise specified in this Bylaw, a Discretionary Use listed in section (3) must be set back from any *property line* as required by the *Development Authority*.

(iii) A *public utility building* must have a minimum *setback* from any *property line* as determined by the *Development Authority*.

(11) **LOCATION OF BUILDINGS**

(a) For the minimum separation distances for apartment *buildings*, refer to section 3.55 ‘Dwelling (Apartment) And Dwelling Unit Above A Non-Residential Use.’

(12) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 ‘Design, Character, And Appearance Of A Building’ and 3.52 ‘Design, Character, And Appearance Of

Residential Buildings,' all *buildings* in this district must be finished as follows to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents.

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(13) **PARKING AND VEHICULAR ACCESS**

(a) *Driveways* and vehicular *access* for a *dwelling (townhouse – complex)* shall only be provided from a *lane* or *private roadway*.

(b) Surface *parking* must not encroach into any required front yard *setback*.

(c) Surface *parking* must not encroach into any required perimeter landscape area or *landscape buffer*.

(14) **DWELLING (SEMI-DETACHED)**

(a) The floor area, *lot coverage*, building height, and *setbacks* of a *dwelling (semi-detached),* identified on *Figure 5-5*, shall comply with requirements within the LDR District.

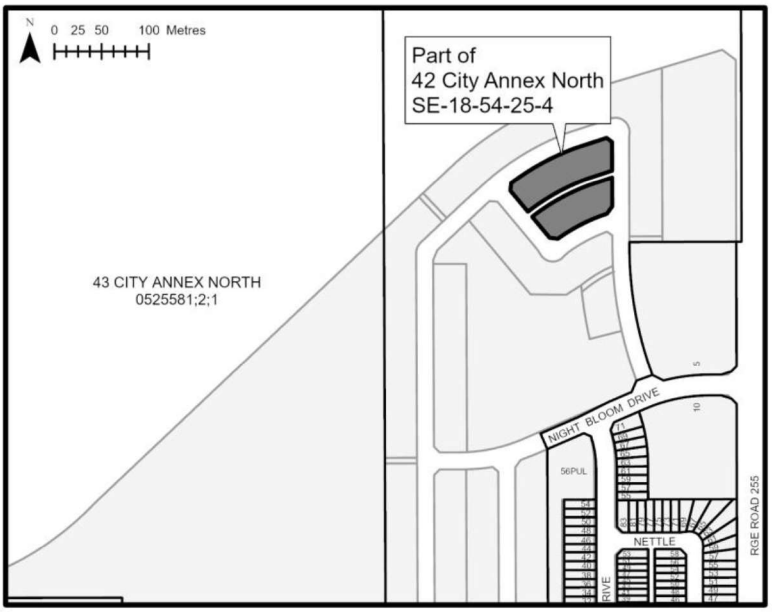
**Figure 5-5: Sites for Dwelling (Semi-Detached)**



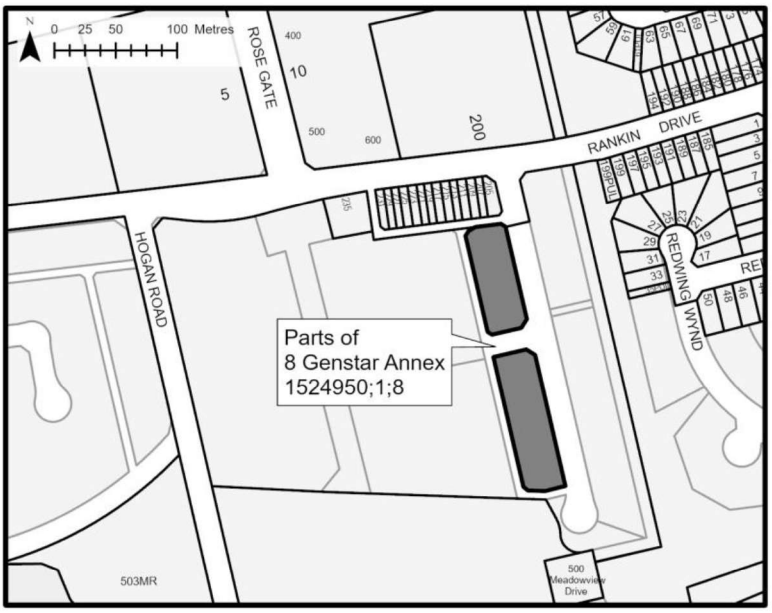
(15) **DWELLING (TOWNHOUSE – SINGLE)**

(a) Any amendments to the *ASPs* impacting the *dwelling (townhouse – single) sites* shown in *Figure 5-6* shall invalidate the opportunity to have townhouses on those *sites*, and no alternative *dwelling (townhouse – single)* can be placed within the MDR District.

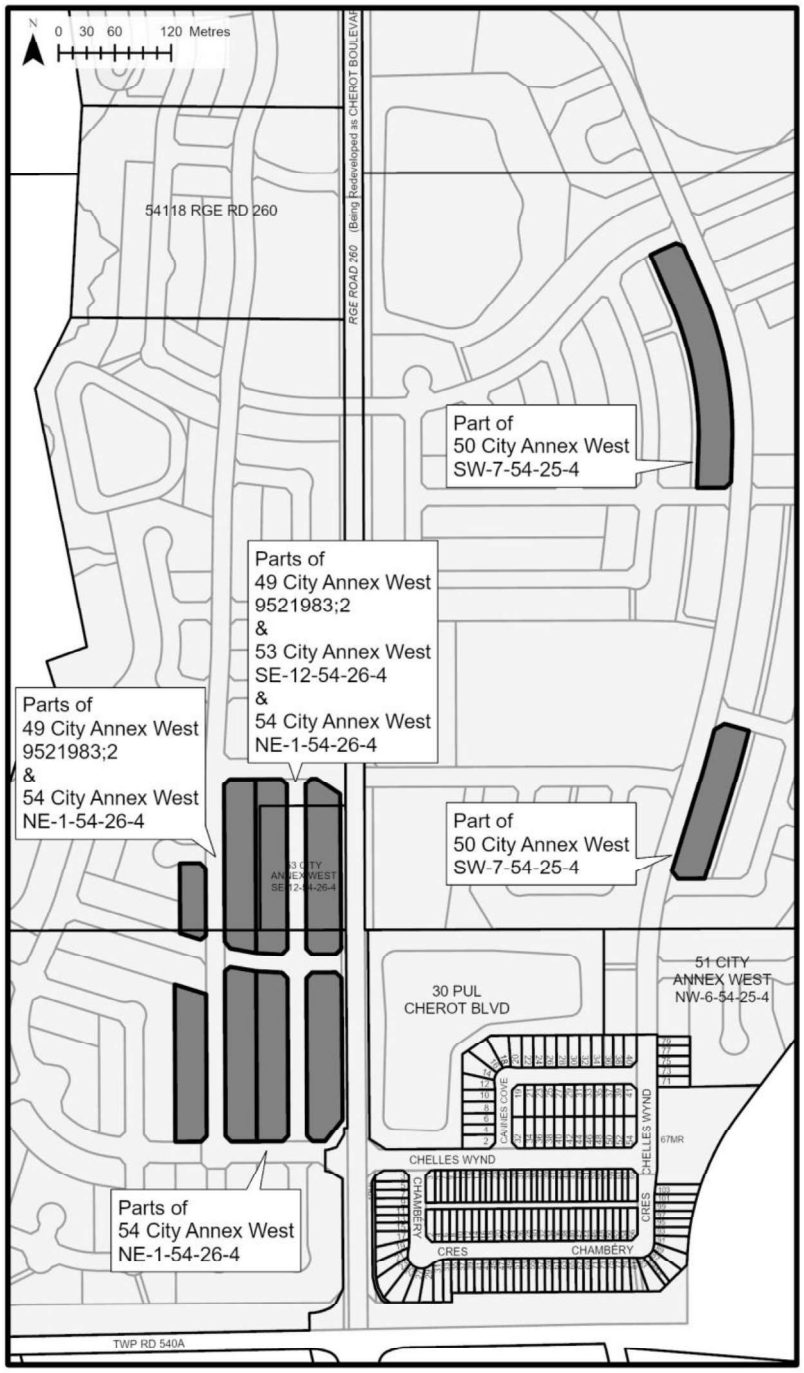
**Figure 5-6: Sites for Dwelling (Townhouse – Single) in accordance with an Area Structure Plan**



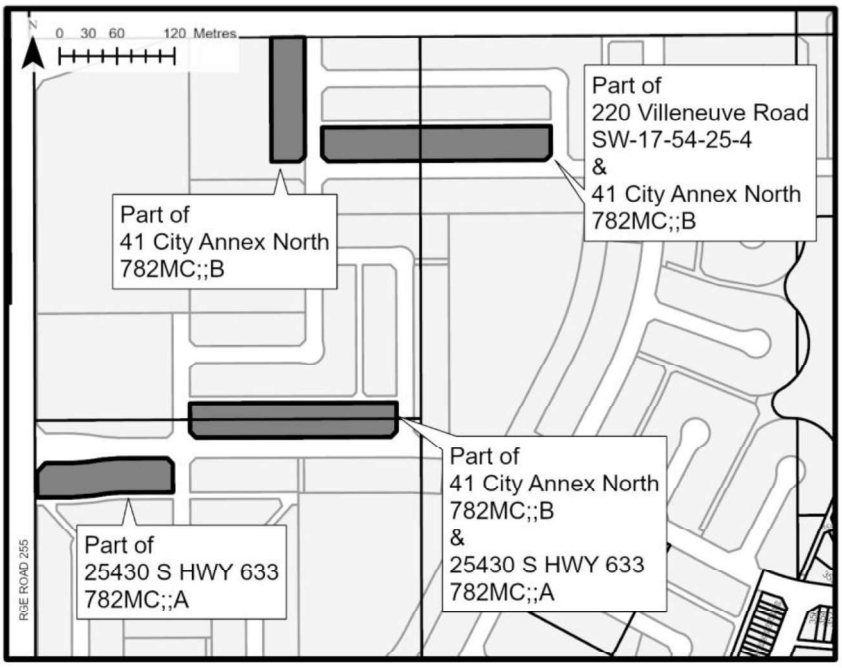

**North Ridge ASP Phase 2**



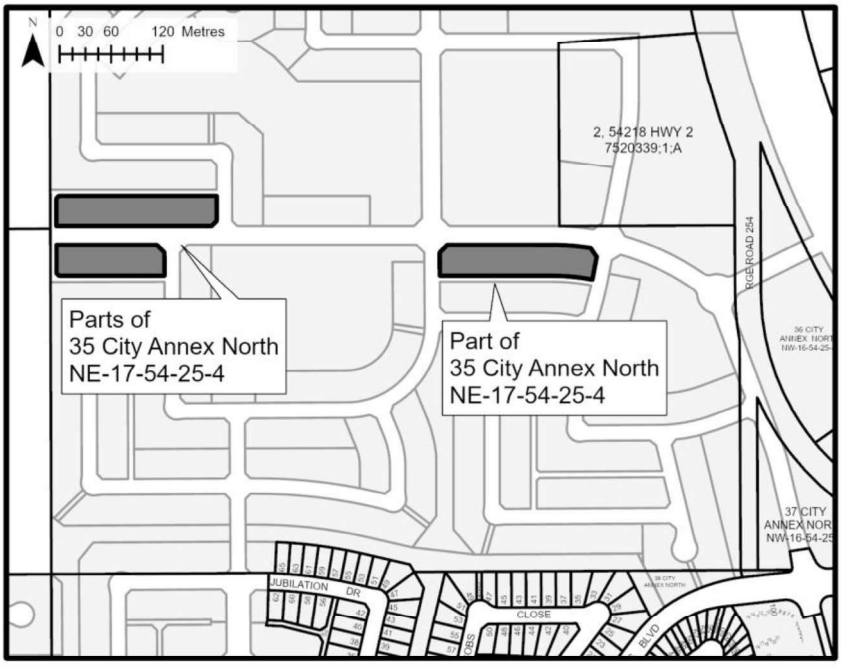

**Riverside ASP**


N
0 30 60 120 Metres
54118 RGE RD 260
RGE ROAD 260 (Being Redeveloped as CHEROT BOULEVARD)
Part of
50 City Annex West
SW-7-54-25-4
Parts of
49 City Annex West
9521983;2
&
53 City Annex West
SE-12-54-26-4
&
54 City Annex West
NE-1-54-26-4
Parts of
49 City Annex West
9521983;2
&
54 City Annex West
NE-1-54-26-4
Part of
50 City Annex West
SW-7-54-25-4
53 CITY ANNEX WEST SE-12-54-26-4
30 PUL
CHEROT BLVD
51 CITY
ANNEX WEST
NW-6-54-25-4
CHELLES WYND
CHAMBERY CRES
67MR
Parts of
54 City Annex West
NE-1-54-26-4
TWP RD 540A

**Cherot ASP**




**Jensen Lakes ASP**




**Jensen Lakes ASP Phase 2**

# 5.7 HDR - HIGH-DENSITY RESIDENTIAL DISTRICT

## (1) APPLICATION

This section applies to the areas designated as High-Density Residential (HDR) District on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the HDR District is to provide an area that allows for a mix of high-density housing options, and other *developments* that are compatible with the residential nature of the District.

## (3) PERMITTED AD DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Community garden* | (b) *Home-based business (level two)* |
| (ii) | (a) *Dwelling (apartment)* | (b) *Public utility building* |
| (iii) | (a) *Dwelling unit above a non-residential use* | (b) *Residential sales centre* |
| (iv) | (a) *Group home* | (b) The following use, if it is *accessory* to a *dwelling (apartment)* and integrated within the lower level(s) of the *building*:<br>(i) *Art gallery/studio*<br>(ii) *Daycare facility*<br>(iii) *Establishment (restaurant)*<br>(iv) *Health service*<br>(v) *Personal service*<br>(vi) *Retail (general)* |
| (v) | (a) *Park* | (b) *Accessory Development* to a Permitted Use or Discretionary Use |
| (vi) | (a) *Supportive living accommodation* | |

## (4) LOT AREA

The minimum *lot area* is 0.075 ha.

## (5) LOT FRONTAGE

The minimum *lot frontage* is 25.00 m.

## (6) SITE DENSITY

(a) The minimum *site density* for the *site* is 100 *dwelling units* per net hectare and cannot exceed a maximum of 140 *dwelling units* per net hectare.

(b) For the purpose of calculating the *site* area, 27.50 $m^2$ may be added to the *lot area* for every *parking* stall which is constructed underground or under a *dwelling*

at *finished grade*, if the *Development Authority* considers this to be appropriate given *site* constraints. The *site density* may not exceed the identified maximum in section (a).

(c) Notwithstanding sections (a) and (b), for the property legally described as Lot 1, Block 1B, Descriptive Plan 142 3673 (including any future revisions to this legal land description based on a subdivision or condominium plan), the maximum *density* cannot exceed 200 *dwelling units* per net hectare, and the *density* shall be in the same location as the maximum building heights shown on *Figure 11-3*.

(7) **SITE DENSITY BONUS**

(a) Notwithstanding section (6)(a), the maximum *site density* may exceed 140 *dwelling units* per net hectare only if the following conditions are met:

(i) A minimum of 70% of required *parking* stalls are provided in a *parking structure (underground)* or within a *parking structure* integrated within the *building,* including high-quality exterior finishing that matches or complements the *principal building* exterior, where *site* design permits;

(ii) A minimum of 5% of *dwelling units* shall be provided as *affordable non-market housing; and*

(iii) In the opinion of the *Development Authority*, at least one of the following *site* improvements are provided:

(A) Wider sidewalks or walkways internal to the *site*, together with street furniture to the satisfaction of the *Development Authority;*

(B) Enhanced *landscaping,* to the satisfaction of the *Development Authority*;

(C) *Landscaping* that is drought tolerant, reducing the need for irrigation;

(D) Green building products or technologies that reduce the carbon footprint or increase energy efficiency;

(E) *Barrier-free* design incorporated into *dwelling units* and the exterior feature of the *site*; or

(F) Indoor or outdoor common *amenity areas*, in addition to the minimum required common and private *amenity areas* when:

(I) Provided at a ratio of 1.50 $m^2$ per *dwelling unit*;

(II) Grouped into areas of not less than 30.00 $m^2$; and

(III) Not located in any required *setback*.

(8) **SITE DESIGN STANDARDS**

(a) For any *development* that contains a *building* in excess of 20.00 m in height, densities greater than 140 *dwelling units* per net hectare, or *sites* greater than 1.50 ha, the *Development Authority* may impose any of the following requirements:

(i) Non-residential land uses located on the lower level(s);

(ii) A distinct building base or podium with a 3.00 m minimum *step-back* provided for upper floors, measured from the building face of the lower *storeys*, with consideration for the transitions between adjacent building designs and heights;

(iii) Orientation of the *building* to face the *public roadway* with a reduced front yard *setback* to create a continuous ground-level street front;

(iv) Highly visible direct entrances to ground-floor commercial uses to help promote *pedestrian-oriented development* and commercial activity adjacent to the *public roadway* and sidewalk;

(v) Accessible transit shelters, together with convenient, *barrier-free* pedestrian connections between transit zones and the *development*; or

(vi) An outdoor common *amenity area* of not less than 90.00 $m^2$ for building residents.

(9) **BUILDING HEIGHT**

(a) The maximum building height of a *principal building* is 25.00 m.

(i) Notwithstanding section (a), at the discretion of the *Development Authority,* the maximum building height may be increased up to 35.00 m subject to the provisions of this District. Application of this additional height bonus shall not be considered a *variance*.

(A) Notwithstanding sections (a) and (i), the maximum building heights shown on *Figure 11-3* for this Bylaw shall apply to the property legally described as Lot 1, Block 1B, Descriptive Plan 142 3673, including any future revisions to this legal land description, based on a subdivision or condominium plan.

(10) **BUILDING FRONTAGE**

(a) For a ground-floor non-residential use, the ground-floor *frontage* shall be divided into horizontal units to a maximum width of 15.00 m.

(i) Notwithstanding section (a), the *Development Authority* may permit a ground-floor unit *frontage* greater than 15.00 m if the *façade* is:

(A) Designed to maintain the continuity of the *streetscape*; and

(B) Creates the appearance of a series of smaller units.

(11) **BUILDING SETBACKS**

(a) Front yard *setback*

(i) The minimum front yard building *setback* is 6.00 m.

(b) Side yard *setback*

(i) The minimum side yard building *setback* is 5.00 m, unless otherwise determined by the *Development Authority*, taking into account adjacent uses and *on-site* constraints.

(c) Rear yard *setback*

(i) The minimum rear yard building *setback* is 7.50 m.

(d) Notwithstanding sections (a) through (c), for *developments* subject to the *site density* bonus of this District, the *Development Authority* may determine the minimum building *setbacks*, taking into account adjacent uses.

(e) Other

(i) The minimum building *setback* for an *accessory building* is 3.00 m.

(12) **LOCATION OF BUILDINGS**

(a) For the minimum *separation distances* for apartment *buildings* refer to section 3.55 'Dwelling (Apartment) And Dwelling Unit Above A Non-Residential Use.'

(13) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.52 'Design, Character, And Appearance Of Residential Buildings,' all *buildings* in this district must be finished as follows to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be stamped concrete, cementitious boards or panels, exposed aggregate, stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents.

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

# Commercial and Industrial Districts

## 5.8 NHC - NEIGHBOURHOOD COMMERCIAL DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Neighbourhood Commercial (NHC) District on the Land Use District Map, Schedule A of this Bylaw.

### (2) PURPOSE

The purpose of the NHC District is to enable *development* that provides for the sale of goods and services to the community.

### (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Animal grooming* | (b) *Broadcasting studio* |
| (ii) | (a) *Animal health* without outdoor kennels, pens, runs, or other similar enclosures | (b) *Car wash* (when *accessory* to a *service station* use only) |
| (iii) | (a) *Art gallery/studio* | (b) *Conference and banquet facility* |
| (iv) | (a) *Catering service* which uses up to three *vehicles* | (b) *Daycare facility* |
| (v) | (a) *Equipment service* | (b) *Drive-through* |
| (vi) | (a) *Establishment (restaurant)* | (b) *Dwelling unit above a non-residential use* |
| (vii) | (a) *Government service* | (b) *Establishment (brew pub)* |
| (viii) | (a) *Health service* | (b) *Establishment (drinking)* |
| (ix) | (a) *Personal service* | (b) *Establishment (entertainment)* |
| (x) | (a) *Professional office* | (b) *Funeral home* |
| (xi) | (a) *Retail (general)* | (b) *Home-based business (level two)* |
| (xii) | (a) *School (commercial)* | (b) *Parking lot,* for *off-site parking* only |
| (xiii) | (a) *Service station* | (b) *Public utility building* |
| (xiv) | | (b) *Recreation (indoor)* |
| (xv) | | (b) *Religious assembly* |
| (xvi) | | (b) *Retail (cannabis)* |
| (xvii) | | (b) *Shopping centre* |
| (xviii) | | (b) *Accessory Development* to a Permitted Use or Discretionary Use |

### (4) BUILDING HEIGHT

The maximum building height is 18.00 m.

(5) **BUILDING SETBACKS**

(a) Front yard *setback*

(i) The minimum front yard building *setback* is 6.00 m.

(A) Notwithstanding section (i), a front yard building *setback* may be reduced to 3.50 m when the space between the *building* and the *lot* line is used for *landscaping* or pedestrian features such as sidewalks, *plazas*, and publicly accessible *amenity areas,* and is not used for *parking*.

(b) Side yard *setback*

(i) The minimum side yard building *setback* is:

(A) 2.50 m for a *development* adjacent to a *Non-Residential District* or use; and

(B) 6.00 m for a *development* adjacent to a *Residential District* or use.

(ii) Notwithstanding section (A), a 0.00 m side yard building *setback* may be approved when traffic circulation or deliveries would not be adversely affected.

(c) Rear yard *setback*

(i) The minimum rear yard building *setback* is:

(A) 3.50 m for *developments* adjacent to a *Non-Residential District* or use; and

(B) 6.00 m for *developments* adjacent to a *Residential District* or use.

(6) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows to the satisfaction of the *Development Authority*:

(i) Building exteriors shall be concrete, cementitious boards or panels, exposed aggregate, stucco, glass, brick, brick veneer, natural stone, wood, or metal accents;

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District;

(ii) Façades visible from a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park* shall be of a higher standard of design;

(iii) *Buildings* shall feature at *grade* windows and entryways placed at regular intervals;

(iv) Windows are encouraged to be located along abutting *public roadways, private roadways,* and pedestrian walkways, excepting those areas that are used for loading areas, or garbage and recycling storage;

(v) *Buildings* are encouraged to be oriented to, and have their main entrances face, a *public roadway*.

This page left intentionally blank for printing purposes.

# 5.9 TCC - TRAIL CORRIDOR COMMERCIAL DISTRICT

## (1) APPLICATION

This section applies to the areas designated as Trail Corridor Commercial (TCC) District on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the TCC District is to enable *development* that provides the opportunity along trail corridor areas for the exchange of the widest variety of goods and services to the community and surrounding region. This District encourages transit supportive mixed-use *development*. This area may also include *professional offices*, medium-density residential, high-density residential, or *mixed-use buildings*.

## (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Animal grooming* | (b) *Auction (general)* |
| (ii) | (a) *Animal health* | (b) *Automotive (sales)* |
| (iii) | (a) *Art Galley/Studio* | (b) *Automotive (service)* |
| (iv) | (a) *Catering service* which uses up to three *vehicles* | (b) *Automotive (specialty)* |
| (v) | (a) *Dwelling unit above a non-residential use* | (b) *Broadcasting studio* |
| (vi) | (a) *Equipment service* | (b) *Car wash* |
| (vii) | (a) *Establishment (brew pub)* | (b) *Conference and banquet facility* |
| (viii) | (a) *Establishment (drinking)* | (b) *Construction service* |
| (ix) | (a) *Establishment (entertainment)* | (b) *Daycare facility* |
| (x) | (a) *Establishment (restaurant)* | (b) *Drive-through* |
| (xi) | (a) *Funeral home* | (b) *Dwelling (apartment)* |
| (xii) | (a) *Government service* | (b) *Equipment rental* |
| (xiii) | (a) *Group home* | (b) *Establishment (gaming)* |
| (xiv) | (a) *Health service* | (b) *Home-based business (level two)* |
| (xv) | (a) *Hotel* | (b) *Parking lot,* for *off-site parking* only |
| (xvi) | (a) *Personal service* | (b) *Public utility building* |
| (xvii) | (a) *Professional office* | (b) *Recycling depot* |
| (xviii) | (a) *Recreation (indoor)* | (b) *Religious assembly* |
| (xix) | (a) *Retail (general)* | (b) *Residential sales centre* |
| (xx) | (a) *School (commercial)* | (b) *Retail (adult)* |
| (xxi) | (a) *School (post-secondary)* | (b) *Retail (cannabis)* |
| (xxii) | (a) *Service station* | (b) *Storage facility (indoor)* |
| (xxiii) | (a) *Shopping centre* | (b) *Accessory Development* to any Permitted Use or Discretionary Use |
| (xxiv) | (a) *Supportive living accommodation* | |
| (xxv) | (a) *Warehouse store (retail)* | |

## (4) BUILDING HEIGHT

(a) The maximum building height is 22.00 m.

(5) **BUILDING SETBACKS**

(a) Front yard *setback*

(i) The minimum front yard building *setback* is 6.00 m.

(b) Side yard *setback*

(i) The minimum side yard building *setback* is:

(A) 3.50 m for a *development* adjacent to a *Non-Residential District* or use; and

(B) 6.00 m for a *development* adjacent to a *Residential District* or use.

(ii) Notwithstanding section (A), a 0.00 m side yard building *setback* may be approved when traffic circulation or deliveries would not be adversely affected.

(c) Rear yard *setback*

(i) The minimum rear yard building *setback* is:

(A) 0.00 m for *developments* adjacent to a *Non-Residential District* or use; and

(B) 6.00 m for *developments* adjacent to a *Residential District* or use.

(6) **RESIDENTIAL USE**

(a) There must be a direct *access* to a public right-of-way or an alternate means of *access*, to the satisfaction of the *Development Authority,* from a *building* used for residential purposes.

(7) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be concrete, cementitious boards or panels, exposed aggregate, stucco, glass, brick, brick veneer, natural stone, wood, or metal accents;

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District;

(ii) *Façades* visible from public rights-of-way, *Residential District*, *residential use*, *natural area*, or *park* shall be of a higher standard of design;

(iii) *Buildings* shall feature at-grade windows and entryways placed at regular intervals;

(iv) Windows are encouraged to be located along abutting *public roadways, private roadways,* and pedestrian walkways, excepting those areas that are used for loading areas, or garbage and recycling storage; and

(v) *Buildings* are encouraged to be oriented to, and have their main entrances face, a *public roadway*.

This page left intentionally blank for printing purposes.

# 5.10 RCC - REGIONAL COMMERCIAL DISTRICT

## (1) APPLICATION

This section applies to the areas designated as Regional Commercial (RCC) District on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the RCC District is to:

(a) Provide a high-quality *Commercial District* for the sale of a wide variety of goods and services to the community and surrounding region;

(b) Require that *developments* are designed to provide a safe, pleasant, and pedestrian-friendly environment; and

(c) Require that *development* is effectively connected to surrounding *developments* for all means of transportation.

## (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Animal grooming* | (b) *Animal health* |
| (ii) | (a) *Art gallery/studio* | (b) *Automotive (sales)* |
| (iii) | (a) *Catering service* which uses up to three *vehicles* | (b) *Automotive (service)* |
| (iv) | (a) *Equipment service* | (b) *Automotive (specialty)* |
| (v) | (a) *Establishment (brew pub)* | (b) *Broadcasting studio* |
| (vi) | (a) *Establishment (drinking)* | (b) *Car wash* |
| (vii) | (a) *Establishment (entertainment)* | (b) *Conference and banquet facility* |
| (viii) | (a) *Establishment (restaurant)* | (b) *Construction service* |
| (ix) | (a) *Government service* | (b) *Daycare facility* |
| (x) | (a) *Group home* | (b) *Drive-through* |
| (xi) | (a) *Health service* | (b) *Dwelling unit above a non-residential use* |
| (xii) | (a) *Hotel* | (b) *Equipment rental* |
| (xiii) | (a) *Park* | (b) *Establishment (gaming)* |
| (xiv) | (a) *Personal service* | (b) *Home-based business (level two)* |
| (xv) | (a) *Professional office* | (b) *Public utility building* |
| (xvi) | (a) *Recreation (indoor)* | (b) *Religious assembly* |
| (xvii) | (a) *Retail (general)* | (b) *Retail (cannabis)* |
| (xviii) | (a) *Service station* | (b) *Accessory Development* to a Permitted Use or Discretionary Use |
| (xix) | (a) *Shopping centre* | |
| (xx) | (a) *Supportive living accommodation* | |
| (xxi) | (a) *Warehouse store (retail)* | |

(4) **APPLICATION REQUIREMENTS**

(a) In addition to the application requirements of section 2.4 of this Bylaw, an Applicant for a *Development Permit* within the RCC District must submit, to the satisfaction of the *Development Authority*:

(i) An overall *conceptual site development plan* for the area designated as RCC or, if the Applicant is only developing a portion of the subject area, a *site development* plan in relation to the portion to be developed in which plan the Applicant has also illustrated how the *development* will be integrated with the area designated as RCC;

(ii) The overall *conceptual site development plan*, considered to be non-binding, must identify the proposed building types and locations, development phasing, vehicular and pedestrian routes, *amenity areas,* and signage; and

(iii) Details regarding the architectural guidelines proposed for the *development,* including design drawings illustrating the colour scheme and building materials.

(5) **BUILDING HEIGHT**

(a) The maximum building height is 22.00 m.

(6) **SETBACKS**

(a) Front yard *setback*

(i) The minimum front yard building *setback* is 6.00 m.

(b) Side yard *setback*

(i) The minimum side yard building *setback* is:

(A) 3.50 m adjacent to a Non-Residential District or use; and

(B) 6.00 m adjacent to a *Residential District* or use.

(ii) Notwithstanding section (A), a 0.00 m side yard building *setback* may be approved, when traffic circulation or deliveries would not be adversely affected.

(c) Rear yard *setback*

(i) The minimum rear yard building *setback* is:

(A) 0.00 m adjacent to a *Non-Residential District* or use; and

(B) 6.00 m adjacent to a *Residential District* or use.

(d) Notwithstanding sections (a) through (c), the *Development Authority* may reduce the building *setbacks* in order to accommodate pedestrian connectivity, *streetscape* continuity, or continuous storefront retail *development*, while having regard to *on-site* constraints, adjacent uses, urban design considerations, and safe traffic sightlines.

## (7) DESIGN, CHARACTER, AND APPEARANCE

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows, to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be concrete, cementitious boards or panels, exposed aggregate, stucco, glass, brick, brick veneer, natural stone, wood, or metal accents. Vinyl siding is prohibited;

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District;

(ii) *Façades* visible from public rights-of-way, *Residential District*, *residential use*, *natural areas*, or *parks* shall be of a higher standard of design;

(iii) *Buildings* shall feature at-grade windows and entryways placed at regular intervals; and

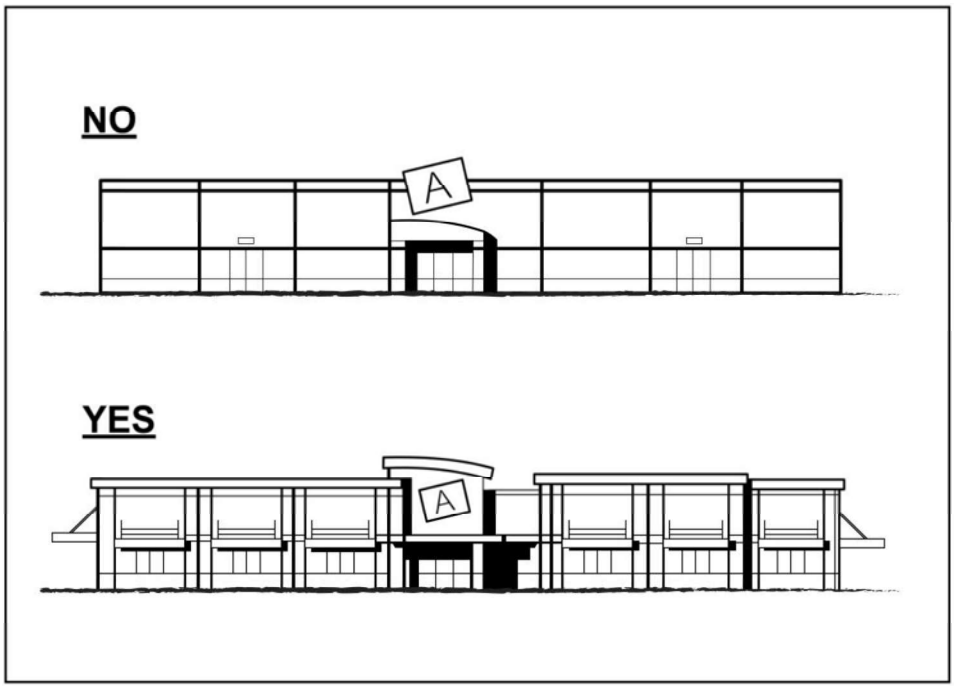
(iv) Windows are encouraged to be located along abutting *public roadways* and pedestrian walkways, excepting those areas that are used for loading areas, or garbage and recycling storage.

(b) *Buildings* within this District shall incorporate the following:

(i) Façades

(A) The massing of *building* walls shall be reduced through the use of architectural elements such as columns, ribs, pilasters or piers, recesses and projections, changes in building finishes, materials, textures and colours, or other features that create an identifiable pattern and sense of human scale. No uninterrupted length of any *façade* shall exceed 30.00 m, including any *façade* visible from adjoining properties or *public roadways (Figure 5-7)*; and

**Figure 5-7: Massing of Building Walls**




(B) Ground floor front *façades* that face *public roadways*, public sidewalks, or internal pedestrian walkways shall incorporate visual interest through articulation and other architectural features such as arcades, display windows, entry areas, *awnings*, recesses, or projections. They may also incorporate a high degree of visual interest through the use of colour change, texture change, or material module change;

(ii) Roofs

(A) The roof line of *buildings* shall consist of varying pitches, or flat roofs that include articulation, and the use of design elements that reduce any perceived mass and linearity of large *buildings,* and add architectural interest; and

(B) Parapets concealing flat roofs and rooftop mechanical equipment from public view shall be provided. The average height of such parapets shall not exceed 15.00% of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall;

(iii) Entrances

(A) Entrances must coordinate with pedestrian networking and public connectivity to and through the *site*; and

(B) Each *principal building* on a *site* shall have clearly defined, highly visible public entrances, featuring no less than two of the following:

(I) Canopies or porticos;

(II) Overhangs;

(III) Recesses or projections;

(IV) Arcades;

(V) Raised corniced parapets over the door;

(VI) Peaked roof forms;

(VII) Arches;

(VIII) Outdoor *patios*;

(IX) Architectural details such as tile work and moldings which are integrated into the building structure and design; or

(X) Integral planters or wing walls that incorporate *landscaped areas* or places for sitting.

(8) **DEVELOPMENT REGULATIONS**

(a) Central feature or *amenity area*

(i) The overall *development* shall contribute to the establishment or enhancement of public spaces by providing:

(A) At least one of the following:

(I) *Patio* or seating area;

(II) Pedestrian *plaza* with benches;

(III) Landscaped picnic area; or

(IV) Transit stop with amenities (benches, shelter, etc.); and

(B) At least two of the following shall be provided:

(I) Tree, flower, or pollinator garden;

(II) Window-shopping walkway;

(III) Outdoor playground area;

(IV) Kiosk area;

(V) Water feature;

(VI) Art feature;

(VII) Clock tower; or

(VIII) Other such deliberately shaped area, focal feature, or amenity, that, in the opinion of the *Development Authority*, adequately enhances public space.

(b) Pedestrian flows

(i) Pedestrian walkways shall be designed to provide a safe and convenient route between focal points;

(ii) Sidewalks shall be provided along all sides of the *site* that abut a *public roadway*, and all internal primary drive aisles. All sidewalks shall be continuous with other sidewalks or pedestrian walkways, both internally to the *site* and to adjacent *developments*;

(iii) Continuous internal pedestrian walkways on the *site* shall be at least 1.80 m in width for the pedestrian thoroughfare, and provide a minimum additional 1.20 m of *landscaping* on one or both sides of the walkway; and

(iv) Sidewalks along *buildings* shall be:

(A) Provided along the full *façade* of the *building,* featuring a customer entrance, and along any *façade* abutting public *parking* areas; and

(B) At least 3.60 m in width, of which 1.80 m will be a *frontage* zone for trees, benches, garbage cans, and other typical street amenities.

(9) **PARKING AND LOADING AREAS**

(a) *Parking* and loading areas must conform to the following requirements:

(i) A *loading dock* shall be located in the side or rear of the *site*;

(ii) The minimum *setback* for a *parking lot* or loading area is 3.00 m from any *property line* that abuts a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*;

(A) Notwithstanding section (ii), no *parking lot* or loading area shall be permitted within a required *landscape buffer* or perimeter landscape area;

(iii) A *parking lot* or *loading dock* shall be screened from the public right-of-way, *Residential District*, *residential use*, *natural area*, or *park,* to the satisfaction of the *Development Authority*;

(iv) Soft *landscaping* is to be used to enhance and visually break up *parking* areas;

(v) A *landscaping* ratio of 1.85 $m^2$ per *parking* stall shall be provided;

(vi) No *parking* stall shall be located more than 40.00 m from a *landscaped area* or island; and

(vii) If the maximum number of *parking* stalls for a *shopping centre* or *warehouse store (retail)* is proposed to exceed one-and-a-half times the minimum required in Part 4: Parking of this Bylaw, the *Development Authority* may determine that at least one of the following requirements is met:

(A) Additional *parking* stalls exceeding one-and-a-half times the minimum required are to be provided either in a *parking structure (underground)*, in a *parking structure* above the retail establishment, or screened by peripheral *buildings*; or

(B) A combination of low impact *development* techniques is implemented throughout the *parking* area.

This page left intentionally blank for printing purposes.

# 5.11 BP1 - BUSINESS PARK 1 DISTRICT

## (1) APPLICATION

This section applies to the areas designated as Business Park 1 (BP1) District on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the BP1 District is to provide a mixed-use employment area that accommodates light industrial, office, and other commercial uses that benefit from being in proximity to one another, and include businesses that require easy *public access* and no *outdoor storage* or *outdoor display area*. *Buildings* shall be oriented and designed to encourage pedestrian activity, and may include retail or other active uses on the ground floor.

## (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Animal grooming* | (b) *Car wash* (as *accessory* to a *service station* use only) |
| (ii) | (a) *Animal health* | (b) *Conference and banquet facility* |
| (iii) | (a) *Art gallery/studio* | (b) *Construction service* |
| (iv) | (a) *Catering service* | (b) *Daycare facility* |
| (v) | (a) *Equipment service* | (b) *Drive-through* |
| (vi) | (a) *Establishment (brew pub)* | (b) *Equipment rental* |
| (vii) | (a) *Establishment (restaurant)* | (b) *Establishment (drinking)* |
| (viii) | (a) *Government service* | (b) *Establishment (entertainment)* |
| (ix) | (a) *Health service* | (b) *Funeral home* |
| (x) | (a) *Personal service* | (b) *Hotel* |
| (xi) | (a) *Professional office* | (b) *Industrial (level one)* |
| (xii) | (a) *Public utility building* | (b) *Parking lot,* for *off-site parking* only |
| (xiii) | (a) *Retail (general)* | (b) *Recreation (indoor)* |
| (xiv) | (a) *School (commercial)* | (b) *Religious assembly* |
| (xv) | (a) *School (post-secondary)* | (b) *Retail (adult)* |
| (xvi) | | (b) *Retail (cannabis)* |
| (xvii) | | (b) *Service station* |
| (xviii) | | (b) *Accessory Development* to a Permitted Use or Discretionary Use |

## (4) BUILDING HEIGHT

(a) Maximum building height is 18.00 m.

(i) Notwithstanding section (a), on a *lot* adjacent to the intersection of two Major Roadways (Schedule B), the maximum building height is 22.00 m.

(5) **BUILDING SETBACKS**

(a) The minimum building *setbacks* shall be provided as follows:

(i) Front yard *setback*

(A) The minimum front yard building *setback* is 6.00 m;

(ii) Side yard *setback*

(A) The minimum side yard building *setback* for an *interior lot* serviced by a rear *lane* is 0.00 m;

(B) The minimum side yard building *setback* for an *interior lot* not serviced by a rear *lane* is 5.00 m on one side of the *lot,* to provide *vehicle access* to the rear of the *lot*, or a greater amount - at the discretion of the *Development Authority*; and

(iii) Rear yard *setback*

(A) The minimum rear yard building *setback* is 3.50 m, except when a *lot* is serviced by a rear *lane* or abuts a *Residential District* - in which case it is 6.00 m.

(6) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows, to the satisfaction of the *Development Authority*:

(i) Building exteriors shall be concrete, cementitious boards or panels, exposed aggregate, stucco, glass, brick, brick veneer, natural stone, wood, or metal accents;

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District;

(ii) Corrugated metal and similar materials are discouraged for use on building *façades* or roofs and shall not be used for *façades* visible from public rights-of-way, *Residential District*, *residential use*, *natural area*, or *park;* and

(iii) The use of chain-link fencing is prohibited where visible from a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*. Chain-link fencing may be allowed at the discretion of the *Development Authority*, taking into consideration the size of the *lot*, use of the area to be fenced, and visibility from any adjacent roadway.

## (7) PARKING AND LOADING AREAS

(a) *Parking* and loading areas must conform to the following requirements:

(i) A *loading dock* shall be located in the side or rear of the *site*;

(ii) A *parking lot* is encouraged to be located in the side or rear of the *site*;

(iii) The minimum *setback* for a *parking lot* or loading area is 3.00 m from any *property line* that abuts a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*;

(A) Notwithstanding section (iii), no *parking lot* or loading area shall be permitted within a required *landscape buffer* or perimeter landscape area;

(iv) A *parking lot* or *loading dock* shall be screened from the public right-of-way, *Residential District*, *residential use*, *natural area*, or *park,* to the satisfaction of the *Development Authority*; and

(v) Required *parking* stalls shall be used for temporary employee and public *vehicle parking* only, and not for the storage of *vehicles* associated with the business.

This page left intentionally blank for printing purposes.

# 5.12 BP2 - BUSINESS PARK 2 DISTRICT

## (1) APPLICATION

This section applies to the areas designated as Business Park 2 (BP2) District on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the BP2 District is to provide an architecturally consistent working environment for a mixture of commercial and light industrial uses to achieve *development* in a park-like setting that is an economic asset to the owners, neighbours, and the community. This District encourages attractively designed *buildings* with limited *outdoor storage*, provides for an abundance of *landscaping*, and establishes land uses that do not create air, ground, noise, and water pollution.

## (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Animal grooming* | (b) *Animal service* |
| (ii) | (a) *Animal health* | (b) *Automotive (specialty)* |
| (iii) | (a) *Art gallery/studio* | (b) *Broadcasting studio* |
| (iv) | (a) *Catering service* | (b) *Cannabis production and distribution facility (micro)* |
| (v) | (a) *Equipment service* | (b) *Car wash* (as *accessory* to a *service station* use only) |
| (vi) | (a) *Establishment (brew pub)* | (b) *Chemical processing* |
| (vii) | (a) *Establishment (restaurant)* | (b) *Conference and banquet facility* |
| (viii) | (a) *Government service* | (b) *Construction service* |
| (ix) | (a) *Health service* | (b) *Crematorium* |
| (x) | (a) *Industrial (level one)* | (b) *Daycare facility* |
| (xi) | (a) *Personal service* | (b) *Drive-through* |
| (xii) | (a) *Professional office* | (b) *Equipment rental* |
| (xiii) | (a) *Public utility building* | (b) *Establishment (drinking)* |
| (xiv) | (a) *Retail (general)* | (b) *Establishment (entertainment)* |
| (xv) | (a) *School (commercial)* | (b) *Fleet service* |
| (xvi) | (a) *School (post-secondary)* | (b) *Funeral home* |
| (xvii) | (a) *Storage facility (indoor)* | (b) *Greenhouse and plant nursery* |
| (xviii) | (a) *Warehouse store (retail)* | (b) *Hotel* |
| (xix) | | (b) *Parking lot,* for *off-site parking* only |
| (xx) | | (b) *Recreation (indoor)* |
| (xxi) | | (b) *Religious assembly* |
| (xxii) | | (b) *Retail (adult)* |
| (xxiii) | | (b) *Retail (cannabis)* |
| (xxiv) | | (b) *Service station* |
| (xxv) | | (b) *Storage facility (mini)* |
| (xxvi) | | (b) *Transmitting station* |
| (xxvii) | | (b) *Warehouse store (industrial)* |

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (xxviii) | | (b) *Warehouse*, where a minimum of 10% of the *gross floor area* shall be developed as office or showroom |
| (xxix) | | (b) *Accessory Development* to a Permitted Use or Discretionary Use |

(4) **LOT AREA**

(a) The minimum *lot area* is 0.10 ha.

(5) **BUILDING HEIGHT**

(a) Maximum building height is 18.00 m.

(6) **BUILDING SETBACKS**

(a) The minimum building *setbacks* shall be provided as follows:

(i) Front yard *setback*

(A) The minimum front yard building *setback* is 6.00 m;

(ii) Side yard *setback*

(A) The minimum side yard building *setback* for an *interior lot* serviced by a rear *lane* is 0.00 m;

(B) The minimum side yard building *setback* for an *interior lot* not serviced by a rear *lane* is 5.00 m on one side of the *lot* to provide *vehicle access* to the rear of the *lot*, or a greater amount, at the discretion of the *Development Authority*; and

(iii) Rear yard *setback*

(A) The minimum rear yard building *setback* is 3.50 m, except when a *lot* is serviced by a rear *lane* or abuts a *Residential District*, in which case it is 6.00 m.

(7) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows, to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be concrete, cementitious boards or panels, exposed aggregate, stucco, glass, brick, brick veneer, natural stone, wood, or metal accents;

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District;

(ii) Corrugated metal and similar materials are discouraged for use on building *façades* or roofs, and shall not be used for *façades* visible from public rights-of-way, *Residential District*, *residential use*, *natural area*, or *park*; and

(iii) The use of chain-link fencing is prohibited where visible from a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*. Chain-link fencing may be allowed at the discretion of the *Development Authority*, taking into consideration the size of the *lot*, use of the area to be fenced, and visibility from any adjacent roadway.

(8) **PARKING AND LOADING AREAS**

(a) *Parking* and loading areas must conform to the following requirements:

(i) A *loading dock* shall be located in the side or rear of the *site*;

(ii) A *parking lot* is encouraged to be located in the side or rear of the *site*; and

(iii) The minimum *setback* for a *parking lot* or loading area is 3.00 m from any *property line* that abuts a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*.

(b) Notwithstanding section (a)(iii), no *parking lot* or loading area shall be permitted within a required *landscape buffer* or perimeter landscape area.

(c) A *parking lot* or *loading dock* shall be screened from the public right-of-way, *Residential District*, *residential use*, *natural area*, or *park,* to the satisfaction of the *Development Authority*.

(d) Required *parking* stalls shall be used for temporary employee and public *vehicle parking* only, and not for the storage of *vehicles* associated with the business.

(9) **OUTDOOR STORAGE**

(a) Shall align with section 3.91 ‘Outdoor Storage.’

This page left intentionally blank for printing purposes.

# 5.13 ICS - INDUSTRIAL AND COMMERCIAL SERVICE DISTRICT

## (1) APPLICATION

This section applies to the areas designated as Industrial and Commercial Service (ICS) District on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the ICS District is to provide for a number of light industrial and complementary commercial and service uses. Uses in the District are to contain all nuisances and impacts *on-site*, with *outdoor storage* as *accessory* to the *principal use* of the *site* or the *building*.

## (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Animal grooming* | (b) *Animal service* |
| (ii) | (a) *Animal health* | (b) *Auction (general)* |
| (iii) | (a) *Art gallery/studio* | (b) *Broadcasting studio* |
| (iv) | (a) *Automotive (sales)* | (b) *Cannabis production and distribution facility* |
| (v) | (a) *Automotive (service)* | (b) *Cannabis production and distribution facility (micro)* |
| (vi) | (a) *Automotive (specialty)* | (b) *Car wash* |
| (vii) | (a) *Catering service* | (b) *Chemical processing* |
| (viii) | (a) *Construction service* | (b) *Conference and banquet facility* |
| (ix) | (a) *Equipment rental* | (b) *Crematorium* |
| (x) | (a) *Equipment service* | (b) *Daycare facility* |
| (xi) | (a) *Government service* | (b) *Drive-through* |
| (xii) | (a) *Heavy vehicle and equipment (sales and service)* | (b) *Establishment (adult)* |
| (xiii) | (a) *Industrial (level one)* | (b) *Establishment (brew pub)* |
| (xiv) | (a) *Personal service* | (b) *Establishment (drinking)* |
| (xv) | (a) *Professional office* | (b) *Establishment (gaming)* |
| (xvi) | (a) *Public utility building* | (b) *Establishment (restaurant)* |
| (xvii) | (a) *School (commercial)* | (b) *Fleet service* |
| (xviii) | (a) *School (post-secondary)* | (b) *Funeral home* |
| (xix) | (a) *Service station* | (b) *Greenhouse and plant nursery* |
| (xx) | (a) *Storage facility (indoor)* | (b) *Health service* |
| (xxi) | (a) *Storage facility (mini)* | (b) *Hotel* |
| (xxii) | (a) *Transmitting station* | (b) *Industrial (level two)* |
| (xxiii) | (a) *Warehouse* | (b) *Parking lot,* for *off-site parking* only |
| (xxiv) | | (b) *Recreation (indoor)* |
| (xxv) | | (b) *Recreation (outdoor)* |
| (xxvi) | | (b) *Recycling depot* |
| (xxvii) | | (b) *Retail (adult)* |
| (xxviii) | | (b) *Retail (cannabis)* |

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (xxix) | | (b) *Retail (general)*; |
| (xxx) | | (b) *Surveillance suite* |
| (xxxi) | | (b) *Warehouse store (industrial)* |
| (xxxii) | | (b) *Accessory Development* to a Permitted Use or Discretionary Use |

(4) **LOT AREA**

(a) The minimum *lot area* is 0.10 ha.

(5) **BUILDING HEIGHT**

(a) Maximum building height is 18.00 m.

(6) **BUILDING SETBACKS**

(a) The minimum building *setbacks* shall be provided as follows:

(i) Front yard *setback*

(A) The minimum front yard building *setback* is 6.00 m;

(ii) Side yard *setback*

(A) The minimum side yard building *setback* for an *interior lot* serviced by a *lane* is 0.00 m; and

(B) The minimum side yard building *setback* for an *interior lot* not serviced by a *lane* is 5.00 m on one side of the *lot,* to provide *vehicle access* to the rear of the *lot*, or a greater amount, at the discretion of the *Development Authority*; and

(iii) Rear yard *setback*

(A) The minimum rear yard building *setback* is 3.50 m, except when a *lot* is serviced by a *lane* or abuts a *Residential District*, in which case it is 6.00 m.

(7) **DESIGN, CHARACTER, AND APPEARANCE OF BUILDINGS**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows, to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be concrete, cementitious boards or panels, exposed aggregate, stucco, glass, brick, brick veneer, natural stone, wood, or commercial-grade metal cladding.

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(8) **PARKING AND LOADING AREAS**

(a) In addition to the *on-site parking* and loading requirements under Part 4: Parking, *parking* and loading areas must conform to the following requirements:

(i) A *loading dock* shall be located in the side or rear of the *site*;

(A) Notwithstanding section (i), the *Development Authority* may allow a *loading dock* to be located at the front of the *site* along a portion of the *building*, based upon the *development* design, *site* functionality, building articulations, and exterior finishing materials;

(ii) A *parking lot* is encouraged to be located at the side or rear of the *site*;

(iii) The minimum *setback* for a *parking lot* or loading area is 3.00 m from any *property line* that abuts a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*;

(A) Notwithstanding section (iii), no *parking lot* or loading area shall be permitted within a required *landscape buffer* or perimeter landscape area;

(iv) A *parking lot* or *loading dock* shall be screened from the public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*, to the satisfaction of the *Development Authority*; and

(v) Required *parking* stalls shall be used for temporary employee and public *vehicle parking* only, and not for the storage of *vehicles* associated with the business.

(9) **OUTDOOR STORAGE**

(a) Shall align with section 3.91 ‘Outdoor Storage.’

This page left intentionally blank for printing purposes.

# 5.14 IND - INDUSTRIAL DISTRICT

## (1) APPLICATION

This section applies to the areas designated as Industrial (IND) District on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the IND District is to provide for industrial *development* that may present impacts in the form of noise, vibration, odour, or any other adverse condition. The intent is to allow for a broad range of industrial and office uses that support employment growth. This District should be applied on *sites* that are separated from residential and *natural areas* by a buffer.

## (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Automotive (service)* | (b) *Agriculture accessory building* |
| (ii) | (a) *Automotive (specialty)* | (b) *Agriculture (general)* on a *site* greater than 8.00 ha |
| (iii) | (a) *Bulk fuel sales depot* | (b) *Animal service* |
| (iv) | (a) *Bulk oil and chemical storage* | (b) *Auction (general)* |
| (v) | (a) *Construction service* | (b) *Broadcasting studio* |
| (vi) | (a) *Crematorium* | (b) *Chemical processing* |
| (vii) | (a) *Equipment rental* | (b) *Establishment (adult)* |
| (viii) | (a) *Government service* | (b) *Fleet service* |
| (ix) | (a) *Heavy vehicle and equipment (sales and service)* | (b) *Industrial (level three)* |
| (x) | (a) *Industrial (level one)* | (b) *Recreation (indoor)* |
| (xi) | (a) *Industrial (level two)* | (b) *Storage facility (indoor)*, if greater than one *storey* |
| (xii) | (a) *Professional office* | (b) *Surveillance suite* |
| (xiii) | (a) *Public utility building* | (b) *Warehouse store (industrial)* |
| (xiv) | (a) *Recycling depot* | (b) *Accessory Development* to a Permitted Use or Discretionary Use |
| (xv) | (a) *School (commercial)* | |
| (xvi) | (a) *School (post-secondary)* | |
| (xvii) | (a) *Transmitting station* | |
| (xviii) | (a) *Warehouse* | |

## (4) DISTRICT PLACEMENT

(a) The IND District shall not be applied to a *lot*, that is within 150.00 m of a *lot* with a *residential district*, or the CON, PRK, or PSI District applied.

(5) **LOT AREA**

(a) Minimum *lot area* is 0.10 ha.

(6) **BUILDING HEIGHT**

(a) Maximum building height is 22.00 m.

(7) **BUILDING SETBACKS**

(a) The minimum building *setbacks* shall be provided as follows:

(i) Front yard *setback*

(A) The minimum front yard building *setback* is 6.00 m;

(ii) Side yard *setback*

(A) The minimum side yard building *setback* for an *interior lot* serviced by a rear *lane* is 0.00 m;

(B) The minimum side yard building *setback* for an *interior lot* not serviced by a rear *lane* is 5.00 m on one side of the *lot,* to provide *vehicle access* to the rear of the *lot*, or a greater amount, at the discretion of the *Development Authority*; and

(iii) Rear yard *setback*

(A) The minimum rear yard building *setback* is 6.00 m.

(8) **DESIGN, CHARACTER, AND APPEARANCE OF BUILDINGS**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows, to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be concrete, cementitious boards or panels, exposed aggregate, stucco, glass, brick, brick veneer, natural stone, wood, or commercial-grade metal cladding.

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(9) **PARKING AND LOADING AREAS**

(a) In addition to the *on-site parking* and loading requirements under Part 4; Parking, *parking* and loading areas must conform to the following requirements:

(i) A *loading dock* shall be located in the side or rear of the *site*;

(A) Notwithstanding section (i), the *Development Authority* may allow a *loading dock* to be located in the front of the *site* along a portion of the *building*, based upon the *development* design, *site* functionality, building articulations, and exterior finishing materials;

(ii) A *parking lot* is encouraged to be located in the side or rear of the *site*;

(iii) The minimum *setback* for a *parking lot* or loading area is 3.00 m from any *property line* that abuts a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*;

(A) Notwithstanding section (iii), no *parking lot* or loading area shall be permitted within a required *landscape buffer* or perimeter landscape area;

(iv) A *parking lot* or *loading dock* shall be screened from the public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*, to the satisfaction of the *Development Authority*; and

(v) Required *parking* stalls shall be used for temporary employee and public *vehicle parking* only, and not for the storage of *vehicles* associated with the business.

(10) **OUTDOOR STORAGE**

(a) Shall align with section 3.91 'Outdoor Storage.'

(11) **EXISTING AGRICULTURAL USES**

(a) Subject to section 643 of the MGA, existing *agricultural (general) uses* located on a *site* greater than 8.00 ha in size, which were established prior to this Bylaw in accordance with the then-current regulations, may continue to operate, and make application to expand in accordance with this Bylaw, at the discretion of the *Development Authority*.

(b) Any proposed *agriculture accessory building* shall be at the discretion of the *Development Authority*.

(c) Regulations for an *agriculture (general) use* or an *agriculture accessory building* shall be at the discretion of the *Development Authority*.

This page left intentionally blank for printing purposes.

# Mixed-Use Districts

## 5.15 MU1 - MIXED-USE LEVEL 1 DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Mixed-Use Level 1 (MU1) District on the Land Use District Map, Schedule A of this Bylaw.

### (2) PURPOSE

The purpose of the MU1 District is to allow suburban mixed-use *development* that provides *access* to compact, pedestrian-friendly *sites*, and a variety of commercial, institutional, and *residential uses*. This District allows medium-density built forms where multiple-unit *dwellings* can be arranged side-by-side or stacked, while permitting lower *storey* non-residential uses. This District promotes a range of small-scale commercial uses that support the day-to-day needs of residents and the surrounding area.

### (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Animal grooming* | (b) *Animal health* without outdoor kennels, pens, runs, or other similar enclosures |
| (i) | (a) *Art gallery/studio* | (b) *Broadcasting studio* |
| (ii) | (a) *Catering service* which uses up to three *vehicles* | (b) *Conference and banquet facility* |
| (iii) | (a) *Community garden* | (b) *Daycare facility* |
| (iv) | (a) *Dwelling (apartment)* | (b) *Equipment service* |
| (v) | (a) *Dwelling (townhouse - complex)* | (b) *Establishment (brew pub)* |
| (vi) | (a) *Dwelling unit above a non-residential use* | (b) *Establishment (drinking)* |
| (vii) | (a) *Establishment (restaurant)* | (b) *Establishment (entertainment)* |
| (viii) | (a) *Government service* | (b) *Home-based business (level two)* |
| (ix) | (a) *Group home* | (b) *Hotel* |
| (x) | (a) *Health service* | (b) *Parking structure* |
| (xi) | (a) *Live/work unit* | (b) *Public utility building* |
| (xii) | (a) *Personal service* | (b) *Recreation (indoor)* |
| (xiii) | (a) *Professional office* | (b) *Recreation (outdoor)* |
| (xiv) | (a) *Residential sales centre* | (b) *Religious assembly* |
| (xv) | (a) *Retail (general)* | (b) *Retail (cannabis)* |
| (xvi) | (a) *School (commercial)* | (b) *Accessory Development* to a Permitted Use or Discretionary Use |
| (xvii) | (a) *School (post-secondary)* | |
| (xviii) | (a) *Shopping centre* | |
| (xix) | (a) *Supportive living accommodation* | |

(4) **APPLICATION REQUIREMENTS**

(a) In addition to the plans and information required under section 2.4, an Applicant for a *Development Permit* within a MU1 District must submit, to the satisfaction of the *Development Authority*:

(i) An overall *conceptual site development plan* for the area designated as MU1 or, if the Applicant is only developing a portion of the subject area, a *site development* plan in relation to the portion to be developed, in which plan the Applicant has illustrated how the *development* will be integrated within the area designated as MU1;

(ii) The overall *conceptual site development plan* is considered to be non-binding.

(iii) A traffic impact assessment that demonstrates that traffic impacts are compatible with the purpose of the MU1 District, and do not prejudice safety and traffic movements within the area designated as MU1 or on adjacent *public roadways*; and

(iv) Details regarding the architectural theme for a *development*, including design drawings illustrating the colour scheme, building materials, and any architectural guidelines proposed for the *development*.

(5) **PERFORMANCE STANDARDS**

(a) All applications shall be considered with regard to the following Performance Standards:

(i) How *site* design contributes to *streetscape* and the surrounding area;

(ii) Appropriate location of uses to support active *streetscapes* and fit within the area;

(iii) High-quality building design integrated with *streetscape* and surrounding *buildings*;

(iv) Pedestrian orientation; and

(v) Well-designed *amenity areas*.

(6) **LOT FRONTAGE**

(a) The minimum *lot frontage* is 25.00 m.

(7) **SITE DENSITY**

(a) The minimum *dwelling unit density* for a *residential use* must be at least 40 *dwelling units* per net hectare and cannot exceed a maximum of 100 *dwelling units* per net hectare.

(8) **SITE DENSITY BONUS**

(a) Notwithstanding section (7)(a), the maximum *site density* may be increased up to 125 *dwelling units* per net hectare, only if the following conditions are met:

(i) A minimum of 70% of required *parking* stalls are provided in a *parking structure (underground)*, or within a *parking structure* integrated within the *building,* including high-quality exterior finishing that matches or complements the *principal building* exterior, to the satisfaction of the *Development Authority*;

(ii) A minimum of 5% of *dwelling units* shall be provided as *affordable non-market housing; and*

(iii) In the opinion of the *Development Authority*, at least one of the following *site* improvements are provided:

(A) Wider sidewalks or walkways internal to the *site*, together with street furniture, to the satisfaction of the *Development Authority*;

(B) Enhanced *landscaping,* to the satisfaction of the *Development Authority*;

(C) *Landscaping* that is drought tolerant, reducing the need for irrigation;

(D) Green building products or technologies that reduce the carbon footprint or increase energy efficiency;

(E) *Barrier-free* design is implemented into *dwelling units* and the exterior feature of the *site*; or

(F) Indoor or outdoor *amenity area (common)*, in addition to the minimum required common and private *amenity area,* when:

(I) Provided at a ratio of 1.50 $m^2$ per *dwelling unit*;

(II) Grouped into areas of not less than 30.00 $m^2$; and

(III) Not located in any required *setback*.

(9) **BUILDING HEIGHT**

(a) The maximum building height is 22.00 m.

(i) Notwithstanding section (a), at the discretion of the *Development Authority,* the maximum building height may be increased up to 35.00 m, subject to the provisions of this District. Application of this additional height bonus shall not be considered a *variance*.

(10) **BUILDING FRONTAGE**

(a) For a ground-floor non-residential use, the ground-floor *frontage* shall be divided into horizontal units to a maximum width of 15.00 m.

(i) Notwithstanding section (a), the *Development Authority* may permit a ground-floor unit *frontage* greater than 15.00 m if the *façade* is:

(A) Designed to maintain the continuity of the *streetscape*; and

(B) Creates the appearance of a series of smaller units.

(b) A *building* must provide a public pedestrian walkthrough or *frontage* break along the ground floor after each building length of no more than 90.00 m.

(11) **BUILDING SETBACK - BUILDING EQUAL TO OR LESS THAN 15.00 M IN HEIGHT**

(a) For a non-residential use, *dwelling (apartment)*, or *dwelling unit above a non-residential use* equal to or less than 15.00 m in height:

(i) Front yard *setback*

(A) The minimum front yard building *setback* is 6.00 m;

(B) Notwithstanding section (A), a front yard building *setback* may be reduced to 3.50 m when the space between the *building* and the *lot* line is used for *landscaping* or pedestrian features such as sidewalks, *plazas*, and publicly accessible *amenity areas,* and is not used for *parking*;

(ii) Side yard *setback*

(A) The minimum side yard building *setback* is:

(I) 2.50 m for a *development* adjacent to a *Non-Residential District* or use; and

(II) 6.00 m for a *development* adjacent to a *Residential District* or use;

(B) Notwithstanding section (A)(I), a 0.00 m side yard building *setback* may be approved when traffic circulation or deliveries would not be adversely affected; and

(iii) Rear yard *setback*

(A) The minimum rear yard building *setback* is:

(I) 3.50 m for *developments* adjacent to a *Non-Residential District* or use; and

(II) 6.00 m for *developments* adjacent to a *Residential District* or use.

(12) **BUILDING SETBACK – BUILDING GREATER THAN 15.00 M IN HEIGHT**

(a) For a non-residential use, *dwelling (apartment)*, or *dwelling unit above a non-residential use* greater than 15.00 m in height:

(i) Front *yard setback*

(A) The minimum front yard building *setback* is 6.00 m;

(ii) Side yard *setback*

(A) The minimum side yard building *setback* is 5.00 m, unless otherwise determined by the *Development Authority*, taking into account adjacent uses and *on-site* constraints; and

(iii) Rear yard *setback*

(A) The minimum rear yard building *setback* is 6.00 m, unless otherwise determined by the *Development Authority*, taking into account adjacent uses and *on-site* constraints.

(13) **ACCESSORY BUILDING SETBACK**

(a) The minimum *setback* for an *accessory building* is 3.00 m.

(14) **DESIGN, CHARACTER, AND APPEARANCE OF BUILDINGS**

(a) In addition to the requirements of sections 3.12 'Design, Character, And Appearance Of A Building,' 3.52 'Design, Character, And Appearance Of Residential Buildings,' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows to the satisfaction of the *Development Authority*:

(i) Design techniques, including the use of variations in building *setbacks* and articulation of building *façades,* in order to create architectural interest, and minimize the perceived mass and linearity of *buildings*;

(ii) Establishment of a common architectural theme for a *development,* including principal design elements, finishing materials, colours, and roof style; and

(iii) *Building* exteriors shall be stamped concrete, cementitious boards or panels, exposed aggregate, stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents.

(A) Notwithstanding section (iii) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(15) **BUILDING DESIGN**

(a) The *Development Authority* may require that a *building* be designed with a podium, as follows:

(i) Provide a minimum 7.50 m high podium, but no podium shall exceed 15.00 m in height; and

(ii) Provide a minimum front *step-back* from the podium of 3.00 m, as measured from the *building frontage* of the lower *storeys*.

(b) Additional *step-backs* may be required at higher *storeys* for the *building* if, in the opinion of the *Development Authority*, it is necessary to mitigate the building scale or wind, sun, or shadow impacts.

(16) **FLOOR AREA**

(a) Non-residential uses on a ground floor are limited to a maximum floor area of 1,000.00 $m^2$ per unit.

(i) Notwithstanding section (a), additional floor area is permitted when the unit extends to floors above the ground floor, or gives the appearance of a series of smaller units, in accordance with section (10).

(17) **NON-RESIDENTIAL DEVELOPMENT**

(a) A minimum of 30% of the *gross floor area* of a ground floor of a *mixed-use building* must contain non-residential uses.

(b) A minimum of 8% of the total *gross floor area* shall be used for non-residential purposes. In determining this calculation, the *Development Authority* may consider the total non-residential *site* area for all *buildings* on multiple *sites* that comprise an integrated, mixed-use *development*.

(c) All single use, non-residential *buildings* shall have a maximum footprint of 1,000.00 $m^2$, and shall have a total *gross floor area* of less than 4,000.00 $m^2$.

(18) **RESIDENTIAL DEVELOPMENT**

(a) All *dwelling (townhouse - complex) developments* in a MU1 District must comply with the following requirements for *development* in section 3.56 ‘Dwelling (Townhouse):’

(i) Building *separation distance*;

(ii) *Amenity area (private)*;

(iii) *Amenity area (common)*;

(iv) Vehicular *access*;

(v) *Setbacks*;

(vi) *Lot area*;

(vii) *Lot frontage*; and

(viii) *Density*.

(19) **OVERHEAD WEATHER PROTECTION**

(a) In addition to the regulations in section 3.25 'Overhead Weather Protection:'

(i) All non-residential *development* located on the ground floor must provide continuous overhead weather protection for pedestrians for the entire *building frontage* adjoining a sidewalk;

(ii) A *dwelling (apartment)*, *supportive living accommodation*, or a *dwelling unit above a non-residential use* must provide continuous overhead weather protection for pedestrians at lobbies or unit entrances at *grade*; and

(iii) Overhead weather protection must:

(A) Project a minimum of 1.00 m from the building face; and

(B) Have a vertical clearance of at least 2.50 m and at most 4.00 m above the sidewalk.

(20) **VEHICLE AND PEDESTRIAN CIRCULATION**

(a) In addition to the requirements of sections 3.82 'Emergency Access Lanes' and 3.42 'Vehicle Access - General' the following applies:

(i) In making a determination about the design of *on-site* motor *vehicle* and pedestrian circulation within the MU1 District, the *Development Authority* must ensure that motor *vehicle* and pedestrian routes are located and designed in a manner that provides a clearly defined, safe, efficient, and convenient circulation pattern for both *vehicles* and pedestrians, including *barrier-free* routes. Loading bays must be located in such a manner as to not impede the safe and efficient flow of traffic and pedestrian movement, and minimize impacts on adjacent land uses;

(ii) In addition to section 3.27 'Pedestrian Walkway Access,' the *Development Authority* may impose whatever conditions *it* considers necessary in order to require that the Applicant:

(A) Provide connections to *parking* areas and public rights-of way adjoining a *development* for *access* to transit, services, and amenities;

(B) Provide pedestrian *access* to ensure a *development* is integrated with a surrounding area;

(C) Provide pedestrian walkways along storefronts with doors or similar openings;

(D) Separate pedestrian movements and motor *vehicle* traffic by delineating crosswalks with special paving or, where possible, raising crosswalks; and

(E) Construct and maintain the pedestrian walkways for use by the public.

## 5.16 MU2 - MIXED-USE LEVEL 2 DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Mixed-Use Level 2 (MU2) District on the Land Use District Map, Schedule A of this Bylaw.

### (2) PURPOSE

The purpose of the MU2 District is to provide for a mixture of commercial, institutional, and medium- to high-density residential land uses. Such areas should be compact, attractive, pedestrian-friendly, and reasonably compatible with surrounding *developments*. *Development* within this District should provide a variety of housing options, the provision of commercial and *residential uses* within the same *building*, and an appropriate ratio of non-residential uses to create a community where residents can live and work.

### (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Animal grooming* | (b) *Animal health* without outdoor kennels, pens, runs, or other similar enclosures |
| (i) | (a) *Art gallery/studio* | (b) *Broadcasting studio* |
| (ii) | (a) *Catering service* which uses up to three *vehicles* | (b) *Community garden* |
| (iii) | (a) *Dwelling (apartment)* | (b) *Conference and banquet facility* |
| (iv) | (a) *Dwelling (townhouse - complex)* | (b) *Daycare facility* |
| (v) | (a) *Dwelling unit above a non-residential use* | (b) *Equipment service* |
| (vi) | (a) *Establishment (restaurant)* | (b) *Establishment (brew pub)* |
| (vii) | (a) *Government service* | (b) *Establishment (drinking)* |
| (viii) | (a) *Group home* | (b) *Establishment (entertainment)* |
| (ix) | (a) *Health service* | (b) *Home-based business (level two)* |
| (x) | (a) *Live/work unit* | (b) *Hotel* |
| (xi) | (a) *Personal service* | (b) *Parking structure* |
| (xii) | (a) *Professional office* | (b) *Religious assembly* |
| (xiii) | (a) *Recreation (indoor)* | (b) *Retail (cannabis)* |
| (xiv) | (a) *Residential sales centre* | (b) *School (commercial)* |
| (xv) | (a) *Retail (general)* | (b) *Accessory Development* to a Permitted Use or Discretionary Use |
| (xvi) | (a) *School (post-secondary)* | |
| (xvii) | (a) *Shopping centre* | |
| (xviii) | (a) *Supportive living accommodation* | |

### (4) APPLICATION REQUIREMENTS

(a) In addition to the plans and information required under section 2.4, an Applicant for a *Development Permit* within a MU2 District must submit, to the satisfaction of the *Development Authority*:

(i) An overall *conceptual site development plan* for the area designated as MU2 or, if the Applicant is only developing a portion of the subject area, a *site development plan* in relation to the portion to be developed, in which plan the Applicant has illustrated how the *development* will be integrated within the area designated as MU2;

(ii) The overall *conceptual site development plan* is considered to be non-binding.

(iii) A traffic impact assessment that demonstrates that traffic impacts are compatible with the purpose of the MU2 District and do not prejudice safety, and traffic movements within the area designated as MU2 or on adjacent *public roadways*;

(iv) Details regarding the architectural theme for a *development*, including design drawings illustrating the colour scheme, building materials, and any architectural guidelines proposed for the *development*;

(v) Notwithstanding section 2.6 'Height Impact Assessment And Sun Shadow Study,' for any *building* greater than 15.00 m in height:

(A) A building height impact assessment is required, demonstrating to the satisfaction of the *Development Authority,* that the impact on adjacent *buildings* or adjacent property has been minimized; and

(B) A sun shadow study is required.

(5) **URBAN DESIGN REVIEW (EXTERNAL)**

(a) In addition to the requirements of section 3.41 'Urban Design Review' an *Urban Design Review (External)* is required for any *development* that:

(i) Has a total building footprint greater than 2,500.00 $m^2$;

(ii) Is located on a landmark *site* identified in Schedule D; or

(iii) Is greater than 25.00 m in height.

(6) **PERFORMANCE STANDARDS**

(a) In addition to the Urban Design Review Recommendations Report, all applications shall be considered with regard to the following Performance Standards:

(i) How *site* design contributes to *streetscape* and the surrounding area;

(ii) Appropriate location of uses to support active *streetscapes* and fit within the area;

(iii) High-quality building design integrated with *streetscape* and surrounding *buildings*;

(iv) Pedestrian orientation; and

(v) Well-designed *amenity areas*.

(7) **FLOOR AREA**

(a) The maximum *gross floor area* for any *building* is 3.21 times the *site* area. In determining this calculation, the *Development Authority* may consider the total *site* area for multiple *sites* that comprise an integrated, mixed-use *development* inclusive of *public roadways* conveyed to the *City*.

(i) Notwithstanding section (a), the maximum *gross floor area* for any *building* is 1.90 times the *site* area for the following properties:

(A) Lot 9, Block 1, Plan 232 0303 (230 Bellerose Drive)

Including any future revisions to this legal description based on a subdivision or condominium plan.

(b) A minimum of 25% of the total *gross floor area* shall be used for commercial (non-residential) purposes. In determining this calculation, the *Development Authority* may consider the total commercial *gross floor area* for all *buildings* on multiple *sites* that comprise an integrated, mixed-use *development*.

(i) Notwithstanding section (b), a minimum of 11.60% of the total *gross floor area* shall be used for commercial (non-residential) purposes for the following properties:

(A) Units 1-321, Plan 162 4279 (5 St. Louis Street);

(B) Units 1-172, Plan 162 4296 (1 Goodman Drive); and

(C) Lot 69, Block 1, Plan 152 4029 (22 Sir Winston Churchill Avenue);

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

(ii) Notwithstanding sections (b) and (i), a minimum of 5% of the total *gross floor area* shall be used for commercial (non-residential) purposes for the following properties:

(A) Lot 9, Block 1, Plan 232 0303 (230 Bellerose Drive)

Including any future revisions to this legal description based on a subdivision or condominium plan.

(8) **BUILDING HEIGHT**

(a) The maximum building height is 25.00 m.

(i) Notwithstanding section (a), the maximum building height shown on Figure 11-1 applies to the following properties:

(A) Units 1-321, Plan 162 4279 (5 St. Louis Street);

(B) Units 1-172, Plan 162 4296 (1 Goodman Drive); and

(C) Lot 69, Block 1, Plan 152 4029 (22 Sir Winston Churchill Avenue);

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

(ii) Notwithstanding sections (a) and (i), the maximum building height shown on Figure 11-2 applies to the following properties:

(A) Lot 9, Block 1, Plan 232 0303 (230 Bellerose Drive);

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

(9) **BUILDING SETBACK**

(a) The minimum building *setbacks* shall be provided as follows:

(i) The front and rear yard building *setback* shall be determined by the *Development Authority* with regard to adjacent uses, urban design considerations, *on-site* constraints, or comparable Districts;

(ii) The minimum side yard building *setback* is 5.00 m, unless otherwise determined by the *Development Authority,* taking into account adjacent uses, urban design considerations, *on-site* constraints, or comparable Districts; and

(iii) The minimum *setback* for an *accessory building* is 3.00 m.

(10) **DESIGN, CHARACTER, AND APPEARANCE OF BUILDINGS**

(a) In addition to the requirements in sections 3.12 ‘Design, Character, And Appearance Of A Building,’ 3.52 ‘Design, Character, And Appearance Of Residential Buildings,’ and 3.80 ‘Design, Character, And Appearance Of Non-Residential Buildings,’ all buildings in this District must be finished as follows to the satisfaction of the *Development Authority*:

(i) Design techniques, including the use of variations in building *setbacks* and articulation of building *façades,* in order to create architectural interest and minimize the perceived mass and linearity of *buildings*;

(ii) Establishment of a common architectural theme for a *development* including principal design elements, finishing materials, colours, and roof style;

(iii) *Building* exteriors shall be stamped concrete, cementitious boards or panels, exposed aggregate, stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents.

(A) Notwithstanding section (iii) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(iv) Use of a *step-back* 7.50 m or greater in height along a *façade* facing a *public roadway*; and

(v) Use of clear *glazing* on the ground floor to facilitate pedestrian interaction and safety.

(11) **RESIDENTIAL DEVELOPMENT**

(a) Residential *development* must:

(i) Provide an *amenity area (private)* as required in section 3.47 'Amenity Area (Private);'

(ii) Not be located below any *storey* used for commercial purposes within a *mixed-use building*;

(iii) Have an entrance separate from the entrance to any commercial component of the *building* within a *mixed-use building*; and

(iv) All *dwelling (townhouse - complex) developments* in a MU2 District must comply with the following requirements for *development* in section 3.56 'Dwelling (Townhouse):'

(A) Building *separation distance*;

(B) *Amenity area (private)*;

(C) *Amenity area (common)*;

(D) Vehicular *access*;

(E) *Setbacks*;

(F) *Lot area*;

(G) *Lot frontage*; and

(H) *Density*.

(12) **LANDSCAPING**

(a) In addition to the regulations in sections 3.100 'Perimeter Landscaping' and 3.101 'Landscaped Buffer:'

(i) For a residential *building* in the MU2 District located adjacent to a *public roadway*, the perimeter *landscaping* shall be increased to a minimum width of 6.00 m.

(A) Notwithstanding section (i), *developments* built to the *property line* are exempt from the perimeter *landscaping* requirement, but will be required to provide planters, hanging baskets, and other *landscaping* items, determined by the *Development Authority*, in consultation with Engineering Services.

(13) **OVERHEAD WEATHER PROTECTION**

(a) In addition to the regulations in section 3.25 'Overhead Weather Protection:'

(i) Continuous weather protection is encouraged along *building frontages* with retail uses at *grade*, and at residential lobbies or unit entrances at *grade*, where practical; and

(ii) Commercial and *mixed-use buildings* will provide overhead weather protection in a method suitable to the architectural style and function of the *building,* to the satisfaction of the *Development Authority*, having regard for the following:

(A) Provision of weather protection at pedestrian entrances;

(B) Weather protection provided at a height and depth to provide sufficient protection; and

(C) Location of weather protection to allow for signage and wayfinding.

(14) **VEHICLE AND PEDESTRIAN CIRCULATION**

(a) In addition to the regulations in sections 3.82 'Emergency Access Lanes' and 3.42 'Vehicle Access - General,' the following apply:

(i) In making a determination about the design of *on-site* motor *vehicle* and pedestrian circulation within the MU2 District, the *Development Authority* must ensure that motor *vehicle* and pedestrian routes are located and designed in a manner that provides a clearly defined, safe, efficient, and convenient circulation pattern for both *vehicles* and pedestrians, including *barrier-free* routes. Loading bays must be located in such a manner as not to impede the safe and efficient flow of traffic and pedestrian movement, and minimize impacts on adjacent land uses; and

(ii) The *Development Authority* may impose whatever conditions the *Development Authority* considers necessary in order to require that the Applicant:

(A) Provide connections to *parking* areas and public rights-of way adjoining a *development* for *access* to transit, services, and amenities;

(B) Provide pedestrian *access* to ensure a *development* is integrated with a surrounding area;

(C) Provide pedestrian walkways along storefronts with doors or similar openings;

(D) Separate pedestrian movements and motor *vehicle* traffic by delineating crosswalks with special paving or, where possible, raising crosswalks; and

(E) Construct and maintain the pedestrian walkways for use by the public.

This page left intentionally blank for printing purposes.

## 5.17 MID - MIDTOWN DISTRICT

(1) **APPLICATION**

(a) This section applies to the areas designated as Midtown (MID) District on the Land Use District Map, Schedule A of this Bylaw.

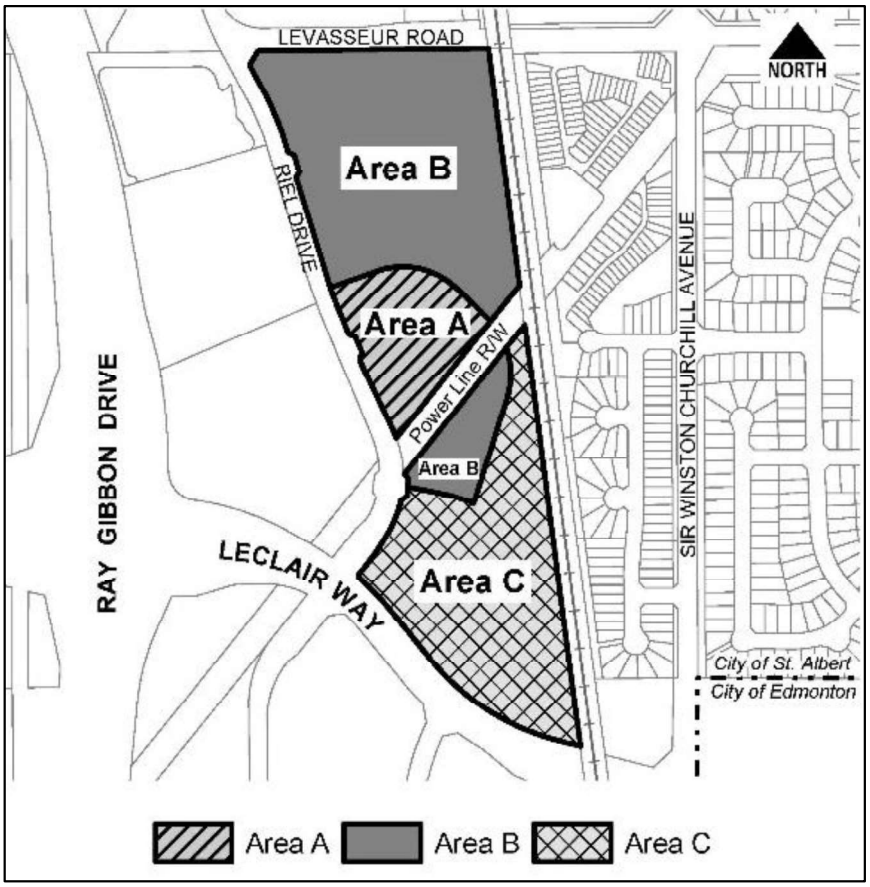
(b) The area designated as MID District encompasses residential areas A and B, and Mixed-Use Area C, as identified in *Figure 5-8*.

(c) *Municipal reserves* owing within the MID District will be districted Public Park (PRK) to align with the South Riel *ASP*.

(d) The regulations of the MID District, as described within the South Riel *ASP*, shall apply to Lot A, Block 1, Plan 082 8697 only, including any future revisions to this legal description based on a subdivision or condominium plan.

(e) *Development* of the land uses within the MID District shall comply with the provisions of this Bylaw, except as otherwise stated within the MID District - in which case the MID District shall prevail.

**Figure 5-8: MID District Sub-Areas**



## (2) PURPOSE

The purpose of the MID District is to develop a vibrant community that includes a mixture of commercial and medium- to high-density residential land uses in a comprehensively planned neighbourhood. The MID District shall be developed as bare land or conventional condominium. The community will feature high-quality design, a broad mix of housing forms, employment opportunities, pedestrian accessibility, and a variety of public spaces. The neighbourhood will be developed into three character areas, residential areas A and B, located north of the AltaLink right-of-way, and Mixed-Use Area C - including residential and commercial uses, located south of the AltaLink right-of-way. The transition between these character areas is expected to be seamless, and connected through various pedestrian walkways and public and *private roadways*. The key attributes associated with the character areas include:

(a) Residential areas A and B, which will provide a variety of housing types that are built in a compact form and have direct pedestrian accesses to community amenities;

(b) Mixed-Use Area C, which will provide high-density residential areas and commercial uses that are integrated through high-quality design. The *residential uses* can be in standalone forms or integrated vertically with commercial uses. The commercial uses will provide goods and services to local and surrounding neighbourhoods, as well as provide employment opportunities.

## (3) PERMITTED AND DISCRETIONARY USES - RESIDENTIAL AREAS A AND B

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Community garden* | (b) *Dwelling (apartment)* (Area B only) |
| (i) | (a) *Dwelling (duplex)* | (b) *Home-based business (level two)* |
| (ii) | (a) *Dwelling (semi-detached)* | (b) *Parking lot* at *finished grade* |
| (iii) | (a) *Dwelling (townhouse - complex)* | (b) *Public utility building* |
| (iv) | (a) *Group home* | (b) *Residential sales centre* |
| (v) | (a) *Accessory Development* to a Permitted Use, excluding *decks* that are greater than 1.50 m above *finished grade*, *private pools,* and *decorative ponds* | (b) *Supportive living accommodation* |
| (vi) | | (b) *Accessory Development* to a Discretionary Use, and *decks* that are greater than 1.50m above *finished grade*, *private pools,* and *decorative ponds* |

## (4) PERMITTED AND DISCRETIONARY USES MIXED-USE AREA C

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Amenity area (public)* | (b) *Animal health* |
| (ii) | (a) *Animal grooming* | (b) *Broadcasting studio* |
| (iii) | (a) *Art gallery/studio* | (b) *Community garden* |
| (iv) | (a) *Dwelling (apartment)* | (b) *Conference and banquet facility* |

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (v) | (a) *Dwelling unit above a non-residential use* | (b) *Daycare facility* |
| (vi) | (a) *Establishment (brew pub)* | (b) *Equipment service* |
| (vii) | (a) *Establishment (restaurant)* | (b) *Establishment (drinking)* |
| (viii) | (a) *Government service* | (b) *Establishment (entertainment)* |
| (ix) | (a) *Health service* | (b) *Home-based business (level two)* |
| (x) | (a) *Live/work unit* | (b) *Hotel* |
| (xi) | (a) *Parking lot* at *finished grade* | (b) *Religious assembly* |
| (xii) | (a) *Parking structure* | (b) *Residential sales centre* |
| (xiii) | (a) *Personal service* | (b) *Retail (cannabis)* |
| (xiv) | (a) *Professional office* | (b) *School (commercial)* |
| (xv) | (a) *Public utility building* | (b) *Accessory Development* to a Permitted Use or Discretionary Use |
| (xvi) | (a) *Recreation (indoor)* | |
| (xvii) | (a) *Retail (general)* | |
| (xviii) | (a) *Shopping centre* | |
| (xix) | (a) *Supportive living accommodation* | |

(b) No non-residential use is allowed above a *residential use*.

(5) **APPLICATION REQUIREMENTS**

(a) In addition to the plans and information required under section 2.4, an Applicant for a *Development Permit* must submit, to the satisfaction of the *Development Authority*:

(i) An overall *conceptual site development plan* for:

(A) The area designated as MID District; or

(B) If the Applicant is only developing a portion of the area designated as MID District, a *site development plan* showing the area to be developed and illustrating how the *development* will be integrated with the entire area designated as MID District;

(ii) The overall *conceptual site development plan*, considered to be non-binding, must identify the proposed building types and locations, *development* phasing, *density* calculations, vehicular and pedestrian routes, and *amenity areas,* in accordance with the purpose of this District;

(iii) Details regarding the architectural guidelines proposed for the *development*, including design drawings illustrating the colour scheme and building materials;

(iv) Any other studies that may be requested by the *Development Authority,* including one or more of the following:

(A) A traffic impact analysis that demonstrates that traffic impacts are compatible with the purpose of the MID District, and do not

prejudice safety and traffic movements within the MID District or on adjacent *public roadways*;

(B) *Crime Prevention Through Environmental Design (CPTED)* study to be submitted at the time of a *Development Permit* application; or

(C) A geotechnical report.

(b) Changes to an approved overall *conceptual site development plan* may require re-submission for review by the *Development Authority*.

(6) **URBAN DESIGN REVIEW (EXTERNAL) - AREA C**

(a) In addition to the requirements of section 3.41 'Urban Design Review' an *Urban Design Review (External)* is required for any *development* that:

(i) Has a total building footprint greater than 2,500.00 $m^2$;

(ii) Is greater than 28.00 m in height; or

(iii) In the opinion of the *Development Authority,* is deemed to have significant impact on the urban design of Area C.

(7) **URBAN DESIGN REVIEW (INTERNAL) - AREA C**

(a) Notwithstanding section (6)(a), if a *development* does not require an *Urban Design Review (External)*, but an Applicant wishes to receive recommendations related to urban design, they may request an *Urban Design Review (Internal)* be completed by staff designated by the *Development Authority,* prior to submission of an application.

(8) **PERFORMANCE STANDARDS**

(a) In addition to the Urban Design Review Recommendations Report, all applications shall be considered with regard to the following Performance Standards:

(i) *Site* design contribution to *streetscape* and the character of the area;

(ii) Appropriate location of uses to support active *streetscapes*;

(iii) High-quality building design integrated with *streetscape* and surrounding *buildings*;

(iv) Pedestrian orientation; and

(v) Well-designed *amenity areas*.

(9) **SITE DENSITY**

(a) The *site density* for the MID District is as follows:

(i) The minimum *site density* shall be 40 *dwelling units* per net hectare to a maximum of 54 *dwelling units* per net hectare for residential Area A;

(ii) The minimum *site density* shall be 40 *dwelling units* per net hectare to a maximum of 94 *dwelling units* per net hectare for residential Area B;

(iii) The minimum *site density* shall be 120 *dwelling units* per net hectare to a maximum of 250 *dwelling units* per net hectare for Mixed-Use Area C; and

(iv) Notwithstanding sections (i) through (iii), the overall *density* for the MID District shall be 81 *dwelling units* per net hectare.

(10) **AMENITY AREA (PRIVATE)**

(a) Each *dwelling unit* must be provided with at least one of the following forms of an *amenity area (private)*:

(i) A *deck* or *balcony*;

(i) A *patio* or yard; or

(ii) A recessed *balcony* or sunroom enclosed with exterior windows.

(b) An *amenity area (private)* must be located next to a *habitable room*.

(c) An *amenity area (private)* must have a minimum area of 4.00 m².

(d) An *amenity area (private),* at ground level and adjacent to public areas, must have a *landscape buffer* at least 1.00 m wide or a *fence* with a minimum height of 1.20 m.

(e) Notwithstanding the requirements of sections (a) through (d):

(i) Up to 25% of the required *amenity area (private)* may be substituted for an *on-site amenity area (common)* that is accessible to all residents, at the discretion of the *Development Authority*, for all *dwelling units* except *supportive living accommodation*; and

(i) Up to 100% of the required *amenity area (private)* may be substituted for an *on-site amenity area (common)* that is accessible to all residents, at the discretion of the *Development Authority*, for *supportive living accommodation*.

(f) *Balconies* and *decks* must be located at least 1.00 m from:

(i) All *property lines*;

(i) A roadway;

(ii) A common or visitor *parking* stall; and

(iii) A common walkway, except that portion of the walkway that provides direct *access* to the *building*.

(g) Notwithstanding the provisions under section (f), a *deck* may be developed to a 0.00 m *setback* along the centre line of the common firewalls on a *dwelling (duplex)*, *dwelling (semi-detached)*, and *dwelling (townhouse)*.

(11) **AMENITY AREA (COMMON)**

(a) The MID District shall provide outdoor *amenity area (common)* as follows:

(i) Areas A, B, and C shall each provide at least two *amenity area (common)* spaces;

(i) *Amenity area (common)* may include:

(A) A rooftop *amenity area* or rooftop garden, not less than 30.00 m²;

(B) A *balcony* or terraced *balcony*, not less than 30.00 m²;

(C) An at-grade *amenity area*, including a common garden area, not less than 30.00 m²; or

(D) Some other *amenity area (common),* including an interior *amenity area* not less than 30.00 m², which is common to and accessible by all residents, excluding *parking lots* and pedestrian walkways;

(ii) Each *amenity area (common)* shall have a minimum area of 500.00 m², excluding *parking lots* and pedestrian walkways;

(iii) Each *amenity area (common)* shall have a minimum width of 6.00 m at its narrowest point;

(iv) The *amenity area (common)* shall not be located in any required *setback*;

(v) The *amenity area (common)* required under section (11) is in addition to an *amenity area (common)* that may be provided under section (10)(e); and

(vi) The *Development Authority* may, at its discretion, vary the requirements of sections (ii) and (iii) above, taking into account *site* constraints, adjacent uses, and urban design considerations.

(12) **WALKWAYS**

(a) All common walkways shall have a minimum width of 1.50 m, except that portion of the walkway that provides direct *access* to the *building*.

(13) **LOT WIDTH**

(a) For residential bare land condominium *development*:

(i) When vehicular *access* is provided from the front:

(A) The minimum *lot width* for a *dwelling (duplex)* is:

(I) 11.00 m on an *interior lot*;

(II) 15.80 m on a *corner lot*; and

(B) The minimum *lot width* for a *dwelling (semi-detached)* is:

(I) 5.50 m per *dwelling unit* on an *interior lot*;

(II) 10.30 m per *dwelling unit* on a *corner lot*; and

(C) The minimum *lot width* for *dwelling (townhouse - complex)* is:

(I) 4.30 m per *townhouse (interior unit)*;

(II) 5.50 m per *townhouse (end unit)* on an *interior lot*;

(III) 10.30 m per *townhouse (end unit)* on a *corner lot*; and

(ii) When vehicular *access* is provided from the rear:

(A) The minimum *lot width* for a *dwelling (duplex)* is:

(I) 14.70 m on an *interior lot*; and

(II) 19.50 m on a *corner lot*;

(B) The minimum *lot width* for a *dwelling (semi-detached)* is:

(I) 7.40 m per *dwelling unit* on an *interior lot*;

(II) 12.20 m per *dwelling unit* on a *corner lot*; and

(C) The minimum *lot width* for a *dwelling (townhouse - complex)* is:

(I) 6.20 m per *townhouse (interior unit)*;

(II) 7.40 m per *townhouse (end unit)* on an *interior lot*; and

(III) 12.20 m per *townhouse (end unit)* on a *corner lot*.

(14) **LOT DEPTH**

(a) For residential bare land condominium *development*, the minimum *lot depth* is:

(i) 16.00 m when vehicular *access* is provided from the front for a:

(A) *Dwelling (duplex)*;

(B) *Dwelling (semi-detached)*; and

(C) *Dwelling (townhouse - complex)*; and

(b) 12.00 m when vehicular *access* is provided from a rear *lane* for a:

(i) *Dwelling (duplex)*;

(i) *Dwelling (semi-detached)*; and

(ii) *Dwelling (townhouse - complex)*.

(15) **LOT COVERAGE**

(a) The maximum *lot coverage* for bare land condominium *development* is:

(i) 58% for a *dwelling (duplex)*; *dwelling (semi-detached)*; and *townhouse (end unit)*; and

(i) 70% for a *townhouse (interior unit)*.

(16) **LOT FRONTAGE**

(a) The minimum *lot frontage* is 25.00 m for:

(i) Conventional condominium *development*;

(i) *Dwelling (apartment)*; and

(ii) *Dwelling unit above a non-residential use*.

(17) **LOT AREA**

(a) The minimum *lot area* is 0.075 ha for:

(i) Conventional condominium *development*;

(i) *Dwelling (apartment)*; and

(ii) *Mixed-use building*.

(18) **BUILDING HEIGHT**

(a) The maximum height of a *principal building*:

(i) *Dwelling (duplex)* and *dwelling (semi-detached)*, is 15.00 m;

(ii) *Dwelling (townhouse - complex)*, is 18.00 m;

(iii) *Dwelling (apartment)* (Area B only), is 18.00 m; and

(iv) *Dwelling (apartment), mixed-use building* (Area C only), or non-residential *building,* is 25.00 m.

(b) Notwithstanding section (a), at the discretion of the *Development Authority*, the maximum building height may be increased up to 35.00 m if a *development* provides at least two of the following:

(i) Superior or innovative building style;

(ii) High-quality exterior finishing including, brick, brick veneer, wood, natural stone, tinted or textural concrete, glass, or concrete masonry units;

(iii) A distinct building base or podium with a 3.00 m minimum *step-back* provided for upper floors, measured from the building face of the podium, with consideration for the transitions between adjacent building designs and heights;

(iv) Green building products or technologies that reduce the carbon footprint or increase energy efficiency;

(v) Peaked roof; or

(vi) Enhanced *landscaping*.

(19) **RESIDENTIAL BARE LAND CONDOMINIUM SETBACKS**

(a) For a residential bare land condominium *development* of *dwelling (duplex)*; *dwelling (semi-detached)*; and *dwelling (townhouse - complex)*:

(i) The minimum front yard building *setback* is:

(A) 3.00 m when vehicular *access* is provided from the rear;

(B) 6.00 m when vehicular *access* is provided from the front;

(C) 6.00 m when *development* is fronting LeClair Way, Levasseur Road, and Riel Drive; and

(D) The projection shall not span the entire width of the *dwelling*;

(ii) Notwithstanding section (i), for *development* fronting LeClair Way, Levasseur Road, and Riel Drive, a covered stairway which only serves to provide direct *access* to the *dwelling* may project up to 2.50 m into the minimum required 6.00 m front yard *setback*;

(iii) The minimum side yard building *setback* is:

(A) 0.00 m to the centre line of the interior common firewalls;

(B) 1.20 m to the outside of the exterior wall on an *interior lot*; and

(C) 2.40 m to the outside of the exterior wall on a *corner lot*;

(iv) The minimum rear yard building *setback* is:

(A) 1.50 m when vehicular *access* is provided from a rear *lane*;

(B) 3.00 m when vehicular *access* is provided from the front; and

(C) 0.00 m for a back-to-back *dwelling (townhouse - complex)*; and

(v) Notwithstanding section (iii), a *development* without an attached *garage* and no *lane* must have a minimum side yard building *setback* of 3.00 m on one side to provide unobstructed *vehicle access* to the rear yard.

(20) **RESIDENTIAL CONVENTIONAL CONDOMINIUM SETBACKS**

(a) For a residential conventional condominium *development* of *dwelling (duplex)* and *dwelling (semi-detached)*:

(i) The minimum *setback* from a *property line* to the exterior of the front wall of a *building* is:

(A) 3.00 m when vehicular *access* is provided from a rear *lane*;

(B) 6.00 m when vehicular *access* is provided from the front;

(C) 6.00 m when *development* is fronting LeClair Way, Levasseur Road, and Riel Drive; and

(D) The projection shall not span the entire width of the *dwelling*;

(ii) Notwithstanding section (i), for *development* fronting LeClair Way, Levasseur Road, and Riel Drive, a covered stairway which only serves to provide direct *access* to the *dwelling* may project up to 2.50 m into the minimum required 6.00 m front yard *setback*;

(iii) The minimum *setback* from the exterior of the side wall of a *building* is:

(A) 0.00 m to the centre line of the interior common firewalls;

(B) 1.20 m to the outside of the exterior wall on an *interior lot*; and

(C) 2.40 m to the outside of the exterior wall on a *corner lot*; and

(iv) The minimum *setback* from the exterior of the rear wall of a *building* is:

(A) 1.50 m when vehicular *access* is provided from a rear *lane*;

(B) 3.00 m when vehicular *access* is provided from the front; and

(C) 0.00 m for back-to-back *dwelling (townhouse - complex)*.

(21) **RESIDENTIAL SETBACKS ADJOINING A PUBLIC ROADWAY**

(a) For a *dwelling (duplex), dwelling (semi-detached)*, and *dwelling (townhouse - complex)* - on a *corner lot* - the side of the *lot* that adjoins a flanking *public roadway* must have a minimum side yard building *setback* of:

(i) 6.00 m from the edge of the sidewalk nearest the *property line* to the face of the *garage,* where a *garage* faces the flanking *public roadway*, excluding a *lane*; or

(i) 6.00 m from the closest edge of the roadway where there is no sidewalk to the face of the *garage*, where a *garage* faces the flanking *public roadway*, excluding a *lane*.

(22) **APARTMENT OR MIXED-USE BUILDING SETBACK**

(a) For a *dwelling (apartment)* or *mixed-use building*:

(i) The minimum front yard building *setback* is 3.00 m;

(ii) The minimum side yard building *setback* is 3.00 m; and

(iii) The minimum rear yard building *setback* is 3.00 m.

(23) **NON-RESIDENTIAL BUILDING SETBACK**

(a) For a stand-alone, non-residential or commercial *building*:

(i) The minimum front yard building *setback* is 3.00 m;

(ii) The minimum side yard building *setback* is 3.00 m; and

(iii) The minimum rear yard building *setback* is 3.00 m.

(24) **BUILDING SEPARATION DISTANCE**

(a) The minimum *separation distance* for residential *buildings* in areas A and B is:

(i) 10.00 m between the exterior of the front or rear wall of each *building* and any separate wall of any other *building*;

(ii) 2.40 m between the exterior side wall of each *building* and the exterior side wall of any other *building,* unless a greater separation is required by the *Development Authority*;

(iii) 1.50 m between a *building* and:

(A) A roadway;

(B) A common or visitor *parking* stall;

(iv) 1.00 m between a *building* and a common walkway, except that portion of the walkway that provides direct *access* to the *building*; and

(v) 1.50 m between a *principal building* and an *accessory* building, except for a common amenity *building* which has a minimum *separation distance* of 2.40 m.

(b) The minimum *separation distance* for a *dwelling (apartment), mixed-use building,* or a non-residential *building* in Area C is:

(i) 7.50 m between the exterior wall of a *dwelling (apartment)*, *mixed-use building*, or non-residential *building* and any separate wall of any other *dwelling (apartment), mixed-use building,* or non-residential *building*;

(ii) 1.50 m between a *principal building* and an *accessory building*, except for a common amenity *building* which has a minimum *separation distance* of 2.40 m;

(iii) 3.00 m between the exterior wall of a *dwelling (apartment)* or *mixed-use building* and:

(A) A roadway;

(B) A common or visitor *parking* stall; and

(C) A common walkway, except that portion of the walkway that provides direct *access* to the *building*.

(25) **DESIGN, CHARACTER, AND APPEARANCE OF BUILDINGS**

(a) In addition to the requirements in sections 3.12 ‘Design, Character, And Appearance Of A Building,’ 3.52 ‘Design, Character, And Appearance Of Residential Buildings,’ and 3.80 ‘Design, Character, And Appearance Of Non-

Residential Buildings,' all *buildings* in this district must be finished as follows, to the satisfaction of the *Development Authority*:

(i) No building *façade* shall exceed 60.00 m in length;

(A) Notwithstanding section (i), at the discretion of the *Development Authority,* a building may exceed 60.00 m in length, to a maximum of 90.00 m, if the building provides a public pedestrian walkthrough or frontage break along the ground floor;

(ii) To reduce building massing, building *façade(s)* shall be articulated by a combination of recesses, entrances, windows, projections, change in building materials, colours, roof design, or physical breaks in *building mass*, to create attractive *streetscapes* and interfaces at the discretion of the *Development Authority*. A continuous building *façade* without recess, *balcony*, or other form of articulation shall not exceed 15.00 m in horizontal direction;

(iii) *Building* exteriors shall be stamped concrete, cementitious boards or panels, exposed aggregate, stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents;

(A) Notwithstanding section (iii) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District;

(iv) Building massing must respect the existing topography of the *site* by terracing the *building* where appropriate;

(v) Rooftop mechanical equipment must be screened on all sides, to the satisfaction of the *Development Authority*;

(vi) Walls, including *retaining walls* for general *landscaping*, *amenity area (private)* and *amenity area (common)*, and perimeter walls must be constructed or finished in a similar material and colour to that used for the *principal building* exterior, at the discretion of the *Development Authority*;

(vii) All exterior pedestrian entrances to a *dwelling (apartment)* or *dwelling unit above a non-residential use* must have overhead weather protection; and

(viii) The principal pedestrian entrance to a *dwelling (apartment)* or *dwelling unit above a non-residential use* must have *barrier-free access*.

(26) **PARKING**

(a) This District shall comply with Part 4: Parking.

(i) Notwithstanding the *on-site parking* requirements in sections 4.3 'Residential On-Site Parking Requirements' and 4.6 'Non-Residential On-Site Parking Requirements,' *on-site parking* shall be provided as follows:

| RESIDENTIAL LAND USE | | MINIMIMUM PARKING REQUIREMENT | |
|---|---|---|---|
| (b) | *Dwelling (duplex)*<br>*Dwelling (semi-detached)*<br>*Dwelling (townhouse - complex)* | (i)<br><br>(ii) | Two stalls per *dwelling unit*; plus<br><br>One stall per seven *dwelling units* for visitor *parking*. |
| (c) | *Dwelling (apartment)*<br>*Dwelling (loft unit)*<br>*Dwelling (studio unit)*<br>*Dwelling unit above a non-residential use* | (i)<br><br>(ii)<br><br>(iii)<br><br>(iv) | One stall per *dwelling unit* or *dwelling (loft unit);*<br><br>0.00 stalls per *dwelling (studio unit)*, for the first 10% of *dwelling (studio units)* within a *building*, and then 0.60 stalls per *dwelling (studio unit)* thereafter;<br><br>0.60 stalls per *affordable non-market housing dwelling unit*; and<br><br>One stall per seven *dwelling units* for visitor *parking*. |
| (d) | *Group home* | (i)<br><br>(ii) | One stall per three *sleeping unit*s; plus<br><br>One stall per resident staff member. |
| (e) | *Live/work unit* | (i)<br><br>(ii)<br><br>(iii) | 1.50 stalls for the residential components; and<br><br>One stall per 45.00 m² of *gross floor area* for the commercial component.<br><br>Notwithstanding sections (i) and (ii), a *Development Authority* may, at its discretion, vary the *parking* requirements based upon the number of *bedrooms* in the residential component, or the provision of adjacent *parking* on a *public roadway* or in a common *parking* area accessible to the public. |
| (f) | *Supportive living accommodation* | (i)<br><br>(ii)<br><br>(iii) | One stall per six *dwelling units*;<br><br>One stall per seven *dwelling units* for visitor *parking*; and<br><br>One stall for every one-and-a-half employees required during the *maximum working shift*. |

| NON-RESIDENTIAL LAND USE | | MINIMUM PARKING REQUIREMENT | |
|---|---|---|---|
| (g) | Non-residential, except *hotel* | (i) | One stall per 45.00 m² of *gross floor area*. |

| | | | |
|---|---|---|---|
| | | (ii) | The *Development Authority* may determine *parking* requirements based on a *parking* study requested at its discretion. |
| (h) | *Hotel* | (i) | One stall per guest room; and |
| | | (ii) | Additional stalls in accordance with the *parking* requirements of this section for any other uses which form part of the *hotel*. |

(i) If a calculation under sections (b) through (h) results in a fractional number, the number shall be rounded upwards to the next whole number.

(j) Notwithstanding section 4.11 'Parking Stall And Drive Aisle Requirements,' *parking* spaces and drive aisles shall meet the following criteria:

(i) A *parking* stall must be a minimum of 2.60 m wide and 5.80 m deep;

(ii) A parallel *parking* stall shall be a minimum 2.60 m wide and 7.00 m deep; and

(iii) A drive aisle must be a minimum of 7.30 m wide for two-way traffic.

(k) Notwithstanding section (j)(iii), the *Development Authority* may reduce the minimum width of a drive aisle for *parking* spaces provided at an angle or for one-way drive aisles.

(l) Required *parking* stalls for all *residential uses* that are provided in a private *driveway* or *garage* may be located in tandem, with no more than two of the total required *parking* spaces in tandem.

(m) Small-car *parking* spaces may comprise a maximum of 20% of required *parking* for a *dwelling (apartment*) and *mixed-use building* only.

(27) **VEHICLE ACCESS**

(a) There shall be no residential vehicular *access* onto roadways designated as neighbourhood, connector, or crosstown.

(b) Where a rear *lane* is provided, vehicular *access* shall only be provided from the *lane*, except for front-back semi-detached, or front-back duplex products where one *dwelling unit* has vehicular *access* from the *lane*, and the other has vehicular *access* from the roadway.

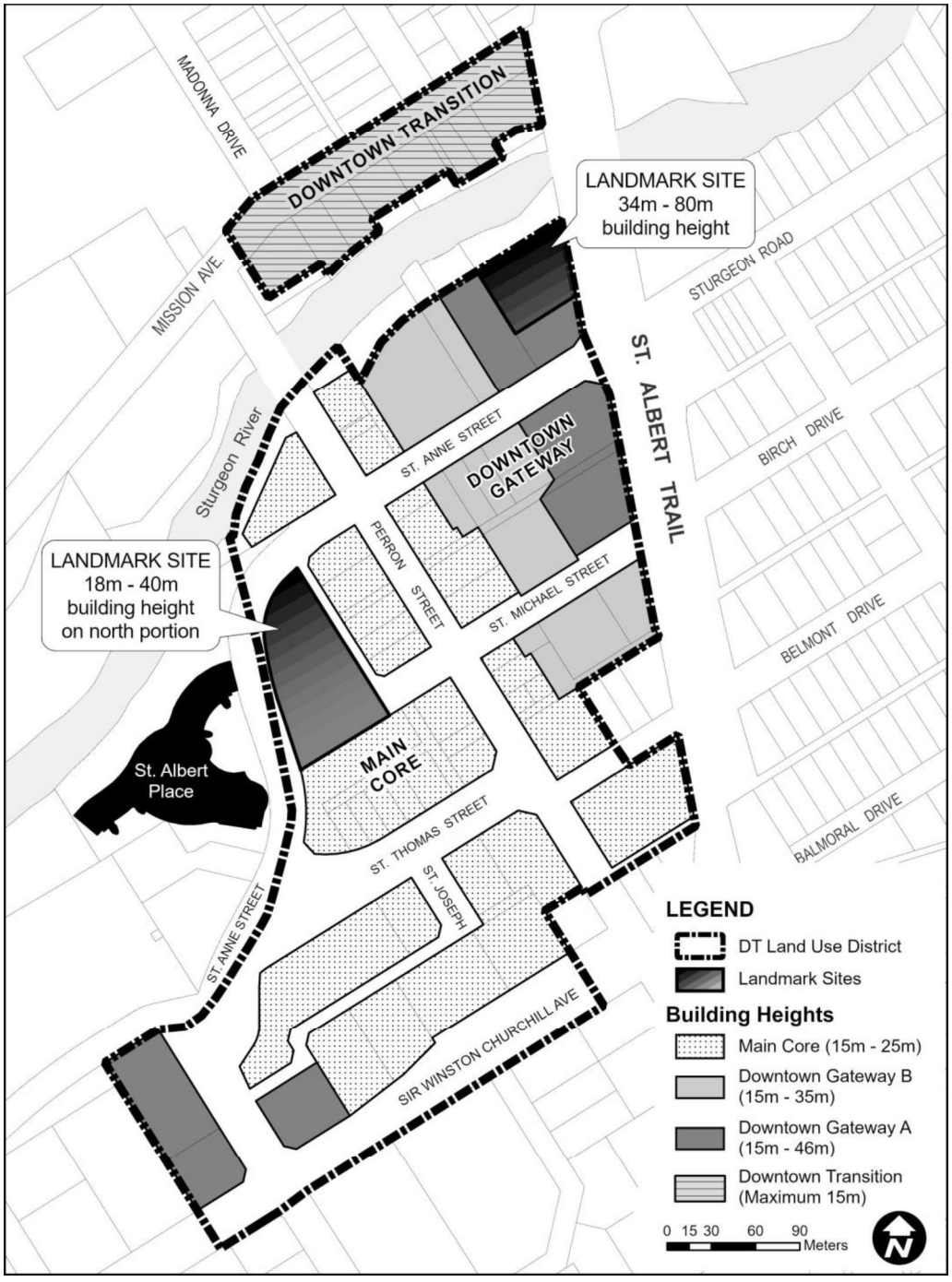
This page left intentionally blank for printing purposes.

## 5.18 DTN - DOWNTOWN DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Downtown (DTN) District as identified in Schedule A of this Bylaw and in *Figure 5-9*.

**Figure 5-9: Downtown**



## (2) PURPOSE

The purpose is to provide for a vibrant downtown that includes a mixture of employment, commercial, institutional, government, and medium- to high-density residential land uses, with a focus on high-quality *development* which engage the public realm. *Development* in the DTN District should be compact, pedestrian-friendly, and compatible with surrounding areas, creating a unique and recognizable neighbourhood. *Buildings* within this District shall provide a variety of housing options – with *residential uses* located predominantly above the ground floor – and include an appropriate mix of uses within the same *building*. A specified area north of the river, called Downtown Transition, shall provide for an orderly transition from downtown that is integrated with the Mission neighbourhood.

## (3) PERMITTED AND DISCRETIONARY USES – DOWNTOWN

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Animal grooming* | (b) *Animal health* without outdoor kennels, pens, runs, or other similar enclosures |
| (ii) | (a) *Art gallery/studio* | (b) *Broadcasting Studio* |
| (iii) | (a) *Community garden* | (b) *Conference and banquet facility* |
| (iv) | (a) *Dwelling (apartment)* | (b) *Daycare facility* |
| (v) | *(a) Dwelling unit above a non-residential use* | (b) *Dwelling (townhouse - complex)* only when integrated with a *dwelling (apartment)* or *dwelling unit above a non-residential use* |
| (vi) | (a) *Establishment (brew pub)* | (b) *Equipment service* |
| (vii) | (a) *Establishment (entertainment)* | (b) *Establishment (drinking)* |
| (viii) | (a) *Establishment (restaurant)* | (b) *Home-based business (level two)* |
| (ix) | (a) *Government service* | (b) *Live/work unit* |
| (x) | (a) *Group home* | (b) *Parking structure* |
| (xi) | (a) *Health service* | (b) *Public utility building* |
| (xii) | (a) *Hotel* | (b) *Religious assembly* |
| (xiii) | (a) *Park* | (b) *Retail (cannabis)* |
| (xiv) | (a) *Personal service* | (b) *School (commercial)* – when located on the ground *storey* |
| (xv) | (a) *Professional office* | (b) *Shopping centre* |
| (xvi) | (a) *Public market* | (b) *Accessory Development* to a Permitted Use or Discretionary Use |
| (xvii) | (a) *Residential sales centre* | |
| (xviii) | (a) *Retail (general)* | |
| (xix) | (a) *School (commercial)* – when located above the ground *storey* | |
| (xx) | (a) *School (post-secondary)* | |
| (xxi) | (a) *Supportive living accommodation* | |

## (4) PERMITTED AND DISCRETIONARY USES – DOWNTOWN TRANSITION

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Art gallery/studio* | (b) *Daycare facility* |
| (ii) | (a) *Community garden* | (b) *Dwelling (apartment)* |
| (iii) | (a) *Dwelling unit above a non-residential use* | (b) *Establishment (drinking)* with up to 50 seats |
| (iv) | (a) *Establishment (restaurant)* with equal to or less than 50 seats | (b) *Establishment (restaurant)* with greater than 50 seats |
| (v) | (a) *Government service* | (b) *Home-based business (level two)* |
| (vi) | (a) *Group home* | (b) *Hotel* |
| (vii) | (a) *Health service* | (b) *Live/work unit* |
| (viii) | (a) *Personal service* with a *gross floor area* equal to or less than 120.00 $m^2$ | (b) *Public utility building* |
| (ix) | (a) *Professional office* | (b) *Retail (cannabis)* with a *gross floor area* of equal to or lesser than 120.00 $m^2$ |
| (x) | (a) *Residential sales centre* | (b) *Retail (general)* with a *gross floor area* greater than 120.00 $m^2$ |
| (xi) | (a) *Retail (general)*; with a *gross floor area* equal to or less than 120.00 $m^2$ | (b) *School (commercial)* |
| (xii) | (a) *Supportive living accommodation* | (b) *School (post-secondary)* |
| (xiii) | | (b) *Accessory Development* to a Permitted Use or Discretionary Use |

## (5) APPLICATION REQUIREMENTS

(a) In addition to the plans and information required under section 2.4, an Applicant for a multiple-site or a multiple-building *development* must submit, to the satisfaction of the *Development Authority*:

(i) An overall *conceptual site development plan* for:

(A) The entire proposed *development* area; or

(B) If the Applicant is only developing a portion of the proposed *development* area, a *site development* plan showing the area to be developed, illustrating how the *development* will be integrated with the adjacent area.

(b) The overall *conceptual site development plan*, considered to be non-binding, must identify the proposed building types and locations, *development* phasing, *density* calculations, vehicular and pedestrian routes, and *amenity areas* - in accordance with the purpose of this District.

(6) **SITE DENSITY**

(a) The minimum *site density* for *residential uses* is 70 *dwelling units* per net hectare and cannot exceed a maximum of 300 *dwelling units* per net hectare.

(b) In determining *site density*, the *Development Authority* may consider the total number of units for multiple built forms when they comprise a *development* on a single *lot*.

(7) **SITE DENSITY BONUS**

(a) Notwithstanding section (6)(a), the maximum *site density* may exceed 300 *dwelling units* per net hectare only if the following conditions are met:

(i) A minimum of 70% of required *parking* stalls are provided in a *parking structure (underground)* or within a *parking structure* integrated within the *building,* including high-quality exterior finishing that matches or complements the *principal building* exterior, where *site* design permits; and

(ii) A minimum of 5% of *dwelling units* shall be provided as *affordable non-market housing;*

(iii) In the opinion of the *Development Authority*, at least one of the following *site* improvements are provided:

(A) Wider sidewalks or walkways internal to the *site*, together with street furniture to the satisfaction of the *Development Authority;*

(B) Enhanced *landscaping,* to the satisfaction of the *Development Authority*;

(C) *Landscaping* that is drought tolerant, reducing the need for irrigation;

(D) Green building products or technologies that reduce the carbon footprint or increase energy efficiency;

(E) Incorporate *barrier-free* design into *dwelling units* and the exterior feature of the *site*;

(F) Indoor or outdoor common *amenity areas*, in addition to the minimum required common and private *amenity areas* when:

(I) Provided at a ratio of 1.50 $m^2$ per *dwelling unit*;

(II) Grouped into areas of not less than 30.00 $m^2$; and

(III) Not located in any required *setback*.

(8) **BUILDING HEIGHT**

(a) As illustrated in *Figure 5-9*, building height in the DTN District is as follows:

(i) Downtown Transition Area:

(A) The maximum building height is 15.00 m;

(ii) Main Core:

(A) The minimum building height is 15.00 m; and

(B) The maximum building height is 25.00 m;

(iii) Downtown Gateway B:

(A) The minimum building height is 15.00 m; and

(B) The maximum building height is 35.00 m;

(iv) Downtown Gateway A:

(A) The minimum building height is 15.00 m; and

(B) The maximum building height is 46.00 m;

(v) Landmark *sites*:

(A) Building height shall be in accordance with *Figure 5-9*.

(9) **MIDRISE BUILDING DESIGN**

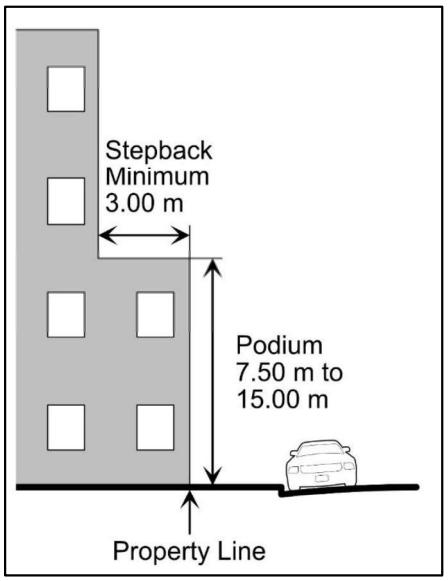
(a) A *building* greater than 22.00 m but equal to or less than 35.00 m in height, shall:

(i) Provide a minimum 7.50 m high podium, but no podium shall exceed 15.00 m in height (*Figure 5-10*) adjacent to any *public roadway*; and

(i) Provide a minimum front *step-back* from the podium of 3.00 m, as measured from the *building frontage* of the lower *storeys* (*Figure 5-10*) adjacent to any *public roadway*.

(b) Additional *step-backs* may be required at higher *storeys* for the *building* if, in the opinion of the *Development Authority*, it is necessary to mitigate the building scale or wind, sun, or shadow impacts.

**Figure 5-10: Downtown Podium and Step-Back**




(10) **HIGH-RISE BUILDING DESIGN**

(a) Refer to section 3.18 'High-Rise Building Design,' for regulations regarding *buildings* greater than 35.00 m in height.

(11) **BUILDING FRONTAGE**

(a) *Buildings* located on a corner shall comply with section 3.10 'Corner Lots - Traffic Sight Lines.'

(b) For a ground floor commercial use, the front of a unit shall not be more than 15.00 m wide.

(i) Notwithstanding section (b), the *Development Authority* may permit a ground-floor unit *frontage* greater than 15.00 m if the *façade*:

(A) Is designed to maintain the continuity of the *streetscape*; and

(B) Creates the appearance of a series of smaller retail units.

(12) **BUILDING SETBACKS**

(a) Downtown

(i) Front yard *setback*

(A) The front yard building *setback* is 0.00 m;

(B) Notwithstanding section (A), the front yard building *setback* may be increased to up to 3.00 m to accommodate a recessed

entrance, rest area, courtyard, outdoor café, *amenity space (common)*, *building recess,* or similar amenity if, in the opinion of the *Development Authority*:

(I) The design of the *building frontage* maintains the continuity of the *streetscape*;

(II) Pedestrian amenity and connectivity are maintained; and

(III) The recessed entrance complies with the *building frontages* in section (11).

(ii) Side yard *setback*

(A) The side yard building *setback* is 0.00 m;

(B) Notwithstanding section (A), a side yard *setback* of 3.00 m or more may be permitted if, in the opinion of the Developer Officer:

(I) It is to accommodate a rest area, courtyard, outdoor café, *amenity area (common)*, or similar amenity;

(II) Pedestrian amenity and safety are maintained;

(III) The *setback* does not create a visual gap or discontinuity of the architectural form or rhythm of the *streetscape*; or

(IV) It is to accommodate a pedestrian walkway or *service lane*.

(iii) Rear yard *setback*

(A) The minimum rear yard building *setback* shall be determined by the *Development Authority*, taking into account:

(I) Adjacent and *on-site* uses;

(II) *Access* to *service lanes*; and

(III) *On-site parking* requirements.

(B) Notwithstanding section (A), the maximum rear yard building *setback* shall be 50% of the *lot depth*, as measured from the rear *property line*.

(b) Downtown Transition Area building *setbacks*:

(A) Front yard *setback*

(I) The minimum front yard building *setback* is 4.00 m;

(B) Side yard *setback*

(I) The minimum side yard building setback is 1.80 m; and

(C) Rear yard *setback*

(I) The minimum rear yard building *setback* is 0.00 m.

(13) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements of in sections 3.12 'Design, Character, And Appearance Of A Building,' 3.52 'Design, Character, And Appearance Of Residential Buildings,' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows, to the satisfaction of the *Development Authority*:

(i) Windows

(A) The *fenestration* area for a non-residential *use*, on a ground-storey *building frontage* facing a *public roadway,* shall provide transparent glazing for a minimum of 50% to a maximum of 70% of the *fenestration* area;

(B) Notwithstanding section (A) , the *Development Authority* may permit a lesser amount of transparent glazing on the side or rear of a building, for the following properties:

(I) Plan 212 1125, Block 3, Lot 58 (22 St. Thomas Street)

Including any future revisions to this legal description based on a subdivision or condominium plan.

(C) The *fenestration* area shall be transparent *glazing* that allows interior activity to be seen from the street;

(D) Windows shall have window frame members of substantial depth, and recessed from the *building frontage* to provide architectural interest in the *streetscape*;

(E) A *building* must provide windows on each floor of a *façade* which faces a *public roadway*, *park*, *natural area*, or PSI District; and

(F) A ground-storey *façade* of a *building* that faces a surface *parking lot, lane,* or pedestrian walkway must provide a transparent window that provides full viewing of the area.

(ii) Doors and entries

(A) All non-residential ground-storey units facing a *public roadway* shall have, at minimum, one direct functioning public entrance from that *public roadway*.

(B) *Development* on a *corner lot* is encouraged to have its main entrance angled to the *public roadway* intersection.

(I) Notwithstanding section (B), if an angled entrance is not provided, then one entrance is required on each *public roadway façade*.

(iii) Building projections and overhead weather protection

(A) Building projections must be designed to the satisfaction of the *Development Authority* and have regard for the following:

(I) *Balconies* shall be designed as integral components of the *building* and shall not project over or into amenity spaces or *City* property;

(II) *Developments* are encouraged to provide continuous overhead weather protection for pedestrians along the *building frontage* adjoining a public sidewalk;

(III) Overhead weather protection shall maintain a minimum 0.60 m *setback* from the outside edge of the curb line, in keeping with the adjacent *streetscape*;

(IV) Overhead weather protection shall have a vertical clearance of at least 2.50 m and at most 4.00 m above the sidewalk; and

(V) If overhead weather protection or its supporting structure encroaches on *City* property, a written encroachment agreement is required.

(iv) Exterior finishing

(A) *Building* exteriors shall be stamped concrete, cementitious boards or panels, exposed aggregate, stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents;

(I) Notwithstanding section (A) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(B) The use of vinyl siding or metal cladding on *building frontages* is prohibited;

(C) The exterior finishes of *buildings* shall provide a variation in materials and design treatments on the ground-storey or pedestal of a building, to the satisfaction of the *Development Authority*;

(D) In addition to the requirements of sections 3.97 through 3.102, and section 3.51, walls and fencing must be constructed of wrought iron, brick, brick veneer, or a combination thereof; and

(E) A *building* is encouraged to include an exterior date stamp, identifying the year of construction, visible from the public street.

(v) Signs

(A) A *sign* in this District is encouraged to be *pedestrian-oriented signage*.

(14) **PARKING AND LOADING AREAS**

(a) *Vehicle access* from a *public roadway* shall only be permitted if, in the opinion of the *Development Authority*, the proposed *access*:

(i) Is in compliance with *City* of St. Albert current *Municipal Engineering Standards* and The Transportation Association of Canada (TAC);

(ii) Is necessary because *access* from a *service lane* is not feasible;

(iii) Does not front on to St. Anne Street, St. Thomas Street, or Perron Street; and

(iv) Will not interfere with the continuity of the *streetscape*, pedestrian movement, or safety along a public street.

(b) There shall be no surface *parking* between a *building* and a public street.

(c) Surface *parking* shall be accessed from a *service lane*.

(d) Notwithstanding sections (a) through (c), in the Downtown Transition Area surface *parking* shall be located in the front of a *development* and may be accessed from a public street.

(e) Where a surface *parking lot* is adjacent to any *public roadway* or open space, the *lot* must be screened, to the satisfaction of the *Development Authority*.

(f) Exclusive of the Downtown Transitional Area, *parking* for *residential uses* shall be provided in a *parking structure (underground)*, or a *parking structure* within the *development site*.

(i) Notwithstanding section (f), required visitor *parking* stalls may be provided at *grade*.

(g) A *parking lot* or loading area shall be a minimum of 3.00 m from the *property line* when adjacent to St. Albert Trail.

(h) *Parking structure*

(i) The *building frontage* of a *parking structure*, when adjacent to a *public roadway*, *park*, or *natural area*, shall:

(A) Be designed to resemble a fenestrated *building* for the first 7.50 m of height;

(B) Integrate with the surrounding built form and *streetscape*; and

(C) Have a *façade* composed of high-quality materials.

(15) **DOWNTOWN ON-SITE PARKING WAIVER**

(a) Any additional *parking* requirements necessitated by a change in use of an existing *building* located in the DTN District may be waived by the *Development Authority*.

(b) Where an existing *building* is being enlarged in the DTN District, additional *parking* requirements shall be provided only for that portion of the *building* being enlarged.

(c) At the discretion of the *Development Authority*, in the DTN District, required *on-site parking* for a non-residential use may be reduced by up to 30% if the *development lot* is within 75.00 m of the public *parking lot* located at 6 St. Anne Street.

(i) Notwithstanding section (c), in the DTN District, *on-site parking* is not required for a non-residential use if the *building* is directly adjacent to the public *parking lot* located at 6 St. Anne Street.

(d) In the DTN District the *Development Authority* may, at its discretion, determine the *on-site parking* requirements based on a parking and transportation study required under section 2.5 ‘Additional Plans And Information,’ of this Bylaw.

(16) **VEHICLE AND PEDESTRIAN CIRCULATION**

(a) In addition to the regulations in sections 3.82 ‘Emergency Access Lanes’ and 3.42 ‘Vehicle Access - General,’ the following apply:

(i) In making a determination about the design of *on-site* motor *vehicle* and pedestrian circulation within the DTN District, the *Development Authority* must ensure that motor *vehicle* and pedestrian routes are located and designed in a manner that provides a clearly defined, safe, efficient, and convenient circulation pattern for both *vehicles* and pedestrians - including *barrier-free* routes. Loading bays must be located in such a manner so as to not impede the safe and efficient flow of traffic and pedestrian movement, and minimize impacts on adjacent land uses;

(i) The *Development Authority* may impose whatever conditions it considers necessary in order to require that the Applicant:

(A) Provide connections to *parking* areas and public rights-of way adjoining a *development* for *access* to transit, services, and amenities;

(B) Provide pedestrian *access* to ensure a *development* is integrated with a surrounding area;

(C) Provide pedestrian walkways along storefronts with doors or similar openings;

(D) Separate pedestrian movements and motor *vehicle* traffic by delineating crosswalks with special paving or, where possible, raising crosswalks; and

(E) Construct and maintain the pedestrian walkways for use by the public.

(17) **TOWNHOUSING**

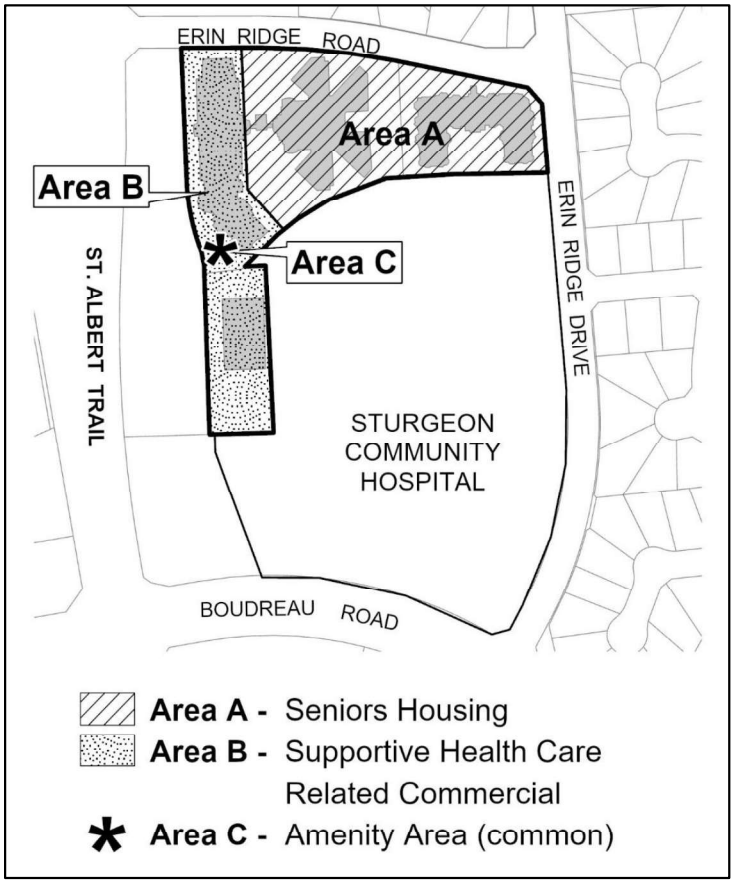
(a) For the minimum requirements for townhousing, refer to section 3.56 'Dwelling (Townhouse).'

# 5.19 ICC - INTEGRATED CARE COMMUNITY DISTRICT

## (1) APPLICATION

This section applies to the area designated as Integrated Care Community (ICC) District on the Land Use District Map, Schedule A of the Land Use Bylaw. The area designated as ICC District encompasses Area A - seniors housing, Area B - supportive health-care-related commercial, and Area C - *amenity area (common),* as identified in *Figure 5-11*.

**Figure 5-11: ICC District Subareas**




## (2) PURPOSE

The purpose of the ICC District is to create a mixed-use *development* that encompasses a complementary mix of land uses and activities wherein everything is within a convenient walking distance. The ICC District will encompass a supportive living environment and communal *amenity area*, and integrate seniors housing and health-care-related services within a compact, walkable area. This District encourages attractively designed *buildings* that complement the surrounding neighbourhood.

(3) **PERMITTED AND DISCRETIONARY USES - SENIORS HOUSING - AREA A**

The following are Permitted Uses and Discretionary Uses in Area A of the ICC District:

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Supportive living accommodation* | (b) *Hospital* |
| (ii) | | (b) *Personal service* |
| (iii) | | (b) *Residential sales centre* |
| (iv) | | (b) *Retail (general)* |
| (v) | | (b) *Accessory Development* to a Permitted Use or Discretionary Use |

(4) **PERMITTED AND DISCRETIONARY USES - SUPPORTIVE HEALTH-CARE-RELATED COMMERCIAL - AREA B**

The following are Permitted Uses and Discretionary Uses in Area B of the ICC District:

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Group home* | (b) *Animal health* |
| (ii) | (a) *Health service* | (b) *Catering service* which uses up to three *vehicles* |
| (iii) | (a) *Supportive living accommodation* | (b) *Daycare facility* |
| (iv) | | (b) *Dwelling (apartment)* |
| (v) | | (b) *Dwelling unit above a non-residential use* |
| (vi) | | (b) *Establishment (restaurant)* |
| (vii) | | (b) *Government service* |
| (viii) | | (b) *Personal service* |
| (ix) | | (b) *Professional office* |
| (x) | | (b) *Residential sales centre* |
| (xi) | | (b) *Retail (cannabis)* |
| (xii) | | (b) *Retail (general)* |
| (xiii) | | (b) *School (commercial)* |
| (xiv) | | (b) *Accessory Development* to a Permitted Use or Discretionary Use |

(5) **PERMITTED USES - AMENITY AREA (COMMON) - AREA C**

The following are Permitted Uses and Discretionary Uses in Area C of the ICC District:

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Community garden* | |
| (ii) | (a) *Park* | |
| (iii) | (a) *Accessory Development* to a Permitted Use | |

(6) **APPLICATION REQUIREMENTS**

(a) In addition to the plans and information required under section 2.4, an Applicant for a *Development Permit* must submit, to the satisfaction of the *Development Authority*:

(i) An overall *conceptual site development plan* for the area designated as ICC District;

(A) Notwithstanding section (i), if the Applicant is only developing a portion of the area designated as ICC District, a *site development* plan, which illustrates how the *development* will be integrated into the remainder of the area;

(ii) The overall *conceptual site development plan*, considered to be non-binding, must identify the proposed building types and locations, *development* phasing, vehicular and pedestrian routes, and *amenity areas,* in accordance with the purpose of this District;

(iii) A traffic impact assessment that demonstrates that traffic impacts are compatible with the purpose of the ICC District, and do not prejudice safety and traffic movements within the ICC District or on adjacent *public roadways*; and

(iv) Design drawings illustrating the colour scheme and building materials in accordance with section (11).

(7) **SITE DENSITY**

(a) Regulations applicable to areas A and B:

(i) The maximum *site density* is 115 sleeping or *dwelling units* per hectare for *supportive living accommodation*; and

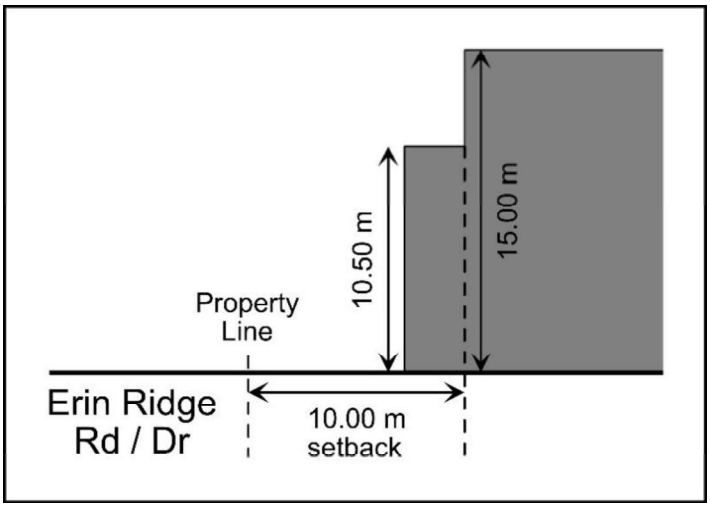
(ii) For the purpose of calculating the maximum *site density*, 27.50 $m^2$ may be added to the *lot area* for every *parking* stall which is constructed underground, if the *Development Authority* considers this to be appropriate given *site* constraints.

(8) **BUILDING HEIGHT**

(a) The maximum building height is 15.00 m.

(b) Notwithstanding section (a), the building height shall not exceed 10.50 m for any portion of the *building* located within 10.00 m of a *property line* adjacent to Erin Ridge Road or Erin Ridge Drive (*Figure 5-12*).

**Figure 5-12: ICC Building Height Adjacent to Erin Ridge Drive and Erin Ridge Road**




(c) In the instance where the heliport approach and departure surfaces require a lesser building height, the heliport height provisions shall prevail.

(9) **BUILDING SETBACKS**

(a) The minimum building *setback* within Area A is:

(i) 6.00 m when located adjacent to Erin Ridge Road or Erin Ridge Drive;

(ii) 6.00 m for a side yard adjacent to an internal roadway or *property line*; and

(iii) 6.00 m for a rear yard.

(b) The minimum building *setback* within Area B is:

(i) 6.00 m when located adjacent to Erin Ridge Road (*Figure 5-12*); or

(ii) 3.00 m from any other *property line* or internal roadway; and

(iii) Notwithstanding sections (i) and (ii), a lesser *setback* may be allowed for a courtyard, rest area, *patio*, landscape feature, or similar amenity where, in the opinion of the *Development Authority*, the design is in keeping with the purpose of the ICC District.

(10) **SEPARATION DISTANCE**

(a) Area A

(i) The minimum *separation distance* from the exterior wall of a *principal building* to any other *principal building* within Area A is 10.00 m; and

(ii) The minimum *separation distance* is 3.00 m if an exterior wall of a *building* contains a window, door, or other opening that faces onto an internal roadway, common walkway, or *parking* area.

(b) Area B

(i) The minimum *separation distance* is 3.00 m to any internal roadway.

(c) General

(i) The minimum *separation distance* between a *principal building* located within Area A and a *principal building* located within Area B is 9.00 m; and

(ii) A *breezeway* may be allowed between two *principal buildings* at the discretion of the *Development Authority*. If a *breezeway* is proposed between two *principal buildings*, no building *separation distance* is required between the *principal building* and the *breezeway*.

(11) **DESIGN, CHARACTER, AND APPEARANCE**

(a) General

(i) In addition to the provisions in sections 3.12 'Design, Character, And Appearance Of A Building,' 3.52 'Design, Character, And Appearance Of Residential Buildings,' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' the following regulations are applicable to areas A and B;

(A) The *Development Authority* may require that a building design:

(I) Utilize features including the use of sloped roofs, variations in building *setbacks*, and articulation of building *façades*;

(II) Establish a single architectural theme, including design elements, finishing materials, colours, and roof style; and

(III) Incorporate brick work similar to that utilized in the Sturgeon Community Hospital and Health Centre as an exterior finishing material.

(B) *Building* exteriors shall be stamped concrete, cementitious boards or panels, exposed aggregate, stucco, vinyl siding, fiber cement siding, wood siding, glass, brick, brick veneer, natural stone, wood timber, or metal accents.

(I) Notwithstanding section (B) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(b) Regulation applicable to Area B

(i) The ground level of any *building* facing towards a pedestrian walkway or internal roadway may be required to provide clear *glazing* along at least 50% of the *façade* to allow visual penetration into the interior of the *building*; and

(ii) In addition to the provisions of section (a)(A), the *Development Authority* may require that any side of a *building* that fronts onto a pedestrian walkway must incorporate design features which will create a pedestrian friendly environment, including:

(A) Street entrances providing direct *access* to the sidewalk; and

(B) Architectural features or street furniture.

(12) **DEVELOPMENT REGULATIONS**

(a) General

(i) Compliance with *site plan:*

(A) *Buildings* shall be located in accordance with the overall *conceptual site development plan* identified in section (6)(a).

(ii) Limits on Discretionary Uses for Area A:

(A) The total floor area to be occupied by all Discretionary Uses referred to in section (3) must not exceed 10% of the floor area of the *building* in which they are located; and

(B) The maximum *gross floor area* of any individual discretionary land use referred to in section (3) must not exceed 275.00 $m^2$.

(iii) Regulations applicable to Area B

(A) *Health service* uses must comprise at least 30% of the *gross floor area* of Area B available for commercial *development*.

(b) *Amenity area (common)*

(i) Notwithstanding any provision of section 3.46 ‘Amenity Area (Common)’ in Area A:

(A) A *development* which includes 40 or more sleeping or *dwelling units* must provide a minimum *amenity area* of 2.50 $m^2$ per sleeping or *dwelling unit,* to be developed as an outdoor *amenity area (common)* and incorporated into areas of not less than 100.00 $m^2$ for the benefit of the residents in each *building*; and

(B) The *amenity area (common)* may include seating areas, raised gardens, courtyards, and recreational areas;

(ii) Notwithstanding any provision of section 3.46 'Amenity Area (Common)' in Area C:

(A) A single *amenity area (common)*, identified as Area C on *Figure 5-11*, must be provided for the benefit of all *development* within Area B;

(B) The *amenity area (common)*:

(I) Shall be centrally located on the Area B *site*;

(II) Shall be designed to serve as a space for the active or passive recreation and enjoyment of users;

(III) May include a *plaza* or focal point;

(IV) Must be a minimum of 100.00 $m^2$ in size;

(V) May include elements such as street furnishings, *hard-surfacing*, plantings, amenities, art and sculpture, and architectural features to create a strong sense of a communal gathering place, to the approval of the *Development Authority*;

(VI) Shall provide an area of overhead weather protection for a portion of the *amenity area (common)*; and

(VII) Shall provide for at least one pedestrian walkway connection to Sturgeon Community Hospital and Health Centre, Area A, Area B, and *off-site* pedestrian linkages.

(c) Pedestrian circulation

(i) In making a determination about the design of *on-site* pedestrian circulation within the ICC District, the *Development Authority* must ensure that pedestrian routes are located and designed in a manner that provides a clearly defined, safe, efficient, inclusive, and convenient circulation pattern for pedestrians;

(ii) In the ICC District, all *developments* must:

(A) Provide *on-site* exterior pedestrian walkways which connect *on-site* uses to each other and to the public right-of-way adjoining the *development*;

(B) Provide pedestrian *access* to the adjacent neighbourhood, and between Area A and Area B;

(C) Provide pedestrian walkways along storefronts which have doors or similar openings;

(D) Separate pedestrian movements and *vehicle* traffic by raising or ramping pedestrian walkways when traversing drive aisles, and delineating crosswalks with coloured concrete or painted lines;

(E) Construct and maintain the pedestrian walkways for use by the public; and

(F) Design pedestrian routes that offer minimal disruption to the continuity of pedestrian circulation;

(iii) Pedestrian walkways must:

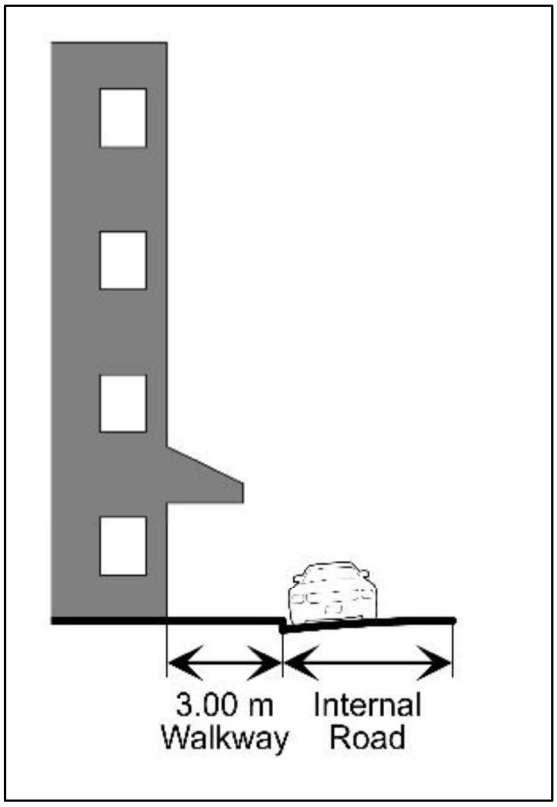
(A) Be constructed of a *hard-surface* material; and

(B) Be a minimum of 2.50 m in width, except in the case of:

(I) A storefront *access* where a minimum 3.00 m walkway width must be provided (*Figure 5-13*); and

(II) A *breezeway* where a minimum 5.00 m walkway width must be provided.

**Figure 5-13: ICC Storefront Access**




(d) Outdoor lighting

(i) In addition to the regulations of section 3.24 'Outdoor Lighting:'

(A) All outdoor lighting within the ICC District shall be of a design and style that is consistent with the architectural character of the *development*, and shall add visual interest; and

(B) Outdoor lighting must be provided for all *amenity areas*, private walkways, and *parking lots,* to the satisfaction of the *Development Authority*.

(e) Overhead weather protection

(i) In addition to the regulations in section 3.25 'Overhead Weather Protection:'

(A) In Area A, overhead weather protection must be provided at primary pedestrian entrances, to the satisfaction of the *Development Authority*;

(B) In Area B, a *development* must provide continuous overhead weather protection for pedestrians for the entire *building frontage* adjoining a sidewalk; and

(C) In Area B, overhead weather protection must:

(I) Project a minimum of 2.00 m over the sidewalk; and

(II) Have a vertical clearance of at least 2.50 m and at most 4.00 m above the sidewalk.

(f) *Landscaping*

(i) In addition to the regulations of sections 3.98 through 3.102, in Area A - seniors housing:

(A) All minimum required yards within must be landscaped;

(B) Within required yards, trees must be planted at an overall ratio of one tree per 75.00 $m^2$ of landscape area;

(C) Trees must be planted in clusters and be dispersed within the *site*; and

(D) Coniferous trees must comprise a minimum proportion of 40% of all trees planted.

(g) *Vehicle* circulation

(i) In areas A and B, when making a determination about the design of *on-site vehicle* circulation within the ICC District, the *Development Authority* must ensure that *vehicle* routes are located and designed in a manner

that provides a clearly defined, safe, efficient, and convenient circulation pattern for *vehicles*.

(13) **PARKING AND LOADING AREAS**

(a) In addition to the *parking* and loading provisions identified in Part 4: Parking of this Bylaw, the following regulations are applicable to areas A and B:

(i) Shared *parking* may be considered, at the discretion of the *Development Authority,* in consultation with Engineering Services, to fulfill the *parking* requirements of Part 4: Parking; and

(ii) A proposal for shared *parking* shall have regard for the existing and future *parking* needs of the District, existing *parking* requirements for the Sturgeon Community Hospital and Health Centre, and the ratio of *parking* proposed to be shared in Areas A and B.

(iii) Additional regulations applicable to Area A:

(A) A vehicular drop-off area to accommodate residents and adult day-program users must be provided to the satisfaction of the *Development Authority*, in consultation with Engineering Services;

(B) Signage, which specifically designates visitor and staff *parking*, and handi-bus pick-up and drop-off areas, must be provided, to the satisfaction of the *Development Authority*.

(iv) Additional regulations applicable to Area B:

(A) A *parking lot* is encouraged to be located to the side or rear of the *building*.

# Special Districts

## 5.20 PRK - PUBLIC PARK DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Public Park (PRK) District on the Land Use District Map, Schedule A of this Bylaw.

### (2) PURPOSE

The purpose of the PRK District is to provide *parks* along with complementary facilities throughout the *City* for the purpose of public recreation and cultural activities. The intent is also to protect lands within the flood-risk area from *development*.

### (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Park* | (b) *Campground* |
| (ii) | | (b) *Community garden* |
| (iii) | | (b) *Conference and banquet facility* |
| (iv) | | (b) *Daycare facility* |
| (v) | | (b) *Exhibition grounds* |
| (vi) | | (b) *Government service* |
| (vii) | | (b) *Greenhouse and plant nursery* |
| (viii) | | (b) *Public market* |
| (ix) | | (b) *Public utility building* |
| (x) | | (b) *Recreation (indoor)* |
| (xi) | | (b) *Recreation (outdoor)* |
| (xii) | | (b) *Stadium* |
| (xiii) | | (b) *Surveillance suite* |
| (xiv) | | (b) *Accessory Development* to a Permitted Use or Discretionary Use |

### (4) BUILDING HEIGHT

(a) Maximum building height is 10.00 m.

(b) For an *accessory building*, the minimum building height shall be determined by the *Development Authority*.

### (5) SETBACKS

(a) For a *building* adjoining a *Residential District* or use, the minimum *setback* is 10.00 m from a *property line*.

(b) For a *parking lot*, the minimum *setback* is 4.00 m from a *property line*.

(c) For a sports field or *recreation (outdoor)* use, the *setback* shall be at a distance as determined by the *Development Authority*, to prevent the sport or recreation activity from interfering with adjoining developments.

(d) In all other cases, *setbacks* shall be as determined by the *Development Authority* to prevent or reduce interference with adjoining developments and ensure the orderly flow of pedestrian and vehicular traffic.

(e) For an *accessory building*, the minimum *setback* shall be determined by the *Development Authority*.

(6) **DEVELOPMENT ON PROPERTIES WITHIN THE FLOOD-RISK AREA**

(a) Property adjacent to Big Lake, the Sturgeon River Valley, the Carrot Creek Valley, riparian areas, or within the flood-risk area shall be held to the following additional Performance Standards:

(i) *Development* should allow *public access* to public lands along Big Lake, the Sturgeon River, or Carrot Creek banks, where appropriate;

(ii) Any *development* that disturbs the normal hydrological process within Big Lake, the Sturgeon River Valley, or Carrot Creek Valley must minimize the risk of *on-site* and *off-site* flood damage; and

(iii) *Development* that includes any channelization or diking along the riverbanks shall be designed in consultation with the responsible provincial authority.

# 5.21 CON - CONSERVATION DISTRICT

## (1) APPLICATION

This section applies to the areas designated as Conservation (CON) District on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the CON District is to provide for the protection and stewardship of *natural areas* and environmentally sensitive lands, and to preserve ecological integrity and biodiversity while allowing limited passive recreation. The intent is also to protect lands within the flood-risk area from *development*.

## (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Natural area* | (b) *Accessory Development* to a Permitted Use or Discretionary Use |

## (4) BUILDING HEIGHT

(a) For an *accessory building*, the minimum height shall be determined by the *Development Authority*.

## (5) SETBACKS

(a) *Principal building* and *accessory* building *setbacks* shall be as determined by the *Development Authority*.

## (6) DEVELOPMENT ON PROPERTIES WITHIN THE FLOOD-RISK AREA

(a) Property adjacent to Big Lake, the Sturgeon River Valley, the Carrot Creek Valley, riparian areas, or within the flood-risk area shall be held to the following additional performance standards:

(i) *Development* should allow *public access* to public lands along Big Lake, the Sturgeon River, or Carrot Creek banks, where appropriate;

(ii) Any *development* that disturbs the normal hydrological process within Big Lake, the Sturgeon River Valley, or Carrot Creek Valley must minimize the risk of *on-site* and *off-site* flood damage; and

(iii) *Development* that includes any channelization or diking along the riverbanks, shall be designed in consultation with the responsible provincial authority.

This page left intentionally blank for printing purposes.

# 5.22 PSI - PUBLIC, PRIVATE, AND INSTITUTIONAL SERVICE DISTRICT

## (1) APPLICATION

This section applies to the areas designated as Public, Private, and Institutional Service (PSI) District on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the PSI District is to provide areas for the location and establishment of facilities which, under public franchise, ownership, or private enterprises – operating for the public convenience and necessity – provide public services such as education, community services, health care, recreation, and utilities.

## (3) PERMITTED AND DISCRETIONARY USES

| | PERMITTED USES | DISCRETIONARY USES |
|---|---|---|
| (i) | (a) *Community garden* | (b) *Cemetery* |
| (ii) | (a) *Government service* | (b) *Conference and banquet facility* |
| (iii) | (a) *Park* | (b) *Daycare facility* |
| (iv) | (a) *Public market* | (b) *Dwelling (dormitory)* |
| (v) | (a) *School (elementary or secondary)* | (b) *Health service* |
| (vi) | (a) *School (post-secondary)* | (b) *Hospital* |
| (vii) | (a) *Supportive living accommodation* | (b) *Parking lot,* for *off-site parking* only |
| (viii) | (a) *Transitional accommodation* | (b) *Parking structure* |
| (ix) | | (b) *Public utility building* |
| (x) | | (b) *Recreation (indoor)* |
| (xi) | | (b) *Recreation (outdoor)* |
| (xii) | | (b) *Religious assembly* |
| (xiii) | | (b) *Accessory Development* to any Permitted Use or Discretionary Use |

## (4) BUILDING HEIGHT

(a) The maximum building height is 15.00 m.

(b) For an *accessory building*, the minimum building height shall be determined by the *Development Authority*.

## (5) BUILDING SETBACKS

(a) The minimum *principal building setback* is 6.00 m from any *property line*.

(i) Notwithstanding section (a), all *developments* must provide a minimum building *setback* of 10.00 m from any *property line* which adjoins a *residential use* or *Residential District*.

(b) For an *accessory building*, the minimum *setback* shall be determined by the *Development Authority*.

(6) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be concrete, cementitious boards or panels, exposed aggregate, stucco, glass, brick, brick veneer, natural stone, wood, or metal accents.

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

# 5.23 ALT - ALTERNATE JURISDICTION DISTRICT

## (1) APPLICATION

This section applies to the areas designated as Alternate Jurisdiction (ALT) District on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the ALT District is to provide for lands that do not require a *Development Permit* when falling under the jurisdiction of federal or provincial legislation.

## (3) PERMITTED AND DISCRETIONARY USES

Any use that is consistent with those uses, activities, and operations prescribed in the appropriate superior legislation.

## (4) DEVELOPMENT REGULATIONS

(a) A *Development Permit* is not required under the ALT District if the *development* is exempted from this Bylaw by reason of provisions in federal or provincial legislation, or the developer being the crown, a crown agency, or a federal industry.

(b) If *development* of the lands within the ALT District no longer satisfies the requirement of section (a), a *Development Permit* is required.

(c) If for any reason, including a change in ownership or legislation, the lands to which this District originally applies, but subsequently become subject to the *City's* jurisdiction, the lands shall be redistricted to an appropriate District.

This page left intentionally blank for printing purposes.

## 5.24 FUD - FUTURE URBAN DEVELOPMENT DISTRICT

### (1) APPLICATION

This section applies to the areas designated as Future Urban Development (FUD) District on the Land Use District Map, Schedule A of this Bylaw.

### (2) PURPOSE

The purpose of the FUD District is to control land areas which are undeveloped or developed to low intensity, which may include agricultural and rural land use activities of a limited nature, and to ensure their orderly transformation to future urban expansion or intensification of *development*.

### (3) DISCRETIONARY USES

| | DISCRETIONARY USES |
|---|---|
| (i) | (a) *Agriculture (general)* |
| (ii) | (a) *Agriculture accessory building* |
| (iii) | (a) *Animal grooming* |
| (iv) | (a) *Animal service* |
| (v) | (a) *Community garden* |
| (vi) | (a) *Congregate housing (level two)* |
| (vii) | (a) *Construction service* |
| (viii) | (a) *Dugout* |
| (ix) | (a) *Dwelling (single detached)* |
| (x) | (a) *Greenhouse and plant nursery* |
| (xi) | (a) *Group home* |
| (xii) | (a) *Home-based business (level two)* |
| (xiii) | (a) *Home-based business (level three)* |
| (xiv) | (a) *Public utility building* |
| (xv) | (a) *Recreation (outdoor)* |
| (xvi) | (a) *Religious assembly* |
| (xvii) | (a) *Secondary suite (internal)* |
| (xviii) | (a) *Sod farm* |
| (xix) | (a) *Topsoil processing and sales* |
| (xx) | (a) *Accessory Development* to any Discretionary Use |

## (4) USE REGULATIONS

(a) Each of the land uses listed in the following table shall comply with the regulations set out for that use in the applicable District as follows:

| Land Use | Applicable District |
|---|---|
| (i) *Animal service* | ICS |
| (ii) *Construction service* | ICS |
| (iii) *Dwelling (single detached)* | LDR |
| (iv) *Public utility building* | PSI |
| (v) *Religious assembly* | PSI |
| (vi) Regulations for all other uses not listed in section (a), but listed in section (3), will be at the discretion of the *Development Authority*. | |

(b) Notwithstanding section (a), the *Development Authority* may refer to a corresponding conventional District or any part of the Land Use Bylaw to determine land use regulations that may be applied to a prospective *Development Permit*.

(c) The *Development Authority* may refer to a corresponding conventional *Land Use District*, or any part of the Land Use Bylaw, to determine *development* regulations that may be applied to a *Development Permit* referenced in section (vi).

## (5) SUBDIVISION REGULATIONS

(a) Multi-lot residential subdivision (greater than one additional *lot* per quarter section) shall be prohibited.

(i) Notwithstanding section (a), multi-lot residential subdivisions (greater than one additional *lot* per quarter section) are permitted in accordance with the applicable *ASP*, *ARP*, or *Neighbourhood Plan*.

## (6) DEVELOPMENT REGULATIONS

(a) The *Development Authority* shall not approve a Discretionary Use that would prejudice the future subdivision, servicing, or *development* of the subject lands for future urban expansion or intensification *development*.

(b) The *Development Authority* may specify the length of time a use is permitted in the FUD District having regard for the subdivision, staging, and *development* of the subject lands for urban expansion or intensification.

## (7) DWELLINGS AND DRIVEWAYS

(a) The size of a *site* for a *dwelling (single detached)* shall be between 0.40 ha and 1.00 ha.

(b) No *driveway* shall be located closer than 100.00 m from the intersection of two municipal roadways, or as otherwise determined by the *Development Authority* in consultation with the *City* Engineer.

(8) **SITE CONDITIONS**

(a) The *Development Authority,* in considering an application, may impose conditions requiring the retention of trees or additional plantings of such a type and amount that are considered necessary.

(b) The *Development Authority* may prescribe one or more *setback* or *screening* requirements for uses that may be incompatible with adjacent land uses to minimize potential *off-site* impacts.

(c) The *Development Authority* may impose conditions requiring *screening* for uses that involve the *outdoor storage* of goods, machinery, *vehicles*, building materials, waste materials, and other comparable items.

This page left intentionally blank for printing purposes.

# 5.25 TRN - TRANSITIONAL DISTRICT

## (1) APPLICATION

This section applies to the areas designated as Transitional (TRN) on the Land Use District Map, Schedule A of this Bylaw.

## (2) PURPOSE

The purpose of the TRN District is to regulate land areas which are undeveloped or developed to low intensity, and to accommodate traditional agricultural operations and the supportive services they use, which do not compromise the ability for future urban intensity *development* to occur in an orderly and efficient manner.

## (3) PERMITTED USES

| | PERMITTED USES |
|---|---|
| (i) | (a) *Agriculture (general)* |
| (ii) | (a) *Agriculture accessory building* |
| (iii) | (a) *Animal health (rural)* |
| (iv) | (a) *Dugout* |
| (v) | (a) *Dwelling (manufactured home)* |
| (vi) | (a) *Dwelling (single detached)* |
| (vii) | (a) *Farm help accommodation* (for *lots* with an area over 4.00 ha) |
| (viii) | (a) *Group home* |
| (ix) | (a) *Home-based business (level two)* |
| (x) | (a) *Secondary suite (garage)* |
| (xi) | (a) *Secondary suite (garden)* |
| (xii) | (a) *Secondary suite (internal)* |
| (xiii) | (a) *Supportive living accommodation* |
| (xiv) | (a) *Accessory Development* to any Permitted Use |

## (4) DISCRETIONARY USES

| | Discretionary uses for lots with an area of 16.00 ha and greater | Discretionary uses for lots with an area of 4.00 ha to 15.99 ha | Discretionary uses for lots with an area less than 4.00 ha |
|---|---|---|---|
| (i) | (a) *Agricultural support service* | (b) *Agricultural support service* | (c) *Agricultural support service* |
| (ii) | (a) *Agriculture (intensive)* | (b) *Agriculture (intensive)* | (c) *Animal grooming* |
| (iii) | (a) *Animal grooming* | (b) *Animal grooming* | (c) *Animal health* |
| (iv) | (a) *Animal health* | (b) *Animal health* | (c) *Animal service* |
| (v) | (a) *Animal service* | (b) *Animal service* | (c) *Cannabis production and distribution (micro)* |
| (vi) | (a) *Auction (agriculture)* | (b) *Cannabis production and distribution (micro)* | (c) *Community garden* |
| (vii) | (a) *Auction (general)* | (b) *Community garden* | (c) *Construction service* |
| (viii) | (a) *Cannabis production and distribution (micro)* | (b) *Construction service* | (c) *Event venue (rural)* |
| (ix) | (a) *Community garden* | (b) *Equestrian facility* | (c) *Farm help accommodation* |

| | Discretionary uses for lots with an area of 16.00 ha and greater | Discretionary uses for lots with an area of 4.00 ha to 15.99 ha | Discretionary uses for lots with an area less than 4.00 ha |
|---|---|---|---|
| (x) | (a) *Congregate housing (level two)* | (b) *Congregate housing (level two)* | (c) *Congregate housing (level two)* |
| (xi) | (a) *Construction service* | (b) *Event venue (rural)* | (c) *Home-based business (level three)* |
| (xii) | (a) *Dwelling (secondary)* on a *lot* 32.40 ha and greater | (b) *Home-based business (level three)* | (c) *Religious assembly* |
| (xiii) | (a) *Equestrian facility* | (b) *Public utility building* | (c) *Sod farm* |
| (xiv) | (a) *Event venue (rural)* | (b) *Religious assembly* | (c) *Accessory Development* to a Discretionary Use |
| (xv) | (a) *Home-based business (level three)* | (b) *Sod farm* | |
| (xvi) | (a) *Public utility building* | (b) *Storage facility (recreation vehicle and equipment)* | |
| (xvii) | (a) *Sod farm* | (b) *Topsoil processing and sales* | |
| (xviii) | (a) *Storage facility (recreation vehicle and equipment)* | (b) *Accessory Development* to a Discretionary Use | |
| (xix) | (a) *Topsoil processing and sales* | | |
| (xx) | (a) *Accessory Development* to a Discretionary Use | | |

(5) **LOT COVERAGE**

(a) The maximum *lot coverage* is 15% for *lots* equal to or less than 15.99 ha.

(b) The maximum *lot coverage* for *lots* 16.00 ha or greater is at the discretion of the *Development Authority*.

(6) **SITE DENSITY**

(a) The maximum *dwelling unit* density shall be as follows:

(i) Two principal *dwelling units* on a *lot* 32.40 ha and greater; and

(ii) One *dwelling unit* on all other *lots*.

(7) **SUBDIVISION REGULATIONS**

(a) Single *lot* subdivision:

(i) Single *lot* subdivision may be allowed when subdivided from a parent *lot* with an area:

(A) Between 48.00 and 79.99 ha, which shall be considered equivalent to 64.70 ha, or a full quarter section; and

(B) Between 16.00 and 47.99 ha, which shall be considered equivalent to 32.40 ha, or half of a quarter section;

(ii) Existing *lots* under 16.00 ha shall have no further subdivision;

(iii) A single *lot* subdivision shall have a maximum area of 1.00 ha, unless a larger area is essential to meet one or both of the below:

(A) Encompass mature shelterbelts, existing *buildings,* or any other related features associated with an existing *farmstead* (however, additional farmland will not be compromised to accommodate a septic system, the *setback* distances associated with a septic system, a *dugout*, or an extensive area of fencing); or

(B) Mitigate any *site* constraints which could otherwise significantly limit the *development* potential of a 1.00 ha (2.47 ac) *lot* or create land use conflicts such as *setback* distances from pipelines, low-lying or steep topography, inaccessible portions of land, or land fragmentation (however, additional farmland will not be compromised when a *site* constraint could equally be addressed by modifying the location, the dimensions of the proposed 1.00 ha (2.47 ac) *lot*).

(b) Four-*lot* subdivision maximum:

(i) Multi-lot country residential subdivision (greater than four *lots* per quarter section) shall be prohibited.

(ii) Unless otherwise indicated within an *ASP*, a quarter section of 64.70 ha in the TRN District shall contain a maximum *lot density* of four, comprising:

(A) Two *lots*, each 32.40 ha, or alternative areas necessary due to land fragmentation; and

(B) Two *lots* for *residential uses*, one from each of the two 32.40 ha *lots*, to a maximum area of 1.00 ha each.

(8) **FLOOR AREA**

(a) The maximum floor area for an *accessory building*:

(i) For *lots* between 4.00 and 15.99 ha, is 465.00 $m^2$; and

(ii) For *lots* less than 4.00 ha, is 230.00 $m^2$.

(9) **BUILDING HEIGHT**

(a) The maximum building height of a *principal building* or any *accessory building* is at the discretion of the *Development Authority*.

(10) **BUILDING SETBACK**

(a) Front yard *setback*

(i) The minimum front yard building *setback* for a:

(A) *Principal building* is 35.00 m; and

(B) *Agriculture accessory building* or *accessory building* is 20.00 m.

(b) Side yard *setback*

(i) The minimum side yard building *setback* for a:

(A) *Principal building* is 6.00 m; and

(B) *Agriculture accessory building* or *accessory building* is 3.00 m.

(ii) Notwithstanding section (b), the minimum side yard building *setback* for a *corner lot* side yard that adjoins a flanking *public roadway*:

(A) For a *principal building*, is 35.00 m; and

(B) For an *agriculture accessory building* or *accessory building*, is 20.00 m.

(c) Rear yard *setback*

(i) The minimum rear yard building *setback* for a:

(A) *Principal building* is 6.00 m; and

(B) *Agriculture accessory building* or *accessory building* is 3.00 m.

(d) Notwithstanding sections (a) through (c), for an *agriculture (intensive)* use, the *Development Authority* shall determine *setbacks*. No *setback* for a new *agriculture (intensive)* use shall be less than 100.00 m from the *property line* of an existing residential *lot*. The required *setback* may be reduced if the residential *lot* is also owned by the proponent of the *agriculture (intensive)* use.

(11) **DEVELOPMENT REGULATIONS**

(a) General

(i) Intensification of a use on *lots* in existence as of February 22, 2022, may trigger a planning process that includes preparation of an *ASP*, redistricting, or both.

(ii) No new uses or expansion of existing, *agriculture (intensive)* uses shall be supported in the TRN District.

(iii) When reviewing an application for a Discretionary Use, the *Development Authority* shall not approve Discretionary Uses that would prejudice the future subdivision, servicing, or *development* of the subject lands for future urban expansion or intensification of *development.*

(iv) The *Development Authority* may specify the length of time a Discretionary Use is permitted in the TRN District, having regards for the subdivision, staging, and *development* of the subject lands for urban expansion or intensification.

(b) *Driveways*

(i) No *driveway* shall be located closer than 100.00 m from the intersection of two municipal roadways, or as otherwise determined by the *Development Authority,* in consultation with the *City* Engineer.

(c) *Building separation*

(i) An *agricultural accessory building* or *farm help accommodation* shall be set back a minimum of 1.90 m from the *principal building* or another *accessory building*.

(d) *Farm help accommodation*

(i) Each *building* may contain a maximum of eight *sleeping units*, a common kitchen or dining area, and common bathroom facilities.

(12) **SITE CONDITIONS**

(a) In addition to the above, the *Development Authority,* considering an application may impose conditions requiring the retention of trees or additional plantings of such a type and amount that are considered necessary.

(b) The *Development Authority* may prescribe requirements for *setbacks, screening,* or both for uses that may be incompatible with adjacent land uses.

(c) The *Development Authority* may impose conditions requiring *screening* for uses that involve the *outdoor storage* of goods, machinery, *vehicles*, building materials, waste materials, and other comparable items.

(13) **SHIPPING CONTAINER**

(a) The maximum number of *shipping containers* allowed on a *lot* without a *Development Permit* in the TRN District are:

(i) Five on *lots* 16.00 ha or greater;

(ii) Three on *lots* with an area of 4.00 to 15.99 ha; and

(iii) One on *lots* with an area of 0.50 ha to less than 4.00 ha.

(b) The storage of *shipping containers* in excess of the maximum amount for the District as listed in section (a) shall be considered as *outdoor storage* and will require a *Development Permit*.

(c) Stacking of *shipping containers* shall not be permitted.

## 5.26 DC - DIRECT CONTROL DISTRICT

(1) **APPLICATION**

This section applies to the areas designated as *Direct Control* (DC) on the Land Use District Map, Schedule A of this Bylaw.

(2) **PURPOSE**

The purpose of a *Direct Control* (DC) District is to enable *Council* to exercise particular control over the use and *development* of land or *buildings* within the area so designated. The DC District may be used to create site-specific regulations for *lots*, including *historic resources*.

(3) **APPROVAL AUTHORITY**

(a) *Council* shall determine the uses that may be allowed in a DC District, and may impose such standards and conditions it considers appropriate to regulate that use.

(i) Notwithstanding section (a), *Council* may delegate the following Discretionary Uses for approval by the *Development Authority*, and the *Development Authority* may impose standards and conditions it considers appropriate to regulate, including:

(A) *Accessory Developments* to a use enabled within a DC District.

(b) *Council*, or the *Development Authority* where delegated by *Council*, may issue a *Development Permit* for any use in a DC District, and impose such conditions as it consider appropriate.

(c) In addition to section 2.16, the *Development Authority* where delegated by *Council*, may impose such conditions as it deems appropriate.

(4) **DEVELOPMENT REGULATIONS**

(a) *Council,* or the *Development Authority,* where delegated by *Council*, may refer to a corresponding conventional District or any part of the Land Use Bylaw to determine land use regulations that may be applied to a DC District *Development Permit*.

(b) A DC District is a separate and distinct bylaw from this Bylaw and can be made with reference to Districts in this Bylaw.

This page left intentionally blank for printing purposes.

# Part 6
# Signage

**This part outlines signage regulations that apply throughout St. Albert.**

## 6.1 APPLICATION

(1) This part shall apply to all *signs* that are posted, placed, or erected on both *private property* and *public property*:

(a) Notwithstanding section (1), this part does not apply to *municipal signs* or *signs* that are posted, placed, or erected in accordance with a contractual arrangement between the *City* and another party; and

(b) Notwithstanding section (1), unless otherwise indicated herein, the *Traffic Bylaw* 18/2005 regulates signage that is posted, placed, or erected on *highways,* lanes, and *public roadways*.

## 6.2 GENERAL SIGN REGULATIONS

(1) A *sign* shall not be constructed or located such that it may be confused with or detract from a *traffic control device*, *municipal sign,* or other municipal device.

(2) A *sign* shall not be constructed or located such that it interferes with the safe or orderly movement of pedestrians or motor *vehicles*, or the sight lines required under this or any other bylaw.

(3) A *sign* shall not project beyond the boundary of the *site* upon which it is located.

(4) A *sign* is limited to *first-party advertising*, unless otherwise specified by this Bylaw.

(5) A *sign* displaying a neighbourhood name must be consistent with any *City* neighbourhood naming policy or bylaw.

(6) A *sign height* must not exceed the maximum building height allowed in the applicable District.

(7) The *illumination* of a *sign* must not negatively affect nor pose a safety hazard to an *adjacent site* or area.

(8) Wiring and conduits for electrified *signs* must be concealed from view.

(9) A *sign* must be designed and constructed to ensure:

(a) The durability of the *sign* (taking into account whether it is a permanent or *temporary sign*);

(b) The compatibility of the *sign* with adjacent *development*; and

(c) The integration of design elements and building materials that complement the architecture of the *on-site buildings*.

(10) If a *sign* fits within two or more *sign* categories, then:

(a) It shall be a Permitted Use, if it is a Permitted Use under each *sign* category;

(b) It shall be a Discretionary Use, if it is a Discretionary Use under at least one *sign* category; and

(c) It shall comply with all regulations applicable to each category of *sign*.

(11) The separation or *setback* distance of a *sign* shall be measured from the point of the *sign* closest to another *sign*, *property line*, or *building*.

(12) A *self-supported sign* shall maintain a minimum *separation distance* of 3.00 m from any other *sign*, unless otherwise specified by this Bylaw.

(13) No *sign* shall be placed on a *site* prior to the *site* being issued *Development Permit* approval for a *building* or use.

(a) Notwithstanding section (13), a *real estate sign*, *developer marketing sign*, *development directional sign*, *developer marketing fence sign*, or *neighbourhood identification sign* may be placed on an undeveloped site not associated with a *Development Permit*.

(14) When a *sign* has been erected or displayed without the issuance of a required *Development Permit*, retroactive application fees shall be charged in accordance with the current *Master Rates Bylaw.*

(15) A *sign* shall be maintained in good repair and without limiting the generality of the foregoing:

(a) A *sign* shall at all times be structurally sound;

(b) A *sign* shall not be allowed to peel or become torn; and

(c) Any portion of a *sign* that is metal shall not be allowed to rust.

(16) If the *Development Authority* determines that a sign is in an unacceptable state of disrepair, or poses a safety concern or emergency condition, the Development Authority may require that the sign owner undertake repairs or removal.

(17) A *live/work unit* shall be limited to a maximum of one *sign*.

(18) Unless otherwise stated in section 6.3 'Signs Not Requiring A Development Permit,' all *signs* must have a *Development Permit* in compliance with Part 6 of this Bylaw.

## 6.3 SIGNS NOT REQUIRING A DEVELOPMENT PERMIT

(1) A *Development Permit* is not required for:

(a) A *sign* posted or exhibited inside a *building*;

(b) A *window sign* in a *Residential District* up to 0.30 $m^2$ in *sign area*;

(c) A *window sign* in *Commercial*, *Industrial*, and *Mixed-Use Districts* up to 0.80 $m^2$ in *sign area*;

(d) A *vehicle sign*, provided the *vehicle* is not temporarily or permanently parked for the purpose of displaying the *sign*;

(e) A *sign* erected, pursuant to a valid *development agreement*, to notify of a statutory plan amendment or to identify a Municipal Historic Resource;

(f) An emergency or warning *sign* placed on a public *building*, *lot,* or utility right-of-way;

(g) Municipal address identification;

(h) A *self-supported sign* in a *Residential District* up to 0.80 $m^2$ in *sign area*, for the purpose of advertising an *on-site* contractor undertaking renovation work on a property, that is displayed for a period of no more than 14 consecutive days;

(i) A *sign* on *private property* indicating *on-site* traffic circulation or *parking* regulations, less than 2.00 $m^2$ in *sign area* and to maximum height of 2.00 m; and

(j) A *sign* which is exempt from the requirements for a *Development Permit* in this Bylaw.

## 6.4 PROHIBITED SIGNS

(1) The following *sign* types are prohibited:

(a) *Attention-getting devices*;

(b) *Flashing signs*; and

(c) *Walkway decals*.

(2) With the exception of *vehicle signs*, all *signs* displayed on or within trailers, or other *vehicles*, are prohibited in all Districts.

(3) *Signs* that employ motion picture projections, animations, or non-static digital images are prohibited.

## 6.5 THIRD-PARTY ADVERTISING

(1) *Third-party advertising* is not permitted.

(a) Notwithstanding section (1), *third-party advertising* is allowed to be displayed on *billboards* or *freestanding signs with a digital display*.

(i) Notwithstanding section (1)(a), in a PSI District, a *freestanding sign with digital display* shall not display *third-party advertising*.

(2) At the determination of the *Development Authority*, in a *Commercial* or *Industrial* District where abutting *lots* have the appearance and function of a single *site* by virtue of having mutual *access* agreements, shared *parking*, *private roadway*, or *access* points, a *sign* that relates to a use on any of the associated *lots* may not be considered t*hird-party advertising* when placed on another *lot*, but excludes a *billboard*.

## 6.6 SIGNS WITH A DIGITAL DISPLAY

(1) *Signs* containing a *digital display* shall meet the following requirements:

(a) Unless otherwise stated in Part 6, a *digital display* may only be approved in the TCC, ICS, IND, or PSI Districts; *digital displays* are prohibited in all other Districts;

(b) Subject to approval, a *digital display* is only permitted on a *billboard*, *fascia sign*, or *freestanding sign*. A *digital display* is not permitted on any other *sign* type;

(c) A *sign* with a *digital display* located on or attached to the roof of a *building* is prohibited;

(d) Unless otherwise stated in Part 6, a *digital display* must be located a minimum of 30.50 m from a roadway intersection;

(e) *Landscaping* required under an approved *Development Permit* may be removed or altered to accommodate the placement or visibility of a *sign* with a *digital display*, subject to the approval of an updated *landscaping* plan;

(f) A *digital display sign*-face may be mounted on one or two sides of a *sign* only. If a *digital display* is two-sided, each side must be parallel with the other. Triple-sided, multi-sided, V-shaped, curved *digital displays*, or any other configurations are not permitted;

(g) All *digital displays* must be enclosed to the satisfaction of the *Development Authority*;

(h) A *sign* with a *digital display* shall not face a Residential, PRK or CON District;

(i) The *Development Authority* shall be satisfied that the *sign*:

(i) Does not physically obstruct the sightlines or view of a *traffic control device* or traffic control signal for oncoming vehicular traffic;

(ii) Is not located in the field-of-view near or past a *traffic control device* or traffic control signal in the sightlines of oncoming vehicular traffic; and

(iii) Is not located in the field-of-view near or past other traffic-conflict points such as intersections, merge points, exit ramps, or curved roadways.

(j) All *signs* containing a *digital display* must be equipped with an ambient light sensor, in accordance with the following:

(i) The ambient light sensor shall automatically adjust the brightness level of the *copy* area based on ambient light conditions; and

(ii) Brightness levels of the *digital display* shall not exceed 0.3 *foot-candles* above ambient light conditions when measured from the *digital display* face at its maximum brightness;

(k) In the PSI District, a *sign* with *digital display* shall only be illuminated and operational between the hours of 7 a.m. and 10 p.m.;

(l) *Copy* shall be static and remain in place for a minimum of six seconds before switching to the next *copy*;

(m) The transition time between each *digital display copy* shall be instantaneous and without any digital effects, including action, motion, fading in or out, dissolving, blinking, intermittent or flashing light, or the illusion of such effects;

(n) *Copy* shown in a manner requiring the intended message to be viewed over multiple *copy* transitions is not permitted;

(o) If an electrical power supply is provided to a *digital display*, it shall be provided underground unless otherwise allowed by the *Development Authority*;

(p) Existing *digital displays* (previously known as *electronic message signs*) approved prior to the effective date of this Bylaw amendment shall be bound by their original *Development Permit* approval;

(q) An Applicant with a valid existing *Development Permit* approval for a *digital display* which permits static text-only *copy* may apply for a new *Development Permit* to allow the addition of static images to the display. All regulations for *digital displays*, including the design guidelines, must be achieved;

(r) At any time, if the *Development Authority* determines that the brightness or light level of a *digital display* exceeds the limits set out in section (j)(ii), the *Development Authority* may direct the *Development Permit* holder to change the settings in order to bring the *digital display* into compliance with this Bylaw, and, if that direction is not complied with, the *Development Authority* may undertake enforcement in accordance with Part 1 of this Bylaw;

(s) If any component of the *sign* fails or malfunctions in any way, and fails to operate as indicated on the approved *Development Permit* plans, the *sign* owner shall

ensure that the *sign* is turned off until all components are fixed and operating as required.

(t) The *sign* owner shall provide the name and telephone number of a person having access to the technology controls for the *sign*, who can be contacted 24 hours a day in the event that the *sign* malfunctions.

## 6.7 COMPREHENSIVE SIGN PLAN

(1) Where required by a *Development Authority*, a *comprehensive sign plan*:

(a) Is subject to the issuance of a *Development Permit*;

(b) May be applied for by an Applicant in any District;

(c) Is a Permitted Use in all Districts;

(i) Notwithstanding section (c), is a Discretionary Use when a *variance* is applied;

(d) Shall apply to temporary and permanent *signs*;

(e) Shall comply with the overall intent of Part 6 and the regulations of the applicable *sign* type with respect to the type of allowable *signs* within a District, *sign height*, *sign area*, *separation distance*, location, and *setbacks*;

(f) May permit, at the discretion of the *Development Authority*, a *variance* to the total number of *signs* allowed per *site*;

(g) Is binding when approved, and no deviations to the *comprehensive sign plan* shall occur until a revised *comprehensive sign plan* is approved; and

(h) Approval shall require that separate *Development Permit*s are obtained for each individual *sign* within a *comprehensive sign plan*.

## 6.8 TEMPORARY SIGNS

(1) The following *sign* types are considered *temporary signs*:

(a) *A-board sign*;

(b) *Balloon sign*;

(c) *Banner sign*;

(d) *Construction site identification sign*;

(e) *Developer marketing sign*;

(f) *Developer marketing fence sign*;

(g) *Development directional sign*;

(h) *Election sign*;

(i) *Lawn sign*;

(j) *Portable sign*;

(k) *Promotional advertising sign*; and

(l) *Real estate sign.*

## 6.9 A-BOARD SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Commercial (NHC, CTC, RCC, ICC Area B) | Permitted |
| | | (b) | Industrial (BP1, BP2, ICS, IND) | |
| | | (c) | Mixed-Use (DTN, MID Area C) | |
| (2) | *Development Permit* requirement | (a) | No *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Maximum area is 0.80 m² | |
| | | (b) | Maximum height is 1.00 m | |

(4) Maximum number of A-*board signs* per *site* is one per business, per *site frontage*.

(5) An A-*board sign* must maintain a minimum *separation distance* of 3.00 m from another *A-board sign*.

Figure 6-1: A-Board Sign




(6) An A-*board sign* must:

(a) Not be located on a *public utility lot*;

(b) Be displayed during business hours of operation; and

(c) When located in the DTN District, be placed in line with the public street furniture.

## 6.10 AWNING AND CANOPY SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Residential (MDR, HDR) for *on-site* name and address only | Permitted |

| | | | | |
|---|---|---|---|---|
| | | (b) | Commercial (NHC, TCC, RCC, ICC Area B) | |
| | | (c) | Industrial (BP1, BP2, ICS, IND) | |
| | | (d) | Mixed-Use (DTN, MU1, MU2, and MID Area C) | |
| | | (e) | Special (PSI) | |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Maximum vertical dimension is 1.50 m | |

(4) An *awning* or *canopy sign* must:

(a) On a one-storey *building*, not extend more than 0.30 m above the roof or parapet;

(b) On a *building* with more than one *storey*, not extend more than 0.75 m above the floor of the second *storey*;

(c) Not extend over the bottom of any second-storey window sill;

(d) Provide a minimum vertical clearance of 2.50 m from *finished grade* to the bottom of the *sign*; and

(e) Not extend beyond the width of the *building frontage,* except where the *sign* is wrapped around a corner, in which case it must extend for a distance that is equal to the outward projection of the *sign*.

**Figure 6-2: Awning and Canopy Sign**




## 6.11 BALLOON SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Commercial (TCC, NHC, RCC) | Discretionary |
| | | (b) | Industrial (ICS, IND) | |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Mounted on the ground, the maximum height is 8.00 m | |

| | | | | |
|---|---|---|---|---|
| | | (b) | Mounted on a *building,* the maximum height is the combined total height of the *building* and the *sign*, which shall not exceed the maximum building height allowance in the district | |
| (4) | *Setbacks* | (a) | Minimum *setbacks* are:<br>(i) 30.00 m from a *Residential District*<br>(ii) 1.50 m from all *property lines* when located on the ground<br>(iii) 6.00 m on a *corner lot* | |

(5) Maximum number of *signs* per *site* is one.

(6) A *balloon sign* must maintain a minimum *separation distance* of 150.00 m from another *balloon sign*.

(7) A *balloon sign* must not interfere with the *access* to or from a *site*.

(8) A *Development Permit* for a *balloon sign* is valid for a maximum of 60 consecutive days. Following the expiration of the *Development Permit*, the *site* shall remain free of *balloon signs* for a minimum of 30 consecutive days. *Balloon signs* may be displayed on a *site* for a maximum of 180 days in a calendar year.

## 6.12 BANNER SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Commercial (NHC, TCC, RCC, ICC Area B) | Permitted |
| | | (b) | Industrial (ICS, IND) | |
| | | (c) | Special (PRK, PSI) | |
| | | (d) | Mixed-Use (MU1, MU2) | |
| (2) | *Development Permit* requirement | (a) | *Sign* for non-profit or charity event ≤ 72 hours per month | No *Development Permit* required |
| | | (b) | *Sign* for non-profit or charity event > 72 hours per month | *Development Permit* required |
| | | (c) | *Sign* for commercial or industrial uses | |
| (3) | *Sign* dimensions | (a) | Maximum area is 50.00 m² or 20% of a building or unit face, whichever is less, when attached to a *building* | |

(4) Unless otherwise noted in section (2), a *Development Permit* for a *banner sign* is valid for a maximum of 60 consecutive days. Following the expiration of the *Development Permit*, the *site* shall remain free of *banner signs* for a minimum of 30 consecutive days. *Banner signs* can be displayed on a *site* for a maximum of 180 days in a calendar year.

## 6.13 BILLBOARD (WITHOUT A DIGITAL DISPLAY)

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | When located adjacent to but not on the roadways that are shown on the Billboard Sign Locations Map in *Figure 6-4*:<br>(i) Commercial (TCC)<br>(ii) Industrial (BP1, BP2, ICS, IND)<br>(iii) Special (TRN) | Discretionary |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Maximum area is 30.00 m² | |
| | | (b) | Maximum height is 8.00 m | |
| (4) | *Setbacks* | (a) | Minimum *setbacks* are:<br>(i) 30.50 m from a roadway intersection<br>(ii) 3.00 m from a *property line*<br>(iii) 100.00 m from a *Residential*, *Mixed-Use*, PRK, CON or PSI District | |

(5) A *billboard* must maintain a minimum *separation distance* of:

(a) 150.00 m from another *billboard*; and

(b) 25.00 from a *freestanding sign*.

(6) A billboard must be *self-supported*.

(7) A *billboard* may not be combined with any other *sign*.

## 6.14 BILLBOARD (WITH A DIGITAL DISPLAY)

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | When located adjacent to but not on the roadways that are shown on the Billboard *Sign* Locations Map in *Figure 6-4*.<br>(i) Commercial (TCC)<br>(ii) Industrial (ICS, IND) | Discretionary |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a)<br>(b) | Maximum area is 18.60 m²<br>Maximum height is 8.00 m | |
| (4) | *Setbacks* | (a) | Minimum *setbacks* are:<br>(i) 30.50 m from a roadway intersection<br>(ii) Notwithstanding section (i), 3.0 m from a *property line*<br>(iii) 100.00 m from a Residential or PRK District | |

(5) A billboard with a *digital display* must maintain a minimum *separation distance* of:

(a) 150.00 m from a *billboard* without a *digital display* facing the same oncoming traffic;

(b) 300.00 m from a *billboard* with a *digital display* facing the same oncoming traffic;

(c) 25.00 m from a *freestanding sign* without a *digital display*; and

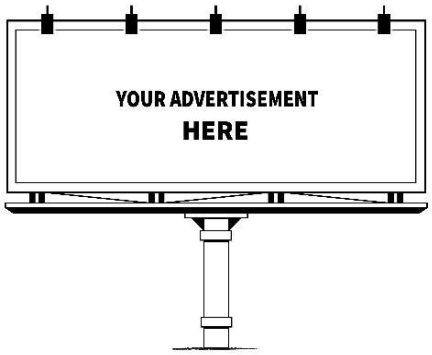
(d) 150.00 m from a *freestanding sign* with a *digital display*, facing the same oncoming traffic.

(6) A billboard with a *digital display* must be *self-supported*.

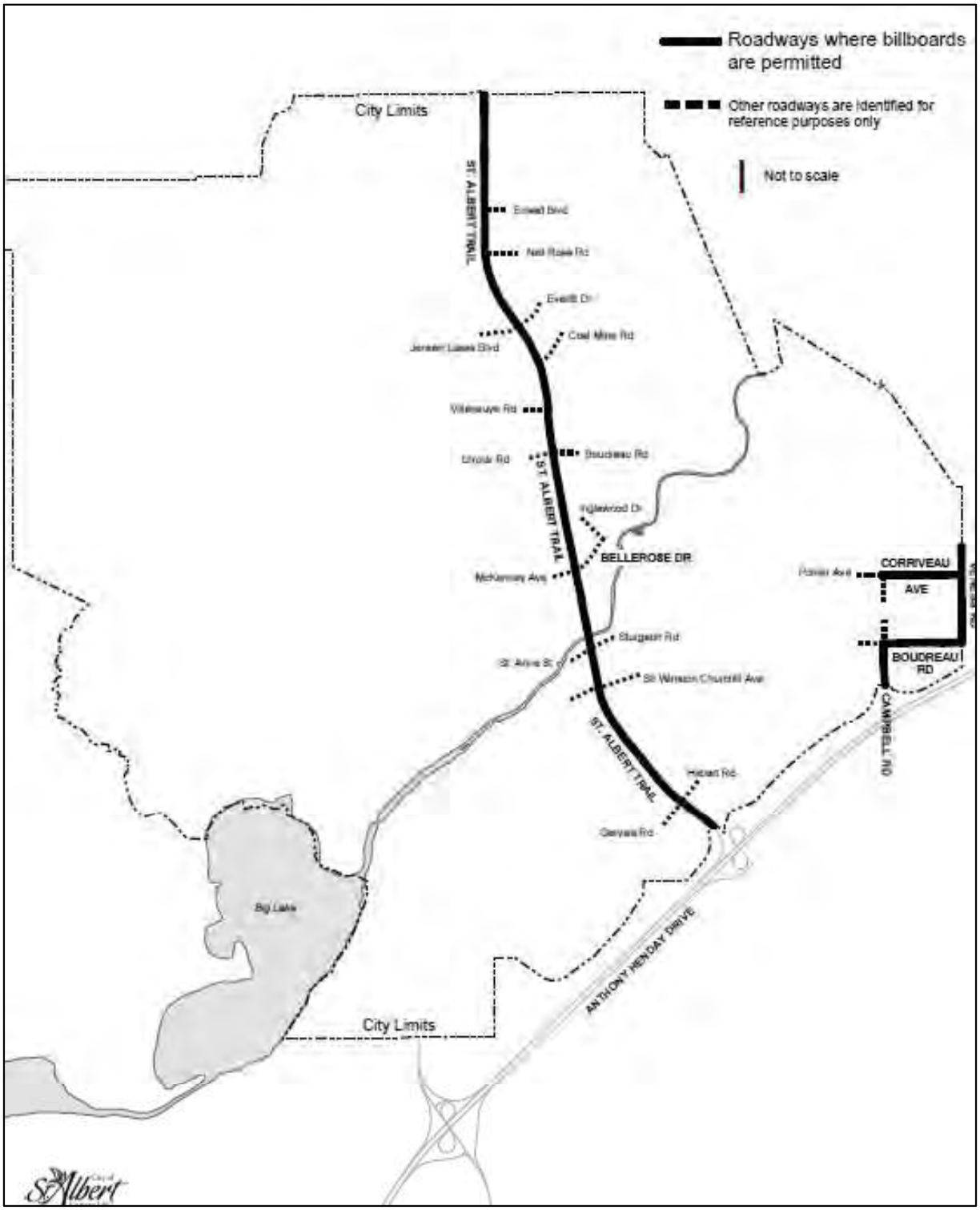
(7) The space between the faces of a double-faced *billboard* with a *digital display* must be enclosed.

(8) A *billboard* may not be combined with any other *sign*.

**Figure 6-3: Billboard (with a Digital Display)**



## Figure 6-4: Billboard Sign Locations



## 6.15 CONSTRUCTION IDENTIFICATION SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | All Districts | Permitted |
| (2) | *Development Permit* requirement | (a) | No *Development Permit* required | |
| (3) | *Sign* dimensions | (a)<br>(b) | Maximum area is 6.00 m²<br>Maximum height is 3.00 m | |

(4) Maximum number of *signs* per *site* is two.

(5) A *construction site identification sign*:

(a) Must be *self-supported* or *wall-mounted*; and

(b) May only be located *on-site* for the duration of time in which the project is being constructed, as determined by the *Development Authority*.

## 6.16 DEVELOPMENT DIRECTIONAL SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | When located adjacent to but not on the Major Roadways listed in Schedule B, excluding Ray Gibbon Drive:<br>(i) Residential (LDR, SLR, LLR, FBR, MDR, HDR, MID areas A and B)<br>(ii) Commercial (NHC, TCC, RCC)<br>(iii) Industrial (BP1, BP2, ICS, IND) | Permitted |
| | | (b) | When located adjacent to but not on the Major Roadways listed in Schedule B, excluding Ray Gibbon Drive:<br>(i) Mixed-Use (MU1, MU2, MID Area C)<br>(ii) Special (FUD, TRN) | Discretionary |
| (2) | *Development Permit* requirement | (a) | For section (1)(a) | No *Development Permit* required |
| | | (b) | For section (1)(b) | *Development Permit* required |

| | | | | |
|---|---|---|---|---|
| (3) | *Sign* dimensions | (a) | Maximum area is 1.50 m² | |
| | | (b) | Maximum height is 3.00 m | |
| (4) | *Setbacks* | (a) | Minimum 30.50 m from a roadway/intersection | |

(5) Maximum number of *signs* per *site* is one.

(6) A *development directional sign* must maintain a minimum *separation distance* of 150.00 m from another *development directional sign*.

(7) A *development directional sign* must be a *self-supported* sign.

## 6.17 DEVELOPER MARKETING SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Residential (LDR, MDR, HDR, ICC Area A, MID areas A and B) | Permitted |
| | | (b) | Commercial (NHC, TCC, RCC, ICC Area | |
| | | (c) | Industrial (BP1, BP2, ICS, IND) | |
| | | (d) | Mixed-Use (DTN, MU1, MU2, MID Area C) | |
| | | (e) | Special (PSI) | Discretionary |
| (2) | *Development Permit* requirement | (a) | For section (1)(a) through (1)(d) | No *Development Permit* required |
| | | (b) | For section (1)(e) | *Development Permit* required |
| (3) | *Sign* dimensions | (a) | Maximum area is:<br>(i) 3.00 m² for a *frontage* < 30.00 m<br>(ii) 9.00 m² for a *frontage* of 30.00 m to 100.00 m<br>(iii) 18.00 m² for a *frontage* > 100.00 m and minimum *site* area of 1.00 ha | |
| | | (b) | Maximum height is:<br>(i) 3.00 m for a *frontage* < 30.00 m<br>(ii) 3.70 m for a *frontage* of 30.00 m to 100.00 m | |

| | | | |
|---|---|---|---|
| | (iii) | 4.90 m for a *frontage* > 100.00 m and minimum *site* area of 1.00 ha | |

(4) Maximum number of *signs* per *site* is two.

(5) The *frontage* along which a *sign* is located shall be deemed the applicable *frontage* length. Multiple *frontages* shall not be combined.

(6) A *developer marketing sign* must:

(a) Be a *self-supported sign*;

(b) Not be illuminated; and

(c) Be located upon the *site* that the *developer marketing sign* advertises.

(7) In the case of a *developer marketing sign* in the PSI District, the *Development Authority* may specify the period of time the *sign* is displayed.

## 6.18 DEVELOPER MARKETING FENCE SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Residential (LDR, MDR, HDR, ICC Area A, MID areas A and B) | Discretionary |
| | | (b) | Commercial (NHC, TCC, RCC, ICC Area B) | |
| | | (c) | Industrial (BP1, BP2, ICS, IND) | |
| | | (d) | Mixed-Use (DTN, MID Area C, MX) | |
| | | (e) | Special (PRK, PSI, ICC Area C) | |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Minimum length is 20.00 m | |
| | | (b) | Maximum length is at the discretion of the *Development Authority* | |
| | | (c) | Maximum height is 2.50 m | |

(4) A *developer marketing fence sign* must:

(a) Be located on a *site* with more than 30.00 m of *frontage*; and

(b) Be located along the perimeter of the *site*.

(5) A *Development Permit* for a *developer marketing fence sign* may be issued for a maximum initial period of two years. Upon application, the *Development Authority* may issue a subsequent *Development Permit* for a specified time period thereafter.

## 6.19 DIRECTIONAL SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Residential (MID Area A, MID Area B, MDR, HDR) | Permitted |
| | | (b) | Commercial (NHC, TCC, RCC) | |
| | | (c) | Industrial (BP1, BP2, ICS, IND) | |
| | | (d) | Mixed-Use (DTN, MU1, MU2, MID Area C) | |
| | | (e) | Special (PRK, PSI) | |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Maximum area is 3.00 m² | |
| | | (b) | Maximum height is 3.00 m | |
| (4) | *Setbacks* | (a) | Minimum 30.50 m from a roadway intersection | |

(5) A *directional sign* must be a *self-supported* or *wall-mounted sign*.

(6) In the MID (Area C), ICC, DTN, MU1, and MU2 Districts, *pedestrian-oriented signage* may be utilized to clearly delineate pedestrian walkways, to provide directions, or to provide control where vehicular and pedestrian conflicts are deemed likely to occur.

## 6.20 ELECTRONIC MESSAGE SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Commercial (NHC, TCC, RCC) | Permitted |
| | | (b) | Industrial (ICS, IND) | |
| | | (c) | Industrial (BP1, BP2) | Discretionary |
| | | (d) | Mixed-Use (DTN, MU1,MU2, MID Area C) | |
| | | (e) | Special (PSI) | |

| | | | | |
|---|---|---|---|---|
| (2) | *Development Permit* requirement | (a) | For sections (1)(a) and (1)(b), no *Development Permit* required, provided the *sign* is located in a window | |
| | | (b) | For sections (1)(c) through (1)(e), a *Development Permit* is required, provided the *sign* is located in a window | |

(3) An *electronic message sign area* shall not exceed 0.50 $m^2$.

## 6.21 ELECTION SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | All Districts | Permitted |
| (2) | *Development Permit* requirement | (a) | No *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | In a *Residential District*:<br>(i) Maximum area is 3.00 m²<br>(ii) Maximum height is 3.00 m | |
| | | (b) | On any *site* adjacent to St. Albert Trail:<br>(i) Minimum 1.22 m x 1.22 m | |
| (4) | *Setbacks* | (a) | Minimum 30.50 m from a roadway intersection | |

(5) An *election sign* shall be posted:

(a) With respect to municipal and school-board elections, only between 12 p.m. on nomination day and 48 hours after the closing of polling stations; and

(b) With respect to provincial and federal elections, only between 12 p.m. on the day when an election writ is handed down and 48 hours after the closing of polling stations.

(6) In a *Residential District*, an *election sign* must be *self-supported* or *wall-mounted*.

(7) An *election sign* may not be posted on or within any *City*-owned or occupied facility, or on or within any *site* upon which a *City*-owned facility is situated.

## 6.22 ENTRY FEATURE SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Residential (LDR, MDR, HDR, ICC Area A, MID areas A and B)<br>(b) Commercial (NHC, TCC, RCC, ICC Area B)<br>(c) Industrial (BP1, BP2, ICS, IND)<br>(d) Mixed-Use (DTN, MU1, MU2, MID Area C)<br>(e) Special (PRK, PSI, ICC Area C) | Permitted |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Maximum area is 2.50 $m^2$<br>(b) Maximum height is 2.00 m | |
| (4) | *Setbacks* | (a) | Minimum *setbacks* are:<br>(i) 1.50 m from a *property line*<br>(ii) 30.50 m from a roadway intersection. | |

(5) Maximum number of *signs* per vehicular *access* point is two.

(6) An *entry feature sign* must be located at the vehicular *access* points to a *site*.

## 6.23 FASCIA SIGN (WITHOUT A DIGITAL DISPLAY)

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | All *Non-Residential Districts*:<br>(i) Notwithstanding section (a), in the MDR and HDR Districts, for commercial uses only<br>(ii) Notwithstanding sections (a) and (i), in the MDR and HDR Districts, for *residential uses - on-site* name and address only | Permitted *<br>Discretionary when facing a *Residential District* |
| (2) | *Development Permit* requirement | (a) | ≤ 0.50 $m^2$ | No *Development Permit* required |

| | | | | |
|---|---|---|---|---|
| | | (b) | > 0.50 m² | *Development Permit* required |
| (3) | *Sign* dimensions | (a) | Maximum 50.00 m² or 20% of a building or unit face, whichever is less | |

(4) A *fascia sign* without a *digital display* must:

(a) Be limited to individual letters or shapes when the *fascia sign* is greater than 25.00 $m^2$ in *sign area*;

(b) Not extend more than 0.30 m in height above a *building* or parapet;

(c) Not extend more than 0.40 m outward from the supporting *building's frontage*; and

(d) In the MID Area C, ICC, MU2, and DTN Districts must:

(i) Not be above the roof line, except where the *sign* forms part of an architectural feature designed to the satisfaction of the *Development Authority*;

(ii) Be similar in proportion, construction materials and placement to that of other *fascia signs* located on a *building's façade*; and

(iii) Not obscure architectural elements of the *building*.

## 6.24 FASCIA SIGN (WITH A DIGITAL DISPLAY)

| | | | | |
|---|---|---|---|---|
| (1) | District | (a)<br>(b) | Commercial (TCC)<br>Industrial (ICS, IND) | Discretionary |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Maximum 5.00 m² or 20% of a building or unit face, whichever is less | |

(4) A *fascia sign* with a *digital display* must:

(a) Have a minimum vertical clearance of 2.50 m from *finished grade* to the bottom of the *sign*;

(b) Not extend more than 0.30 m in height above a *building* or parapet; and

(c) Not extend more than 0.40 m outward from the supporting *building's frontage*.

## 6.25 FREESTANDING SIGN (WITHOUT A DIGITAL DISPLAY)

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Commercial (NHC, TCC, RCC, ICC Area B) | Permitted |
| | | (b) | Industrial (BP1, BP2, ICS, IND) | |
| | | (c) | Mixed-Use (DTN, MU1, MU2, MID Area C) | |
| | | (d) | Special (PRK, PSI, FUD, TRN) | |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Maximum area is:<br>(i) 7.50 m² for a *frontage* ≤ 30.00 m<br>(ii) 7.50 m² plus 1.20 m² for each additional 10.00 m of *frontage* > 30.00 m | |
| | | (b) | Notwithstanding section (a), the maximum area is 2.50 $m^2$ in the BP1 and BP2 Districts | |
| | | (c) | Maximum height is 10.00 m | |
| | | (d) | Notwithstanding section (c), the maximum height is 2.00 m in the BP1 and BP2 Districts | |
| (4) | *Setbacks* | (a) | Minimum *setbacks* are:<br>(i) 3.00 m from a *property line*<br>(ii) 30.50 m from a roadway intersection | |

(5) Maximum number of *signs* per *site*:

(a) One on a *site* measuring less than 0.50 ha;

(b) Two on a *site* measuring between 0.50 and 1.00 ha, or if the *site* consists (at least partially) of a commercial *building* that measures at least 4,000.00 m² in floor area, provided that:

(i) The *site* is located in a NHC, TCC, RCC, or *Industrial District*; and

(ii) At least one of the *signs* is a multiple tenant *sign*; and

(c) Three on a *site* measuring at least 1.00 ha, or if the *site* consists (at least partially) of a commercial *building* that measures at least 10,000.00 m² in floor area, provided that:

(i) The *site* is located in a NHC, TCC, RCC, or *Industrial District*; and

(ii) At least one of the *signs* is a multiple tenant *sign*.

(6) Minimum *separation distance* for a freestanding sign:

(a) In a *Mixed-Use*, *Commercial*, or *Industrial District*, is 25.00 m from any other *freestanding sign* or a *billboard*; and

(b) In the ICC District, is 75.00 m from another *freestanding sign* or a *billboard*.

(7) In the ICC District, up to 25% of the *sign area* of a *freestanding sign* (as determined by the *Development Authority*) must employ *changeable copy*.

## 6.26 FREESTANDING SIGN (WITH A DIGITAL DISPLAY)

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Commercial (TCC)<br>(b) Industrial (ICS, IND)<br>(c) Special (PSI) | Discretionary |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | The maximum *digital display* area shall not:<br>(i) Exceed 10.00 m² in TCC, ICS, and IND Districts<br>(ii) Exceed 4.00 $m^2$ in the PSI District<br>(b) Maximum height is:<br>(i) 10.00 m in the TCC, ICS, and IND Districts; and<br>(ii) 4.00 m in the PSI District | |
| (4) | *Setbacks* | (a) | Minimum *setbacks* are:<br>(i) 30.50 m from a roadway intersection<br>(ii) 3.00 m from a *property line* | |

| | | | |
|---|---|---|---|
| | (iii) | 20.00 m from a Residential or PRK District when the *sign* is located on a PSI District *lot* | |
| | (iv) | 75.00 m from a Residential, PRK, or PSI District when the *sign* is located on a TCC, ICS, or IND District *lot* | |

(5) Maximum number of *signs* per *site* is one.

(a) Notwithstanding section (5), in the TCC, ICS, or IND Districts a maximum of two *freestanding signs* with a *digital display* may be permitted on a *site* measuring at least 1.00 ha, or consisting (at least partially) of a commercial *building* that measures at least 10,000.00 m² in floor area, provided that at least one of the *signs* is a multiple tenant *sign*.

(b) Notwithstanding section (5), in the PSI District, a maximum of one *freestanding sign* with a *digital display* may be permitted per school, at the discretion of the *Development Authority*.

(6) A *freestanding sign* with a *digital display* must maintain a minimum *separation distance* of:

(a) 25.00 m from a *freestanding sign* without a *digital display*;

(b) 150.00 m from a *freestanding sign* with a *digital display* facing the same oncoming traffic;

(c) 25.00 m from a *billboard* without a *digital display*; and

(d) 150.00 m from a *billboard* with a *digital display* facing the same oncoming traffic.

(7) Section (6) does not apply to a *digital display* with *copy* that only displays a motor *vehicle* fuel price or a *drive-through* menu board.

## 6.27 LAWN SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Residential (LDR, SLR, LLR, MDR, HDR) | Permitted |
| | | (b) | Mixed-Use (DTN)* for Residential only | |
| | | (c) | Special (FUD, TRN) | |
| (2) | *Development Permit* requirement | (a) | No *Development Permit* required | |

| | | | | |
|---|---|---|---|---|
| (3) | *Sign* dimensions | (a)<br>(b) | Maximum area is 0.30 m²<br>Maximum height is 1.00 m | |
| (4) | *Setbacks* | (a) | Minimum 1.00 m from a *property line* | |

(5) Maximum number of *signs* per *dwelling unit* is one.

(6) A *lawn sign* must be a *self-supported sign* or attached to a *balcony*.

## 6.28 NEIGHBOURHOOD IDENTIFICATION SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | All Districts | Permitted |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a)<br>(b) | Maximum area is 6.00 m²<br>Maximum height is 3.00 m | |

(4) A *neighbourhood identification sign* must:

(a) Be a *self-supported sign*;

(b) In accordance with *City* policy, incorporate the neighbourhood name specified by the relevant plans or bylaw.

(5) A *neighbourhood identification sign* may incorporate the logo of the developer.

## 6.29 PORTABLE SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a)<br>(b) | Commercial (NHC, TCC, CRC, ICC Area B)<br>Industrial (ICS, IND) | Permitted |
| | | (c) | Special (PRK, PSI, FUD, TRN) | Discretionary |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a)<br>(b) | Maximum area is 5.00 m²<br>Maximum height is 2.50 m | |
| (4) | *Setbacks* | (a) | Minimum 1.50 m from *property line* | |

(5) In the NHC, TCC, and RCC Districts, the maximum number of *portable signs* is:

(a) One *sign* on *sites* with *frontages* less than or equal to 30.00 m; and

(b) Two *signs* on *sites* with *frontages* greater than 30.00 m.

(6) A *portable sign* must maintain a minimum *separation distance* of 30.00 m from another *portable sign*.

(7) No more than one *sign* per business is allowed.

(8) A *Development Permit* for a *portable sign* shall be valid for 90 days, 180 days, or one year.

## 6.30 PROJECTING SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Residential (HDR)<br>(b) Commercial (NHC, TCC, RCC)<br>(c) Industrial (BP1, BP2, ICS, IND)<br>(d) Mixed-Use (DTN, MU1, MU2, MID Area C)<br>(e) Special (PSI, FUD, TRN) | Permitted |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Maximum area is 0.50 m² | |

(4) A *projecting sign* must:

(a) Extend at least 0.50 m outward from a *building*;

(b) Be placed so that the distance between the nearest edge of the *sign* and the *building* to which it is attached does not exceed 0.35 m;

(c) Provide a minimum vertical clearance of 2.50 m from *finished grade* to the bottom of the *sign*;

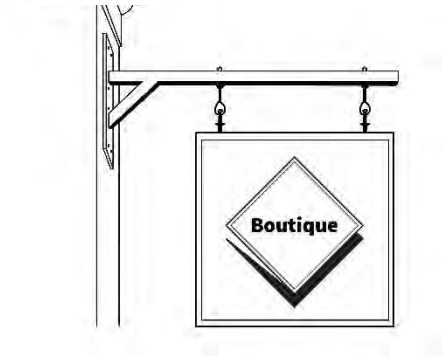
(d) Have clearance from any electrical power lines or other utilities, and provide for safe pedestrian movement or any other activities or use underneath the *projecting sign*;

(e) Except for corner locations, be located at right angles to the building *façade*;

(f) Complement the architecture, and coordinate with other *streetscape* improvements and *development*;

(g) On a one-storey *building*, not extend more than 0.30 m above the roof or parapet; and

**Figure 6-5: Projecting Sign**




(h) On a *building* with more than one *storey*, not extend more than 0.75 m above the floor of the second *storey*.

(i) Notwithstanding section (h), a *projecting sign* must not extend over the bottom of any *storey* windowsill.

## 6.31 PROMOTIONAL ADVERTISING SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Commercial (NHC, TCC, RCC)<br>(a) Industrial (ICS, IND) | Permitted |
| (2) | *Development Permit* requirement | (a) | No *Development Permit* required | |
| (3) | *Sign* dimensions | (a)<br>(b) | Maximum area is 2.50 m²<br>Maximum height is 2.00 m | |
| (4) | *Setbacks* | (a) | Minimum 1.50 m from a *property line* | |

(5) No more than two *signs* per 30.00 m of *site frontage* is allowed (up to a maximum of four *signs* per *site*).

(6) A *promotional advertising sign* shall only advertise an event, service, or product available on the *site*.

## 6.32 REAL ESTATE SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | All Districts | Permitted |
| (2) | *Development Permit* requirement | (a) | No *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Maximum area is:<br>(i) 1.50 m² in the LDR, SLR, LLR, and FBR Districts<br>(ii) in the MDR, HDR, Mixed-Use, and ICC Area A Districts:<br>(A) 3.00 m²<br>(B) 0.17 m² per panel for a consolidated post *sign* (maximum 10 panels)<br>(iii) 3.00 m² in all other Districts | |
| | | (b) | Maximum height is:<br>(i) 1.80 m in the LDR, SLR, LLR, and FBR Districts;<br>(ii) In the MDR, HDR, Mixed-Use, and ICC Area A Districts:<br>(A) 3.00 m<br>(B) 1.80 m for a consolidated post *sign*<br>(iii) 3.00 m in all other Districts | |

(4) Maximum number of *signs* per *site* is two.

(5) A *real estate sign*:

(a) Shall be *self-supported* or *wall-mounted*;

(b) Shall only advertise the *site* upon which the *sign* is located; and

(c) In the LDR, SLR, LLR, or FBR Districts, shall not be illuminated.

**Figure 6-6: Real Estate Sign**




## 6.33 ROOF SIGN

| | | | | |
|---|---|---|---|---|
| (1) | District | (a) | Commercial (TCC, RCC) | Permitted |
| | | (b) | Industrial (ICS, IND) | |
| | | (c) | Special (FUD) | Discretionary |
| (2) | *Development Permit* requirement | (a) | *Development Permit* required | |
| (3) | *Sign* dimensions | (a) | Maximum area is 8.00 m² | |
| | | (b) | Maximum height is 3.00 m, provided the combined total height of the *building* and the *sign* does not exceed the maximum building height allowance in the District | |

(4) Maximum number of *signs* per *building* is one.

(5) A *roof sign* shall not overhang a *building*.

This page left intentionally blank for printing purposes.

# Part 7
# Definitions

**This section provides definitions for terms used within the Land Use Bylaw.**

Please note, definitions pertaining to specific uses are below, and signage-related definitions are located in section 7.2 'Definitions - Signs.'

## 7.1 DEFINITIONS – GENERAL

**ABATTOIR** means a *building* where *livestock* is slaughtered and the meat may be cut, cured, smoked, aged, wrapped, or frozen for wholesale distribution.

**ACCESS** means an area that serves as the physical connection between a *site* and a *public roadway*.

**ACCESSORY** means subordinate, incidental to, and exclusively devoted to a *principal use* or *principal building*.

**ADJACENT SITE** means a *site* that is contiguous to a *site* which includes land that would be contiguous if not for a *public roadway*, *public utility lot*, *public utility* right-of-way, railway right-of-way, river, stream, or sidewalk.

**ADJOINING SITE** means a *site* that is contiguous to another *site* along a common *property line*. An *adjoining site* also includes a *site* that is adjacent across a rear *lane*, but not across a street.

**AFFORDABLE NON-MARKET HOUSING** is as defined in the Council Policy C-P&E-06 *Affordable Housing.*

**AGRICULTURE (GENERAL)** means the cultivation of soil for the growing of a crop or the raising of *livestock*, but does not include *agriculture (intensive)* or *topsoil processing and sales*.

**AGRICULTURE (INTENSIVE)** means a *development* used for the raising of *livestock* under confined conditions in pens or *buildings*. Typical *development* includes a hatchery, feedlot, poultry operation, hog barn, piggery, or insect farm.

**AGRICULTURE ACCESSORY BUILDING** means a *building* associated with an agricultural use on the *lot* on which it is located that is used for the housing of *livestock*, the storage of farm produce or *livestock* feed, or the storage and maintenance of agricultural machinery, including a grain bin or silo for the storage of on-farm produced crops, not including a *building* used for *dwelling*.

**AGRICULTURAL SUPPORT SERVICE** means a use directly related to supporting or servicing the *on-site* agricultural industry (such as milling, drying, cleaning, sorting, slaughtering, distilling, refining). Typical *development* includes an *abattoir*, bottling dairy products, hay storage, dairy processing, not including *auction (agriculture)*.

**AMENITY AREA** means any portion of a *development site* intended for active or passive recreation including *landscaped areas*, *patios*, and *balconies*.

**AMENITY AREA (COMMON)** means any portion of a *development* intended for active or passive recreation that is designed for the common usage of the owners and residents within a *development*. These areas may include one or more of the following: *plazas*, courtyards, recreation areas, swimming pools, tennis courts, bike storage rooms, common gathering rooms, gardens, private *parks*, and open spaces, including elements such as street furnishings, *hard-surfacing*, plantings, and architectural features that create a strong sense of communal gathering space.

**AMENITY AREA (PRIVATE)** means a *balcony*, *patio*, *deck*, or other similar structure which is attached to and has a private entrance from the interior of a *dwelling unit*.

**AMENITY AREA (PUBLIC)** means any portion of a *development* intended for active or passive recreation, gathering, and enjoyment of the public, located and designed to maximize the accessibility and use of the area by the public during the hours that the surrounding *development* is open to the public. An *amenity area (public)* shall be owned and maintained by the owners of the *development* or in common. Access shall be at no cost to the public.

**ANIMAL GROOMING** means a *development* entirely located within an enclosed *building* for the grooming of a *domestic pet*. This does not include *animal service*.

**ANIMAL HEALTH** means a *development* used for the medical care, treatment, and incidental overnight accommodation of a *domestic pet*, but not *livestock*. Typical *development* includes a veterinary clinic or animal *hospital*, not including *animal service*.

**ANIMAL HEALTH (RURAL)** means a *development* used for the medical care, treatment, and incidental overnight accommodation of a *domestic pet* and *livestock*. Typical *development* includes a veterinary clinic or animal *hospital*, not including *animal service*.

**ANIMAL SERVICE** means a *development* primarily located within an enclosed *building* used for the accommodation, boarding, breeding, impoundment, training, and sale of a *domestic pet*, not including *agriculture (intensive)* or *animal health*.

**ARCHITECTURAL PROJECTION** means a building feature that is mounted on and/or extends from the surface of an exterior building wall or *façade*, typically above *finished grade*. Examples of *architectural projections* include *balconies*, bay windows, or *cantilevered wall sections*, not including eaves or chimneys.

**AREA STRUCTURE PLAN (ASP)** means a statutory plan, as provided for in the *MGA*, which provides direction through policies on future *development* areas.

**AREA REDEVELOPMENT PLAN (ARP)** means a statutory plan, in accordance with the *MGA*, which provides direction through policies on the redevelopment of existing areas.

**ART GALLERY/STUDIO** means a public or private facility which is used for the production or sale of or as a repository of works of individual art pieces not mass produced, including paintings, photographs, drawings, etchings, pottery, or sculptures.

**AUCTION (AGRICULTURE)** means a *development* used for the auctioning of *livestock* and agricultural equipment, including the temporary storage of such *livestock* and equipment, not including *auction (general)*.

**AUCTION (GENERAL)** means a *development* used for the auctioning of goods, *vehicles,* and equipment, including the temporary storage of such goods and equipment, not including *auction (agriculture)*.

**AUTOMOTIVE (SALES)** means a *development* used for the sale of a *vehicle*, *recreation vehicle*, or *recreation equipment* and may include an *automotive (service)* component. Typical *development* includes a car or motorcycle dealership, not including *automotive (specialty)* or *heavy vehicle and equipment (sales and service)*.

**AUTOMOTIVE (SERVICE)** means a *development* used for the service and repair of a *vehicle*, *recreation vehicle*, or *recreation equipment* or their components. Typical *development* includes automotive painting, collision repair, and service shops, not including *automotive (specialty)*, or *heavy vehicle and equipment (sales and service)*.

**AUTOMOTIVE (SPECIALTY)** means a *development* used for the sale and installation of accessory components for a *vehicle*, *recreation vehicle*, or *recreation equipment*. Typical *development* includes *vehicle* wrap, window tint, decal shop, audio or visual equipment, not including *automotive (sales)*, *automotive (service)* or *heavy vehicle and equipment (sales and service)*.

**AUTOMOTIVE WRECKER** means a *development* used for the storing, junking, dismantling, sale, or wrecking of three or more *vehicles*, not in running condition, or parts of them. Typical *development* includes a salvage yard or automotive recycler.

**AWNING** means a detachable, roof-like structure, covered by fabric or other flexible material, supported from a *building* by a fixed or retractable frame, without a supporting structure.

**BALCONY** means an above-grade exterior platform projecting from a wall and located adjacent to an entry to a *dwelling unit*.

**BASEMENT** means the lowest floor level of a *building*, located wholly or partly below the *finished grade*.

**BARE LAND CONDOMINIUM UNIT** means a bare land unit as defined in the *Condominium Property Act*, RSA 2000, c. C-22.

**BARRIER-FREE** means to allow proper and safe access and use of buildings, facilities, and open areas, with a proper and safe outcome for accessibility.

**BED AND BREAKFAST** means a *home-based business* that is an *accessory* use to a *dwelling (single detached), dwelling (semi-detached),* or *dwelling (duplex)*; and provides temporary sleeping accommodation and meals to visitors. The *development* must be operated by a permanent resident of the *dwelling unit*. This use does not include a *boarding house* or *short-term rental*.

**BEDROOM** means a private room planned and intended for sleeping.

**BERM** means an elongated mound of earth projecting above the adjoining average *finished grade,* designed to provide *screening* or noise attenuation within a *development* or between adjoining *developments*.

**BICYCLE PARKING** means the provision of space and facilities to temporarily park bicycles that does not impede pedestrian or *vehicle* traffic.

**BOARDING HOUSE** means a *development* located within a *dwelling unit* or any part thereof to provide more than 10 individuals with shared access to any of the following on a fee-for-service basis:

(1) Washroom facilities;

(2) Sleeping accommodations; and

(3) Cooking or eating facilities.

Typical *development* includes rooming houses, but does not include a *bed and breakfast*, *congregate housing (level one)*, *congregate housing (level two)*, or *short-term rental*.

**BREEZEWAY** means a roofed structure that connects two *buildings* and provides pedestrian access only.

**BROADCASTING STUDIO** means a *development* used for the production or broadcast of audio or visual programming including radio, music, television, and movie programs.

**BUILDING** includes anything constructed or placed on, in, over, or under land, but does not include a *highway* or bridge that forms part of a *highway*.

**BUILDING CODE** means the *National Building Code - Alberta Edition.*

**BUILDING ENVELOPE** means the three-dimensional space within which a *building* can be constructed.

**BUILDING FRONTAGE** means a wall or *façade* on the exterior of a *building* which faces a *public roadway*, other than a *lane*.

**BUILDING MASS** means the height, width, and depth of a *building*.

**BUILDING RECESS** means a recessed area at *finished grade* that is created by an overhanging upper part of a *building* at the *building frontage* or by setting a portion of a *building* back from the front *property line*.

**BULK FUEL SALES DEPOT** means a *development* used for the bulk storage, distribution, and sale of petroleum products, and may include card lock sales.

**BULK OIL AND CHEMICAL STORAGE** means a *development* where refined or crude oil, or liquid or solid chemicals, are stored outdoors. Typical uses include tank farms.

**BYLAW ENFORCEMENT OFFICER** means an individual appointed as such in accordance with *Bylaw 21/2003*, the *Bylaw Enforcement Officer Bylaw*.

**CAMPGROUND** means a *development* used to provide outdoor spaces to the public for temporary accommodation in tents or *recreation vehicles*. For the purposes of this definition, a *recreation vehicle* is considered to be an *accessory building* when utilized for the purpose of a *dwelling* for security and maintenance of the *campground*.

**CANNABIS** has the meaning given to it in the *Cannabis Act, S.C. 2018, c.16*.

**CANNABIS PRODUCTION AND DISTRIBUTION FACILITY** means a *development* where federally approved medical or non-medical (recreational) *cannabis* plants are grown, processed, packaged, tested, destroyed, stored, or loaded for distribution – with a plant canopy area of equal to or greater than 200.00 $m^2$ – that meets all federal or provincial requirements and all requirements of this Bylaw. This does not include *retail (cannabis)*.

**CANNABIS PRODUCTION AND DISTRIBUTION FACILITY (MICRO)** means a *development* where federally approved medical or non-medical (recreational) *cannabis* plants are grown, processed, packaged, tested, destroyed, stored, or loaded for distribution – with a plant canopy area of less than 200.00 $m^2$ – or as otherwise defined by the *Federal Cannabis Regulations SOR/2018-144*. This does not include *retail (cannabis)*.

**CANOPY (ATTACHED)** 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 may include a theatre marquee.

**CANOPY (FREESTANDING)** means a fixed structure made of rigid materials that provides overhead shelter 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 room.

**CARPORT** means a structure, with a minimum 40% of its perimeter open and unobstructed, used to provide overhead shelter for a *vehicle*.

**CAR WASH** means a *development* used for the cleaning of *vehicles*.

**CATERING SERVICE** means a *development* where food and beverages, to be served off the premises, are prepared for sale to the public.

**CEMETERY** means a *development* where the entombment of the deceased occurs and may include such facilities as a columbarium, mausoleum, memorial *park* or garden, or interment ground.

**CHEMICAL PROCESSING** means a *development* used for processing, manufacturing, and any *accessory* storing or warehousing of chemicals and petrochemicals.

**CHIEF ADMINISTRATIVE OFFICER** means the individual appointed by *Council* to the position of *Chief Administrative Officer* under section 205 of the *MGA*, and pursuant to the *Chief Administrative Officer Bylaw 13/2002*.

**CITY** means the City of St. Albert.

**CITY STANDARDS** means a *City* document including a bylaw, municipal engineering standard, public participation standard, *Neighbourhood Plan*, Concept Plan, or *Council* policy, that specifics how *development* is to be designed or completed.

**COMMERCIAL DISTRICT** includes the NHC, TCC, ICC (Area B), and RCC Districts.

**COMMUNITY GARDEN** means an area on a whole *site* or part of a *site* where flowers, vegetables, or fruit are cultivated for consumption or distribution on a not-for-profit basis.

**CONGREGATE HOUSING (LEVEL ONE)** means a group of up to six individuals living together communally in a *dwelling (single detached)*, *dwelling (semi-detached)*, or *dwelling (duplex)*. This does not include *congregate housing (level two)*, *short-term rental*, or a *boarding house*.

**CONGREGATE HOUSING (LEVEL TWO)** means a group of seven to 10 individuals living together communally in a *dwelling (single detached)*. This does not include *congregate housing (level one)*, *short-term rental*, or a *boarding house*.

**CONFERENCE AND BANQUET FACILITY** means a *development* that provides auditorium, banquet, exhibition, gymnasium, meeting, or seminar facilities. This use does not include *establishment (gaming)*.

**COMPLIANCE CERTIFICATE** means a document that may be issued by the *Development Authority* 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.

**CONCEPTUAL SITE DEVELOPMENT PLAN** means a *development* plan for a *site* or *lot*, which identifies how a proposed *development* will fit into the larger *development* area, including the proposed building types and location, *development* phasing, vehicular and pedestrian routes, connectivity, *parks*, *amenity areas*, and *on-site* signage.

**CONSTRUCTION SERVICE** means a *development* used to provide *landscaping*, electrical, plumbing, heating, painting, woodworking, or similar contractor services to households or to general contractors. This use does not include *equipment rental*.

**CORNER LOT** means a *lot* located at the intersection of two or more *public roadways*, but not the intersection of a street and a rear *lane,* or a *lot* that has two public road *frontages*.

**COUNCIL** means the *Council* of the *City* of St. Albert.

**CPTED (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN)** means the broad study and design of environments to encourage desirable behaviour and functionality, and decrease undesirable behaviour and criminal actions.

**CREMATORIUM** means a *development* with one or more chambers used for the reduction of the deceased. This use does not include *cemetery* or *funeral home*.

**CUL-DE-SAC** means a *non-through roadway*, that terminates in one or more bulbs.

**DAY CARE FACILITY** means a *development* used to provide care and supervision to seven or more children or adults. Typical *development* includes a day-care centre, preschool, kindergarten, and adult support programs.

**DANGEROUS OR HAZARDOUS GOODS** means a product, substance, or organism listed in the *Dangerous Goods Transportation and Handling Act, RSA 2000, c. D-4* and by the *Major Industrial Accidents Council of Canada (MIACC)*.

**DECK** means a raised platform, normally attached to a *dwelling unit*, which projects beyond the *principal building,* including *balconies*.

**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 any *decorative pond*, whether above or below the ground. This does not include a *private pool*.

**DENSITY** means the number of *dwelling units* and *live/work units* on a *lot*, expressed in units per hectare or in units per *lot*, not including *secondary suites*.

**DENSITY REQUIREMENT** means the *density* target set for a *lot* by the *Area Structure Plan (ASP)*, *Area Redevelopment Plan (ARP)*, or *Neighbourhood Plan*, which may be comprised of residential, commercial, or mixed-use *development*, or any combination thereof.

**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 *Land Use Map*.

**DESIGNATED OFFICER** means an individual who may carry out the powers, duties, and functions delegated to them by the *Chief Administrative Officer* of the *City* of St. Albert in accordance with the *Chief Administrative Officer Bylaw* 13/2002. This includes a *Development Officer* or a *Bylaw Enforcement Officer*.

**DEVELOPMENT** means:

(1) An *excavation* or stockpile, and the creation of either of them;

(2) A *building,* an addition to a *building*, replacement or repair of a *building,* and the construction or placing in, on, over, or under land of any of them;

(3) A change of use of land or a *building,* or any act done in relation to land or a *building,* that results in or is likely to result in a change in the use of the land or *building*; or

(4) A change in the intensity of use of land or a *building,* or any act done in relation to land or a *building,* that results in or is likely to result in a change in the intensity of use of the land or *building*.

**DEVELOPMENT AGREEMENT** means an agreement between a developer or property owner and the *City* that defines the terms and conditions under which a *development* must be carried out.

**DEVELOPMENT AUTHORITY** has the same meaning as set out in the *MGA*.

**DEVELOPMENT OFFICER** means the *Director of Planning and Development*, or an individual appointed to the office of *Development Officer* in accordance with this Bylaw.

**DEVELOPMENT PERMIT** means the document issued by the *Development Authority* or by *Council* in a *Direct Control* District under this Bylaw or any previous Land Use Bylaw, and includes any plans or conditions of approval.

**DIGITAL MINING** means the use of computer systems and associated infrastructure, and components for the digital transactions required for processing data. This includes, but is not limited to, digital currency processing, non-fungible tokens, and blockchain transactions.

**DIRECT CONTROL** means a customized land use designation. A Direct Control development or District has a set of rules specific to a particular property or development.

**DIRECTOR OF PLANNING AND DEVELOPMENT** means the person appointed to that position by the CAO.

**DOMESTIC PET** means dogs, cats, or other domesticated household pets ordinarily kept within the confines of a *dwelling unit*.

**DRIVEWAY** means a privately owned, *hard-surfaced access* that connects *on-site parking* areas to the *public roadway*.

**DRIVE-THROUGH** means part of a *development* designed to serve customers remaining in their *vehicles*.

**DUGOUT** means a *development* where earth, rock, concrete, or other material is removed in order to retain water for household, *landscaping*, stormwater management, or general agricultural uses, including a borrow pit, but not including a lagoon for wastewater.

**DWELLING OR DWELLING UNIT** means a self-contained residence comprising cooking, washroom, living, and sleeping facilities with a separate private entrance from the exterior of a *building* or from a common hall, lobby, or stairway inside a *building*, but does not include any part of a *hospital*, *hotel*, or *recreation vehicle*.

**DWELLING (APARTMENT)** means a *building* containing three or more principal *dwelling units* with a common entrance from the exterior.

**DWELLING (DUPLEX)** means a single *building* on a single *lot* containing two *dwelling units*, each having a separate direct entrance from the exterior, with one or more *habitable rooms* above *finished grade*. This use does not include *dwelling (semi-detached)*.

**DWELLING (DORMITORY)** means an *accessory* building containing a *dwelling* for more than 10 staff or students, located on the same *site* or campus as a *school (elementary or secondary)* or *school (post-secondary).* A *dwelling (dormitory)* may have common cooking, washroom, and living facilities.

**DWELLING (LOFT UNIT)** means a *dwelling unit* in which all of the cooking, living, and sleeping areas are combined in a single room, within a *dwelling (apartment)*, *mixed-use building*, or *supportive living accommodation*. This does not include a *dwelling (studio unit)*. The minimum floor area of a *dwelling (loft unit)* shall be greater than 46.50 $m^2$.

**DWELLING (MANUFACTURED HOME)** means a *dwelling* that is manufactured to be moved from one point to another, which provides year-round residential accommodation, and meets the requirements for a residence under the Canadian Standards Association.

**DWELLING (SECONDARY)** means a secondary *dwelling* on a *lot*, and may be a *dwelling (single detached)* or *dwelling (manufactured home)*. This use does not include *farm help accommodation* or a *secondary suite*.

**DWELLING (SEMI-DETACHED)** means a single *building* containing two side-by-side *dwelling units* each with its own title and direct connection to *finished grade,* and separated from each other by a party wall extending from foundation to roof, which is designed and constructed as two *dwellings* at the time of initial construction of the *building*. This use does not include *dwelling (duplex)*.

**DWELLING (SINGLE DETACHED)** means a *building* comprised of one *dwelling unit* on a *site* separated by open space from any *development* on an *adjoining site*. This does not include a *dwelling (manufactured home)*.

**DWELLING (STUDIO UNIT)** means a dwelling unit in which all of the cooking, living, and sleeping areas are combined in a single room, within a *dwelling (apartment)*, *mixed-use building*, or *supportive living accommodation*. This does not include a *dwelling (loft unit)*. The maximum floor area of a *dwelling (studio)* shall be 46.50 $m^2$.

**DWELLING (TOWNHOUSE)** means a *building* comprised of three or more *dwelling units*, where each unit has a separate, direct entrance from the exterior to *grade*, and includes *dwelling (townhouse - single)*, *dwelling (townhouse - plex)*, and *dwelling (townhouse - complex)*. Typical examples include back-to-back townhouses, stacked townhouses, and street-oriented townhouses.

**DWELLING (TOWNHOUSE - SINGLE)** means a *building* comprised of three or more *dwelling units,* where each *dwelling unit* is on its own *lot* and each unit has a separate, direct entrance from the exterior to *grade*.

**DWELLING (TOWNHOUSE - PLEX)** means a *building* containing three to four *dwelling units* all on a *lot*, where each unit has a separate, direct entrance from the exterior to *grade*.

**DWELLING (TOWNHOUSE - COMPLEX)** means a *development* comprised of more than one *building*, each containing three or more *dwelling units*, all on a *lot*, where each unit has a separate, direct entrance from the exterior to *grade*. This may also include a *development* of a mixed-form, including townhousing incorporated with a *dwelling (apartment)* or *dwelling unit above a non-residential use*.

**DWELLING UNIT ABOVE A NON-RESIDENTIAL USE** means a *dwelling unit*, located in a *mixed-use building*, which is located above any non-residential use.

**ENVIRONMENTAL RESERVE** is as defined in the *MGA.*

**EQUESTRIAN FACILITY** means a *development* used for the training of riders or horses, and may include the boarding of horses.

**EQUIPMENT RENTAL** means a *development* used to rent household equipment or light machinery to the public. This use does not include *fleet service*.

**EQUIPMENT SERVICE** means a *development* that provides repair services for household goods, equipment, and appliances. Typical uses include radio, television, and appliance repair shops, and furniture refinishing and upholstery shops.

**ESTABLISHMENT (ADULT)** means a *development* of:

(a) adult theaters or erotic dance clubs, which are any premises wherein live performances, motion pictures, video tapes, digital video discs, slides or similar electronic photographic reproductions, the main feature of which is the nudity or partial nudity of any person, are performed, shown, or conducted on the premises; or

(b) massage service establishment (for adult use only) that is distinguished or characterized by its emphasis on, or the provision of services, which are sexually explicit in nature.

**ESTABLISHMENT (BREW PUB)** means a *development* where food and beverages are prepared and served for consumption by the public, and alcoholic beverages, excluding spirits, are brewed on the premises as an *accessory* use. This use may include *accessory* retail sales on or off the premises. This use does not include *establishment (drinking)* or *establishment (restaurant)*.

**ESTABLISHMENT (DRINKING)** means a *development* licensed to serve alcoholic beverages for consumption on the premises, and may include up to 10 video lottery terminals as an *accessory* use. This use does not include *establishment (brew pub)* or *establishment (restaurant)*.

**ESTABLISHMENT (ENTERTAINMENT)** means a *development* where live performances or motion pictures are shown. Typical *development* includes a cinema, theatre, or music hall, not including *establishment (adult)*.

**ESTABLISHMENT (GAMING)** means a *development* that provides patrons the opportunity to engage in games of chance and skill. Typical *development* includes a racetrack with betting facility (either *on-site* or *off-site*), casino, and bingo hall.

**ESTABLISHMENT (RESTAURANT)** means a *development* where food and beverages are prepared and served for consumption by the public. Typical *development* includes restaurants, fast-food restaurants, and takeout restaurants, not including *establishment (brew pub)* or *establishment (drinking)*.

**ESTABLISHED NEIGHBOURHOOD** means those neighbourhoods identified in *Figure 10-4*.

**EVENT VENUE (RURAL)** means an *accessory* use to the *principal use* that brings additional visitors and guests to an agricultural *lot* for an assembly or event. This use may include the provision of facilities to enable entertainment, and/or the preparation of food and beverage services. This use does not include *bed and breakfast*, *conference and banquet facility*, *exhibition grounds*, *campground*, or *home-based business*.

**EXCAVATION** means any breaking of ground, but does not include landscaping of a *use* for which a *Development Permit* has been issued, agricultural cultivating, limited household gardening, or ground care.

**EXHIBITION GROUNDS** means an outdoor facility used to host public events, including rodeos, horse shows, and exhibitions, and any *accessory building* used for spectator seating or viewing.

**FAÇADE** means the exterior, outward face of the *building*.

**FAMILY** means adult interdependent partners (married or common-law), lone parent households, or single persons living in the same *dwelling* with related household members or caring for non-related children through an authorized guardianship, foster care, or kinship agreement.

**FAMILY DAY HOME** means a *home-based business* that is *accessory* to a *dwelling unit*, or part thereof, used to provide care and supervision to more than four but less than seven children or adults, not including any children who are otherwise permanent residents of the *dwelling unit*.

**FARM HELP ACCOMMODATION** means a temporary housing *development* that may include a maximum of four *buildings* grouped together on a *site*, where the occupants are persons that are an integral part of an *agricultural (general)*, an *agriculture (intensive)*, or an *equestrian facility* that is located on the same *site*. This use does not include a *boarding house*, *dwelling (secondary)*, or *secondary suite*.

**FARMSTEAD** means a *development* on an agricultural *lot*, which includes a *dwelling,* and improvements related to the raising or production of crops or *livestock*. A *farmstead* may include *accessory buildings*, *accessory agricultural buildings*, and shelterbelts.

**FENCE** means a vertical physical barrier constructed to provide visual *screening,* or to enclose a *lot* or *site*.

**FENESTRATION** means the design and disposition of doors, windows, and other exterior openings of a *building*.

**FINISHED GRADE** means the elevation of the ground upon placement of soil and sod above the *rough grade*, or as may be identified on plot plans.

**FLEET SERVICE** means a *development* from which three or more *vehicles* are operated for the transportation of passengers or goods.

**FREEBOARD ELEVATION** means a specified elevation above which all building openings must be built.

**FRONTAGE** means the *property line* of a *site* along any *public roadway* except a *lane*.

**FULL CUT-OFF LIGHT FIXTURE** means a fixture that directs light down towards the ground and does not emit any light above the horizontal plane. These fixtures reduce light pollution, and are dark sky friendly.

**FUNERAL HOME** means a *development* used for the arrangement of funerals or holding of funeral services, and may include the preparation of the deceased for burial or cremation. This use does not include a *religious assembly*.

**GARAGE** means a *building* that is intended to provide *parking* for *vehicles*, is enclosed on all sides, and may either be attached to or detached from the *principal building*.

**GARAGE SALE** means an *Accessory Development* involving the sale of goods from a *garage* or yard in a *Residential District*.

**GLAZING** means the portion of a wall, window, or door that is made of transparent glass.

**GOVERNMENT SERVICE** means a *development* where municipal, provincial, or federal *government services* are provided directly to the public, and includes *development* required for the public protection of persons or property. Typical *development* includes a police station, fire station, courthouse, post office, transit service, public museum, library, school board or social services office.

**GRADE** means either *rough grade* or *finished grade*, depending on the application context.

**GRADING** means any land disturbance, removal or fill, or any combination thereof, and shall include the conditions resulting from any land disturbance. This does not include *excavation* or *stripping*.

**GROUP HOME** means a *development* consisting of the use of a residential *dwelling* for care and supervision of occupants. A *group home* is intended to provide room and board for occupants requiring specialized or personal care, guidance, or supervision. The residential character of the *development* shall be primary, with the occupants living together as a single housekeeping group, and using cooking facilities shared in common. This does not include *transitional accommodation*.

**GREENHOUSE AND PLANT NURSERY** means a *development* used for the growing, storage, and sale of vegetables or *landscaping* plants, either in a greenhouse or garden, and for the storage and sale of related gardening goods and equipment.

**GROSS FLOOR AREA** means the total area of all floors of a *building* located totally or partially above *finished grade,* and the total area of all mechanical equipment areas. The area comprising the *gross floor area* must be enclosed or have a roof over the area, but does not require interior finishing. *Gross floor area* shall be measured:

(1) To the outside surface of the exterior walls; or

(2) Where *buildings* are separated by firewalls, to the centre line of the common firewalls.

**GROSS VEHICLE WEIGHT** means the licensed maximum weight of the *vehicle*, as set out on the *vehicle's* certificate of registration.

**GROUND COVER** means low-profile vegetation commonly used for *landscaping,* and includes herbaceous perennials and flowers, but does not include grass.

**HABITABLE ROOM** means a *bedroom*, dining room, family room, or living room.

**HARD-SURFACED** or **HARD-SURFACING** means the provision of durable, dust-free material constructed and maintained to the satisfaction of the *Development Authority*, in consultation with the Engineering Department. Typical materials include concrete, asphalt, or similar material. For vehicle parking, including *parking pads*, *driveways*, and *parking lots*, materials that are capable of withstanding expected *vehicle* loads.

**HEALTH SERVICE** means a *development* used for the provision of physical and mental out-patient health care, and social or counseling services. Services may be of a preventative, diagnostic, treatment, therapeutic, rehabilitative, or counseling nature. Typical *development* includes medical and dental offices, health and physiotherapy clinics, or massage therapy clinics.

**HIGH-DENSITY RESIDENTIAL DISTRICT** includes the HDR District.

**HIGHWAY** is as defined in the *Traffic Safety Act RSA 2000, c. T-6*.

**HISTORIC RESOURCE** means a *building*, group of *buildings*, District, landscape, archaeological *site*, or other place that has been formally recognized by the *City*, provincial, and/or federal government for its heritage value.

**HEAVY VEHICLE AND EQUIPMENT (SALES AND SERVICE)** means a *development* used for the sale, service, and rental of heavy *vehicles*, machinery, or mechanical equipment, and may include *vehicles* and equipment used for farming, construction, or oilfield operations. This use does not include *automotive (sales)*, *automotive (service)*, or *automotive (specialty)*.

**HOME-BASED BUSINESS (LEVEL ONE)** means an *Accessory Development* contained within one room in a *dwelling unit* or an *accessory building*, for a business that is operated by a permanent resident of the *dwelling unit*, and involves office functions only. No *on-site* employees, except the resident, are permitted for a *home-based business (level one).*

**HOME-BASED BUSINESS (LEVEL TWO)** means an *Accessory Development* in a *dwelling unit* or an *accessory building*, for a business that is operated by a permanent resident of the *dwelling unit*, and may include one employee who does not reside on the property. This use does not include *animal service*, *automotive (service)*, *automotive specialty*, *fleet service*, or a dry cleaner.

**HOME-BASED BUSINESS (LEVEL THREE)** means an *Accessory Development* in a *dwelling unit* or an *accessory building*, for a business that is operated by a permanent resident of the *dwelling unit*, which may have four employees who do not reside on the property, with limited *outdoor storage*. Typical activity includes contractor services, landscape supplies, commercial *vehicles parking*, automotive and auto body repair, and *on-site* light fabrication.

**HOSPITAL** means an institutional *development* used to provide in-patient and out-patient health care to the public, which is recognized, authorized, licensed, or certified by a public authority. Typical *development* includes a *provincial health care facility*, community health centre, *hospital*, palliative care, long-term care, auxiliary *hospital*, mental health facility, detoxification, or addictions treatment.

**HOTEL** means a commercial *development* used to provide temporary sleeping accommodation to the public, and which may also contain a restaurant, drinking establishment, or *conference and banquet facility*. Typical *development* includes a *hotel*, hostel, or motel.

**ILLUMINATION** means lighting by artificial means.

**INDIRECT LIGHTING** means illumination not focused on a specific area, which spills over onto an adjacent *lot* or *site*.

**INDUSTRIAL (LEVEL ONE)** means a *development* where any actual or potential nuisance factor generated by the *development* is contained within an enclosed *building*, which may include manufacturing, product testing, and warehousing. This use does not include *bulk oil and chemical storage,* or *chemical processing*.

**INDUSTRIAL (LEVEL TWO)** means a *development* where any actual or potential nuisance factor generated by the *development* is contained within the boundaries of the *site*, which may include processing of raw (transported to the *site*), semi, or finished material; assembling goods; cleaning, servicing, and repairing of goods and equipment; product testing, warehousing and distribution; and training of personnel in general industrial operations. This use does not include the removal and extraction of raw materials, *automotive wrecker,* or *chemical processing*.

**INDUSTRIAL (LEVEL THREE)** means a *development* where any actual or potential nuisance factor generated by the *development* may extend beyond the boundaries of the *site,* and may have impact on the land and neighbouring *lots*. This use shall not require a high level of servicing capacity. This use does not include the removal and extraction of raw materials, refineries, upgraders, animal rendering, or *automotive wrecker*.

**INDUSTRIAL (LEVEL FOUR)** means a *development* where any actual or potential nuisance factor generated by the *development* will extend beyond the boundaries of the *site*, and may have impact on the safety, use, amenity, and enjoyment of *adjacent sites*. This use may consume large quantities of land or require a high level of servicing capacity. This use may include the removal and extraction of raw materials, refineries, upgraders, or animal rendering.

**INDUSTRIAL DISTRICT** includes the BP1, BP2, ICS, and IND Districts.

**INFILL DEVELOPMENT** means the process of developing vacant or underused *sites*, or redeveloping existing or underused structures.

**INTERIOR LOT** means any *lot* other than a *corner lot*.

**LAND AND PROPERTY RIGHTS TRIBUNAL (LPRT)** means a quasi-judicial tribunal established under the *Land and Property Rights Tribunal Act, SA 2020, c L-2.3*.

**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 Map.*

**LANE** means an alley as defined in the *Traffic Safety Act, RSA 2000, c.T-6*.

**LIVE/WORK UNIT** means a unit designed to be used concurrently as a *dwelling unit* and as a commercial use.

**LIVESTOCK** includes horses, cattle, pigs, sheep, goats, llamas, ostriches, bison, roosters, turkeys, ducks, geese, pigeons, foxes, mink, rabbits, skunks, insects, and all other animals; fowl and birds, whether of a domestic nature or wild; but does not include hens that are kept pursuant to a valid and subsisting Hen Licence issued under the *Hen Bylaw*, or bees that are kept pursuant to a valid and subsisting Urban Beekeeping License issued under the *Urban Beekeeping Bylaw*. This does not include a *domestic pet*.

**LOADING DOCK** 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.

**LODGER** means someone who pays for a place to sleep, which may include meals, but does not include the purchase of a room in a *hotel*.

**LOT** means:

(1) A quarter section;

(2) A river *lot* shown on an official plan, as defined in the *Surveys Act, RSA 2000, c. S-26*, that is filed or lodged in a land titles office;

(3) A settlement *lot* shown on an official plan, as defined in the *Surveys Act, RSA 2000, c. S-26*, that is filed or lodged in a land titles office;

(4) A part of a *lot* described in a certificate of title, if the boundaries of the part are described in the certificate of title other than by reference to a legal subdivision;

(5) A part of a *lot* described in a certificate of title, if the boundaries of the part are described in a certificate of title by reference to a plan of subdivision.

**LOT AREA** means the area of a *lot,* including any area dedicated to an easement or a right-of-way, as shown on a plan of subdivision or described in a copy of a certificate of title.

**LOT COVERAGE** means percentage of *lot area* covered by *buildings*.

**LOT DEPTH** means the distance between the front and rear *property lines* of the *lot,* as measured perpendicularly or radially from the mid-point of the front *property line* to the mid-point of the rear *property line* of the *lot*.

**LOT FRONTAGE** means the width of a *lot* or *site* at the front *property line* adjoining a *public roadway*.

**LOT WIDTH** means the distance between the side *property lines,* as measured along the minimum front yard building *setback*, unless otherwise specified in this Bylaw.

**LOW-DENSITY RESIDENTIAL DISTRICT** includes the LDR, SLR, LLR, and FBR Districts.

**MANAGER OF THE DEVELOPMENT BRANCH** means the means the person appointed to that position by the CAO.

**MAXIMUM WORKING SHIFT** means the period of time that the greatest number of employees are required to be present at the *development*.

**MEDIUM-DENSITY RESIDENTIAL DISTRICT** includes the MDR District.

**MIXED-USE BUILDING** means the *development* of a *building* with a variety of complementary and integrated uses, which includes a residential component and a non-residential component, in a compact, urban form. The non-residential component may include office, retail, *government service*, restaurant, or entertainment in a compact urban form.

**MIXED-USE DISTRICT** includes the MID (Area C), MU1, MU2, and DTN Districts.

**MOVING POD/REFUSE BIN** means an *accessory development* that is placed to assist with the temporary storage of goods related to a move, or disposal of waste materials during renovations. This does not include a *shipping container*.

**MULTI-TENANT** means three or more non-residential 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.

**MUNICIPAL GOVERNMENT ACT (MGA)** means the *MGA.*

**MUNICIPAL RESERVE** is as defined in the *MGA.*

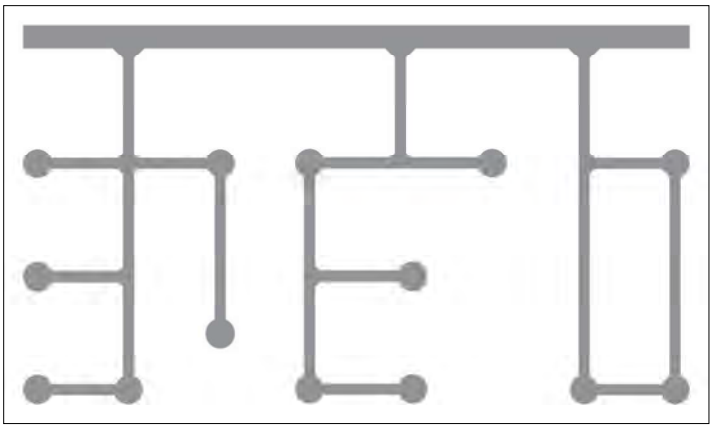
**NATURAL AREA** means land or water, identified as environmentally sensitive, that require protection and stewardship. Examples include wetlands, watercourses, ravines, forests, meadows, grasslands, and riparian areas.

**NEIGHBOURHOOD PLAN (NP)** means a non-statutory plan whose plan area must be located within an approved *Area Structure Plan*.

**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 ROADWAY** means a *public roadway,* built to *City standards*, other than a *lane*, that has one permanent point of ingress and egress. This includes a *cul-de-sac* or any road design with one access point and spine, and one or more bulbs or dead ends. See *Figure 7-1* for examples of typical *non-through roadway* designs.

**Figure 7-1: Example of Typical Non-Through Roadway Designs**



**NON-RESIDENTIAL DISTRICT** includes a *Commercial District*, *Industrial District*, *Special District*, and any non-residential component of a *Mixed-Use District*.

**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 *vehicles*, *recreation vehicles*, equipment, goods, materials, or products.

**OUTDOOR STORAGE** means an *accessory* outdoor area, forming part of a *development* used for the storage of equipment, goods, materials, motor *vehicles*, *recreation vehicles*, or products. This use does not include *storage facility (indoor)*, *storage facility (mini)*, or *storage facility (recreation vehicle and equipment)*.

**OVERLAY DISTRICT** means an identified area where additional regulations, requirements, or both are imposed or supersede the underlying *Land Use District*(s) to which it is applied. The overlay area cannot change the Permitted Uses and Discretionary Uses.

**PANHANDLE LOT** means a *lot* which is serviced and gains frontage through the use of a narrow strip of land, which is an integral part of the *lot*.

**PARK** means land that is intended to be used by the public for active and passive recreation, or general enjoyment.

**PARKING** means leaving a *vehicle* temporarily on a *lot* or *site*.

**PARKING LOT** means a *development* which provides for the access, maneuvering, and *parking* of *vehicles*.

**PARKING PAD** means a *hard-surfaced* area intended to accommodate the required *on-site parking*, but does not include a *driveway*.

**PARKING STRUCTURE** means a *building* or portion thereof used for the *parking* of *vehicles,* and may be located either below, at, or above *finished grade*.

**PARKING STRUCTURE (UNDERGROUND)** means a *building* or portion thereof used for the *parking* of *vehicles*, where the majority of the *parking structure* is contained below *finished grade*.

**PATIO** means an at-grade concrete slab or other *hard-surface* that adjoins a *dwelling unit* for the purpose of outdoor gathering.

**PEACE OFFICER** is as defined in the *Provincial Offences Procedures Act, RSA 2000, c. P-34*.

**PEDESTRIAN-ORIENTED DEVELOPMENT** means a *development* designed, scaled, and located to provide priority to pedestrians and non-motorized modes of travel.

**PERSONAL SERVICE** means a *development* used to provide services related to the care and appearance of an individual, including the cleaning and repair of clothing, but does not include *health service* or *establishment (adult)*. Typical *development* includes dry cleaner, hair salon, tanning salon, laundromat, tailor, shoe repair, and aesthetician services.

**PLAZA** means an open space that provides opportunity for community gathering, events, and social interactions.

**PRINCIPAL BUILDING** means a *building* that accommodates the *principal use* of a *lot* or *site*.

**PRINCIPAL USE** means the primary or main purpose for which a *building* or *lot* is used.

**PRIVATE POOL** means any private swimming pool or hot tub, whether above or below the ground. This does not include a *decorative pond*.

**PRIVATE PROPERTY** means property that is not defined as *public property*.

**PRIVATE ROADWAY** means a *vehicle* thoroughfare created for the purpose of vehicular access and circulation. It may include common property pursuant to the *Condominium Property Act, RSA 2000, c. C-22*, or be part of a *lot* subject to a mutual access agreement. *Private roadways* include drive aisles.

**PROFESSIONAL OFFICE** means an office use providing professional services. Typical *development* includes offices providing accounting, architectural, employment, engineering, insurance, investment, legal, real estate, planning, secretarial, *broadcasting studios,* and travel agent services. This use does not include *health service* or *government service*.

**PROPERTY LINE** means a line of record bounding a *lot* that divides one *lot* from another *lot,* a *public roadway,* or any other public space.

**PROPERTY LINE (COMMON)** means the shared *property line* between *dwelling (semi-detached)* or *dwelling (townhouse)* units.

**PROVINCIAL HEALTH CARE FACILITY** means an approved *hospital* as defined in the *Hospitals Act, RSA 2000, c. H-12*.

**PUBLIC ACCESS** for the purpose of section 3.70 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 *lot* or *site*, or cross another *public roadway*. Typically, if a roadway only has one *public access*, it is considered a *non-through roadway* 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.

**PUBLIC PROPERTY** means, except for *highways*, any property owned, held, or controlled by the *City* or other public authority.

**PUBLIC ROADWAY** means a road as defined in section 616 of the MGA and does not include a *private roadway* or *highway*.

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

(1) Water or steam;

(2) Sewage disposal;

(3) Telecommunications;

(4) Irrigation;

(5) Drainage;

(6) Fuel;

(7) Electric power;

(8) Heat;

(9) Waste management; or

(10) Residential and commercial street lighting;

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

**PUBLIC UTILITY BUILDING** means a *development* in which the owner or operator of a *public utility* maintains or houses any operation in connection with the distribution of a *public utility*, but does not include any *development* for the production of electric power or gas.

**RADIO ANTENNA** means a device used for commercial fleet dispatch and ham (or hobby) *radio antennas,* and its support structures, designed to receive and transmit radio waves for limited commercial uses and non-commercial uses, including commercial *fleet services* or amateur radio operators.

**REAL PROPERTY REPORT** means a document showing building location and other *site* data prepared by a Registered Alberta Land Surveyor, according to the standards of the Alberta Land Surveyors Association.

**RECREATION (INDOOR)** means a *development* used for sports or recreation within an enclosed *building*. Typical *development* includes a health and fitness club, swimming pool, bowling alley, amusement arcade, athletic field, rink, or court, not including *conference and banquet facility* or *establishment (gaming)*.

**RECREATION (OUTDOOR)** means a *development* used for outdoor sports or recreation. Typical *development* includes a picnic area, playground, pedestrian and bicycle trail, boating facility, swimming pool, spray *park*, golf course, and athletic field, rink, or court.

**RECREATION EQUIPMENT** means a utility trailer, boat, boat trailer, all-terrain *vehicle,* or snowmobile, but not a *recreation vehicle*.

**RECREATION VEHICLE** means a *vehicle*, with seating and sleeping capacity to provide temporary living accommodation, either carried on or pulled by another *vehicle*, or transported under its own power.

**RECESSED ARCADE** means a pedestrian area created by an overhanging part of a *building* that is supported by columns.

**RECYCLING DEPOT** means a *development* for collecting, sorting, and temporarily storing recyclable materials including bottles, cans, paper, boxes, and small household goods, not including *automotive wrecker*.

**RELIGIOUS ASSEMBLY** means a *development* used for worship and related religious, philanthropic, or social activities, and includes *accessory* rectories, manses, meeting rooms, and food preparation and service facilities. Typical uses include churches, chapels, mosques, temples, synagogues, parish halls, convents, or monasteries.

**RELOCATABLE BUILDING** means a *building* that is designed to be relocated from *site* to *site*, but is not used for residential purposes.

**RESIDENTIAL DISTRICT** includes the LDR, SLR, LLR, FBR, MDR, HDR, MID (areas A and B), and ICC (Area A) Districts.

**RESIDENTIAL SALES CENTRE** means a *dwelling unit* or temporary *building* that is used to exhibit *dwelling units* for sale, rent, or raffle. Typical uses include show or raffle homes.

**RESIDENTIAL USE** means *congregate living (level one)*, *congregate living (level two), dwelling (apartment), dwelling (duplex), dwelling (manufactured home), dwelling (secondary), dwelling (semi-detached), dwelling (single detached), dwelling (townhouse - complex), dwelling (townhouse - plex), dwelling (townhouse - single), dwelling unit above a non-residential use, group home, secondary suite (garage), secondary suite (garden), secondary suite (internal), supportive living accommodation,* or *townhousing*.

**RETAIL (ADULT)** means a *development* where more than 30% of the *gross floor area* is for the display or retail sale of sexually explicit goods, intended to be used for sexual pleasure. This does not include *retail (cannabis)*, *retail (general)*, or *establishment (adult)*.

**RETAIL (CANNABIS)** means a *development* used for the retail sale of cannabis that is authorized by provincial or federal legislation. This does not include a *cannabis production and distribution facility* or a *cannabis production and distribution facility (micro)*.

**RETAIL (GENERAL)** means a *development* for the retail sale of a wide range of consumer goods and services with a floor area less than 4,000.00 $m^2$, but does not include *warehouse store (retail)*. Typical *development* includes a grocery store, variety store, clothing store, sporting goods store, furniture store, jewelry store, financial institution, pharmacy, or liquor store.

**RETAINING WALL** means a wall structure which supports and contains the ground on a *site*.

**ROUGH GRADE** means the elevation of ground existing at completion of *grading*, but prior to the placement of soil and sod.

**SATELLITE DISH** means a parabolic device and its support structure, designed to receive or transmit frequencies transmitted by satellites.

**SCHOOL (COMMERCIAL)** means a commercial *development* used for training and instruction in a trade, skill, or service. Typical *development* includes trade, secretarial, business, hairdressing, driver training, music, or academic tutoring schools, not including *school (elementary or secondary)* or *school (post-secondary)*.

**SCHOOL (ELEMENTARY OR SECONDARY)** means a *development* used for public or private elementary or secondary education, or both, and includes its administrative offices on the same *site*. This use does not include *school (post-secondary)*, *school (commercial)*, or *daycare facility*.

**SCHOOL (POST-SECONDARY)** means a *development* offering public or private education or instruction to individuals beyond a secondary school. Typical *development* includes colleges and universities, not including *school (commercial)*.

**SCREENING** means the concealment of a *development* by a *fence*, wall, *berm*, *landscaping*, or combination thereof. Such *screening* is intended to mitigate any visual nuisance of the *development*.

**SECONDARY SUITE** means an *accessory* secondary *dwelling unit* that is located within, attached to, or separate from a principal *dwelling unit*. A *secondary suite* contains cooking, washroom, living, and sleeping facilities separate from those of the principal *dwelling*. A *secondary suite*, in any form, cannot be subdivided from the principal *dwelling* so as to create a separate legal title for the *secondary suite*.

**SECONDARY SUITE (INTERNAL)** means an *accessory* secondary *dwelling unit* that is located within a *dwelling (single detached)*, *dwelling (semi-detached)*, or *dwelling (duplex)*. A *secondary suite (internal)* may include the *development* or conversion of *basement*, where a portion of the suite is located below *finished grade.* This use does not include a *secondary suite (garage)* or *secondary suite (garden)*.

**SECONDARY SUITE (GARAGE)** means an *accessory* secondary *dwelling unit* that is located above a detached *garage*, and has an entrance separate from the *vehicle* entrance to the *garage*. A *secondary suite (garage)* is only allowed in conjunction with a *dwelling (single detached)*, *dwelling (semi-detached)*, or *dwelling (duplex)*. This use does not include a *secondary suite (internal)* or *secondary suite (garden)*.

**SECONDARY SUITE (GARDEN)** means a single-storey*, accessory,* secondary *dwelling unit* that is located in a *building* separate from the principal *dwelling*. A *secondary suite (garden)* is only allowed in conjunction with a *dwelling (single detached)*, *dwelling (semi-detached)*, or *dwelling (duplex)*. This use does not include *secondary suite (internal)* or *secondary suite (garage)*.

**SELF-SUPPORTED** means supported by one or more columns, uprights, or braces in or upon the ground that are not attached to and do not form part of a *building*.

**SENSITIVE LAND USE** means *buildings*, *amenity areas*, or outdoor spaces where routine or normal activities occurring at reasonably expected times may experience one or more adverse effects from operational emissions generated by a nearby rail facility. Examples may include *dwelling units*, *daycare facilities*, *school (elementary or secondary), school (post-secondary), hospital, provincial health care facility*, playgrounds, *stadium*, public *parks* and trails, *recreation (indoor)*, *recreation (outdoor)*, *religious assembly, conference and banquet facility*, *hotels*, *supportive housing*, *group homes*, *transitional accommodation*, and any uses that are sensitive to dust, odour, noise, and vibration emissions.

**SEPARATION DISTANCE** means an open space around *dwellings,* separating them from adjacent *buildings* or activities, and providing daylight, ventilation, and privacy. *Separation distance* is not a front yard building *setback*, side yard building *setback,* or rear yard building *setback* as defined herein.

**SERVICE LANE** means a building access route for motor *vehicles* found at the rear or side of a *building*.

**SERVICE STATION** means a *development* used for the sale of *vehicle* fuels, electric charging, lubricating oils, and other automotive fluids and incidental goods.

**SETBACK** means the distance from the foundation wall of a *building* to the *property line* at right angles or radially to it. Where there is no foundation wall, the distance shall be measured from the exterior wall at *grade*, not including *cantilevered wall sections* or *architectural projections*.

**SHED** means an *accessory building* used for the storage of gardening or household equipment, materials, and tools in a residential *development,* and includes a storage *shed*.

**SHIPPING CONTAINER** means an *accessory development* that was previously used to transport goods, and is now used for storage purposes only. This does not include a *moving pod/refuse bin*.

**SHOPPING CENTRE** means a *development* comprised of three or more separate commercial or *mixed-use buildings* that operate as a unit and share a common *parking* area.

**SHORT-TERM RENTAL** means a *dwelling* or portion of a *dwelling* that is advertised for rent for a period of less than 30 days, but does not include a *bed and breakfast* or a *boarding house*.

**SITE** means one or more *lots* on which a *development* exists or occurs, or for which an application for a *Development Permit* is made.

**SITE AREA** means the total area of a *lot* or *site*, including any area dedicated to an easement or right-of-way, as shown on a plan of subdivision registered in a land titles office.

**SITE DENSITY** means the number of *dwelling units* per hectare of *site area*.

**SITE PLAN** means a detailed dimensional plan, at a reproducible scale, providing information and graphic depiction of all physical *development* relationships to occur on a *site*.

**SLEEPING UNIT** means a room that is intended for human occupancy but is not equipped with self-contained cooking facilities. It may provide accommodation for not more than two persons.

**SOD FARM** means a commercial farm growing sod through seeding and *stripping* of topsoil, and selling the final product.

**SOLAR COLLECTOR (FREESTANDING)** means a non-reflective *accessory* structure not attached to a *building*, used to collect sunlight, that is part of a system used to convert radiant energy from the sun into thermal or electrical energy.

**SOLAR COLLECTOR (ATTACHED)** means a non-reflective *accessory* structure attached to a *building*, used to collect sunlight, that is part of a system used to convert radiant energy from the sun into thermal or electrical energy.

**SPECIAL DISTRICT** includes the ALT, PRK, CON, ICC (Area C), PSI, FUD, TRN, and *DC* Districts.

**STADIUM** means a *building*, containing an athletic field, which is used primarily for spectator sporting events. The *building* can be fully enclosed or built without a roof.

**STEP-BACK** means a horizontal recess to a building *façade* from the vertical *façade* immediately below it.

**STOREY** means the space between the top of any floor above *finished grade*, and the top of the next floor above it and, if there is no floor above it, the part between the top of the floor and the ceiling above it. The bottom *storey* of a *building* located at street level is commonly referred to as the ground *storey*. For the purposes of calculating a *storey*, *walkout basements* are not included.

**STREETSCAPE** means the area that lies between the street curb and the *building frontage* of the adjacent *buildings*, the role of which is to define the pedestrian corridor and the distinguishing character of a particular street, including *landscaping*, trees, lawns, sidewalks and other surfacing, lighting, street furniture, and signage.

**STRIPPING** means any activity that removes or significantly disturbs vegetated or otherwise stabilized soil surface, including clearing and grubbing operations. This does not include *grading* or *excavation*.

**STORAGE FACILITY (INDOOR)** means a *development* containing non-portable storage units constructed within a single, wholly enclosed *building* with a common entrance to the exterior.

**STORAGE FACILITY (MINI)** means a *development* of storage units where each unit contains a separate *access* from the exterior of the *building*.

**STORAGE FACILITY (RECREATION VEHICLE AND EQUIPMENT)** means a *development* where the primary use is the storage of unoccupied *recreation vehicles* or *recreation equipment*.

**SUBDIVISION AUTHORITY** means the authority established by the *City of St. Albert Subdivision Authority Bylaw* 19/95.

**SUBDIVISION AND DEVELOPMENT APPEAL BOARD (*SDAB*)** means the body established by the *City of St. Albert Subdivision and Development Appeal Board Bylaw*.

**SUPPORTIVE LIVING ACCOMMODATION** means a *development,* in a multiple *dwelling* or *sleeping unit* form, that provides residents with access to *on-site* professional care and daily living support, and is recognized, authorized, licensed, or certified by a public authority.

**SURVEILLANCE SUITE** means a *dwelling unit* or *sleeping unit*, that is *accessory* to the *principal use*, and which is used solely to accommodate a person or persons whose function is to provide surveillance, maintenance, and security of the *principal use*.

**TANDEM PARKING** means one *vehicle* parked in front of or behind the other *vehicle*, either on a *driveway* or *parking pad*, or in a *parking lot*, *parking structure*, or *garage*.

**TELECOMMUNICATION TOWER** means any tower used to provide communication services through the transmitting, receiving, or relaying of voice and data signals including radio, cellular, broadcast, Personal Communication Services (PCS), or wireless data – such as cell phone towers and wireless internet towers. For the purposes of this Bylaw, this excludes *radio antenna* and *satellite dish*.

**THROUGH-STREET** means 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 for a *through-street*.

**TIME EXTENSION AGREEMENT** means a written request to extend the processing time of a *Development Permit* application, or a written request to extend a *Development Permit* approval.

**TOPSOIL PROCESSING AND SALES** means the act of *stripping* and refining raw soil for reuse as topsoil, and may include processing, stockpiling, and sales of soil.

**TRANSITIONAL ACCOMMODATION** means a *development,* in a multiple *dwelling* or *sleeping unit* form, that provides residents with temporary accommodation and access to individualized programs and services. This does not include *group home*.

**TRANSMITTING STATION** means a *development* used for the rebroadcast of radio or television signals.

**TOP OF BANK** means the upper, natural topographical break that signifies the upper edge of the slope to a watercourse or water body, or upper edge of an escarpment with a slope over 15%.

**TOWNHOUSE (INTERIOR UNIT)** means a *dwelling unit* forming part of a townhouse *building*, which is not a *townhouse (end unit)*.

**TOWNHOUSE (END UNIT)** means the last *dwelling unit* forming the end of a townhouse *building*.

**UPLIGHTING** means outdoor lighting that angles upwards to the sky.

**URBAN DESIGN REVIEW (EXTERNAL)** means a preliminary review of the design and architecture of a proposed *development*, conducted by a contracted third-party or appointed review committee.

**URBAN DESIGN REVIEW (INTERNAL)** means a preliminary review of the design and architecture of a proposed *development*, conducted by internal staff designated by the *Development Authority*.

**VARIANCE** means a deviation or waiver of a development regulation. A site density bonus or height bonus is not a *variance*.

**VEHICLE** has the same meaning as 'motor *vehicle*' as defined in the *Traffic Safety Act, RSA 2000, c. T-6*.

**VIOLATION TICKET** means a "violation ticket" as defined in the *Provincial Offences Procedures Act, RSA 2000, c. P-34*.

**WALKOUT BASEMENT** means a *basement* with a direct entrance from the *finished grade*, but not an entrance through a door well where the entirety of the door well is located below *finished grade*.

**WALL MURAL** means a graphic painted or affixed to an exterior wall of a *building* for decorative purposes only. This does not include a *sign*.

**WALL-MOUNTED** means attached to the wall of a *building*.

**WAREHOUSE** means a commercial *development* for the indoor storage of equipment, goods, *vehicles*, *recreation vehicles*, materials, or products.

**WAREHOUSE STORE (INDUSTRIAL)** means a *development* – with a *gross floor area* of 4,000 $m^2$ or greater for the indoor storage of bulky goods, materials, or products – that also contains a limited wholesale or retail sale component. The size and nature of the principal goods being stored and sold typically require a large floor area for direct display to the purchaser or consumer. Typical *development* includes furniture sales, flooring or carpet sales, appliance sales, and building materials.

**WAREHOUSE STORE (RETAIL)** means a *development* with a *gross floor area* of 4,000 $m^2$ or greater for the wholesale or retail sale of goods. Typical *development* includes a large grocery store, big box store, or home improvement store.

**ZERO LOT-LINE** means a form of residential *development* where one side of a *dwelling (single detached house)* is placed on a side *property line* with no side yard *setback*. An attached or detached *garage* may also be placed on the same side *property line*. *Zero lot-line dwellings* exist in conjunction with a maintenance easement to allow mutual access to the side of the *building* placed on the *property line*.

This page left intentionally blank for printing purposes.

## 7.2 DEFINITIONS - SIGNS

**A-BOARD SIGN** means an A-shaped *sign* with no external supporting structure, that is set upon, but not attached to, the ground.

**ATTENTION-GETTING DEVICE** means any pennant, flag, valance, propeller, spinner, streamer, searchlight, *mascot*, message, ornamentation, audible component, or *sign* not otherwise defined under this section that is displayed in any manner for the purpose of drawing attention to a *development*, business, or fundraising activity. Lights or other ornamentations associated with the holiday season, if displayed between Nov. 15 and Jan. 15 of the following year, shall not be considered *attention-getting devices*.

**AWNING SIGN** means a *sign* incorporated upon or within an *awning*.

**BALLOON SIGN** means an air-inflated *sign*.

**BANNER SIGN** means a *sign* constructed from a non-rigid fabric, in a banner style, which is attached to a pole or other structure.

**BILLBOARD** means a *sign* displaying only *third-party advertising*.

**CANOPY SIGN** means a *sign* incorporated upon or within a canopy.

**COPY** means the text or graphics that comprise the message on a *sign* face.

**CHANGEABLE COPY** means that portion of a *sign* upon which *copy* (excluding time, date, temperature, and fuel pricing displays) may be changed manually through the utilization of attachable *copy*, or changed automatically through the electronic switching of lamp banks or illuminated tubes.

**COMPREHENSIVE SIGN PLAN** means a master plan for signage on a *site* for the purpose of creating a consistent overall theme and design concept, and may include several *sign* types.

**CONSTRUCTION SITE IDENTIFICATION SIGN** means a *sign* erected on a *development site* for the purpose of advertising or providing information related to the referenced construction project, and may include information on the contractor, building material supplier, and financial institution involved.

**DEVELOPER MARKETING SIGN** means a *sign* promoting vacant *lots*, show homes, or new *developments,* and may include the project name, developer information, logograms, conceptual plans, or lifestyle images, but excludes construction, directional, and *real estate sign* information.

**DEVELOPER MARKETING FENCE SIGN** means a *sign* designed to provide continuous visual *screening* of a *lot* or *site* for the purpose of promoting current or future *on-site development,* and may incorporate construction, marketing, directional, and real estate content.

**DEVELOPMENT DIRECTIONAL SIGN** means a *sign* for the purpose of guiding or directing pedestrian or vehicular traffic to new subdivisions, new *development* areas or show homes, and may include the *development* name, developer information, logograms, and directional arrows.

**DIGITAL DISPLAY** means a device intended to display *copy* using electronic screens, projection, television, computer video monitors, liquid crystal displays (LCD), light emitting diode (LED) displays, or any other similar electronic, computer generated, or digital technology.

**DIRECTIONAL SIGN** means a *sign* directing pedestrian or vehicular traffic, including ingress, egress and *parking signs* and may include text-only *copy*, logograms and directional arrows.

**ELECTION SIGN** means a *sign* connected with the holding of a federal, provincial, or municipal government, or school board election.

**ELECTRONIC MESSAGE SIGN** means a *sign* or part of a *sign* upon which programmable or electronic switching of changeable, text-only *copy* is displayed.

**ENTRY FEATURE SIGN** means a *self-supported sign* which incorporates design and building materials that accentuate the architectural theme of the *on-site buildings*. *Entry feature signs* are limited to *development* name and address identification only.

**FASCIA SIGN** means a *sign* that is attached, etched, or painted on a *building*. A *wall mural* shall not be considered a *fascia sign*.

**FIRST-PARTY ADVERTISING** means the advertising of a business, commodity, service, or entertainment product that is conducted, sold, or offered on the *site* upon which the *sign* is located.

**FLASHING SIGN** means a *sign* that contains an intermittent or flashing light source. An *electronic message sign* shall not be considered a *flashing sign*.

**FOOT-CANDLE** means a unit of measure of the intensity of light falling on a surface.

**FREESTANDING SIGN** means a *sign* anchored into the ground and not attached to a *building*.

**LAWN SIGN** means a *sign* erected or placed for the purpose of identifying an opinion or position on a topic, cause, or political issue, but does not advertise a *home-based business* or business, and excludes an *election sign*.

**MASCOT** means a person, figure, or automaton – dressed in costume – displaying or holding signage for the purpose of attracting attention to a business or fundraising activity.

***VEHICLE* SIGN** means a *sign* placed on, placed within, or attached to the exterior of a *vehicle*, which advertises or promotes:

(1) The business for which the *vehicle* is being used; or

(2) The sale of that *vehicle*, in the form of a "for-sale" *sign*, provided that the *vehicle* is parked entirely on a private residential property, or entirely on the property of an approved automotive or *recreation vehicle* sales establishment.

**MULTIPLE-TENANT ADVERTISING** means when a *sign* advertises two or more *on-site* businesses.

**MUNICIPAL SIGN** means a *sign* erected or placed by, or on behalf of, the *City*.

**NEIGHBOURHOOD IDENTIFICATION SIGN** means a *sign* that displays the name of a *City* neighbourhood.

**PEDESTRIAN-ORIENTED SIGNAGE** means a *sign* that is designed, scaled, and located in such a way that the primary purpose of the *sign* is to provide information to pedestrians and bicyclists.

**PORTABLE SIGN** means a *sign* with *changeable copy*, designed to be readily relocated.

**PROJECTING SIGN** means a *sign* that is attached to, supported by, and extends outward from a *building*. Neither a *canopy sign* nor an *awning sign* shall be considered a *projecting sign*.

**PROMOTIONAL ADVERTISING SIGN** means a *sign* displayed for the purpose of advertising temporary events or activities including grand openings, sales, and new or discounted products.

**REAL ESTATE SIGN** means a *sign* for the purpose of advertising real estate property for sale, lease, or rent.

**ROOF SIGN** means a *sign* attached to the roof of a *building* or parapet of a *building*.

**SELF-SUPPORTED** means supported by one or more columns, uprights, or braces in or upon the ground that are not attached to, and do not form part of, a *building*.

**SIGN** means an *accessory* device or structure erected or placed for the purpose of providing directions or information, and includes *copy*. This does not include a *wall mural*.

**SIGN AREA** means the areas of a *sign* that are available for *copy* (excluding the main support structure). The *sign area* of a multiple faced *sign* is the area of the largest face.

**SIGN HEIGHT** means the vertical distance measured at right angles, from the lowest point of *finished grade* at the *sign* base, to the highest point of the *sign* or *sign* structure.

**TEMPORARY SIGN** means a *sign*, not permanently installed and placed for a limited period of time.

**THIRD-PARTY ADVERTISING** means the advertising of a business, commodity, service, or entertainment product that is conducted, sold, or offered elsewhere than on the *site* upon which the *sign* is located.

**TRAFFIC CONTROL DEVICE** means any *sign*, signal, marking, or device placed, marked or erected by the *City* for the purpose of regulating, warning, or guiding traffic.

**WALKWAY DECAL** means a *sign* adhered to a travel surface that is designated for pedestrian use.

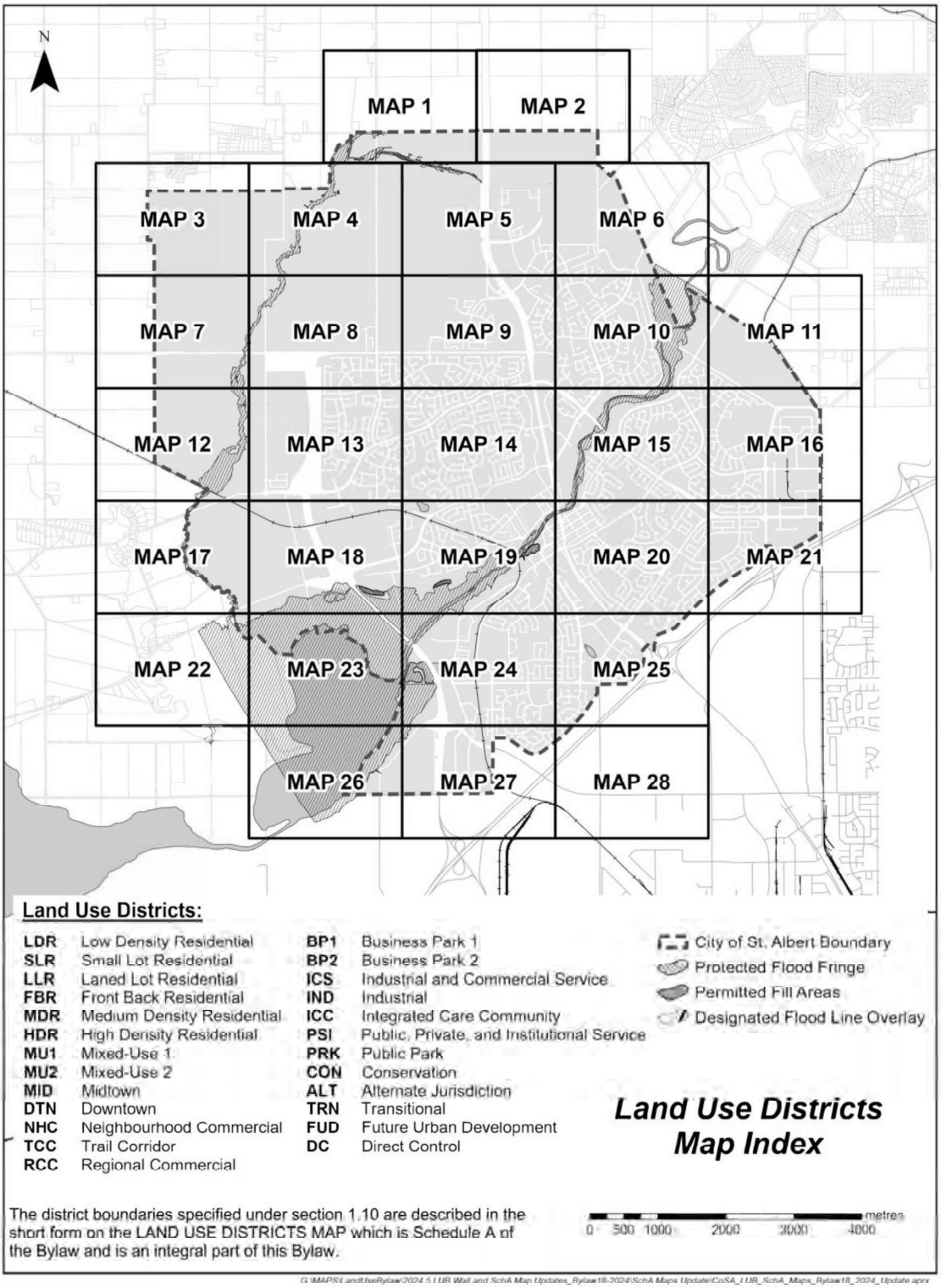
**WINDOW SIGN** means a *sign* placed on or inside a window that faces outward, and is intended to be seen from the outside.

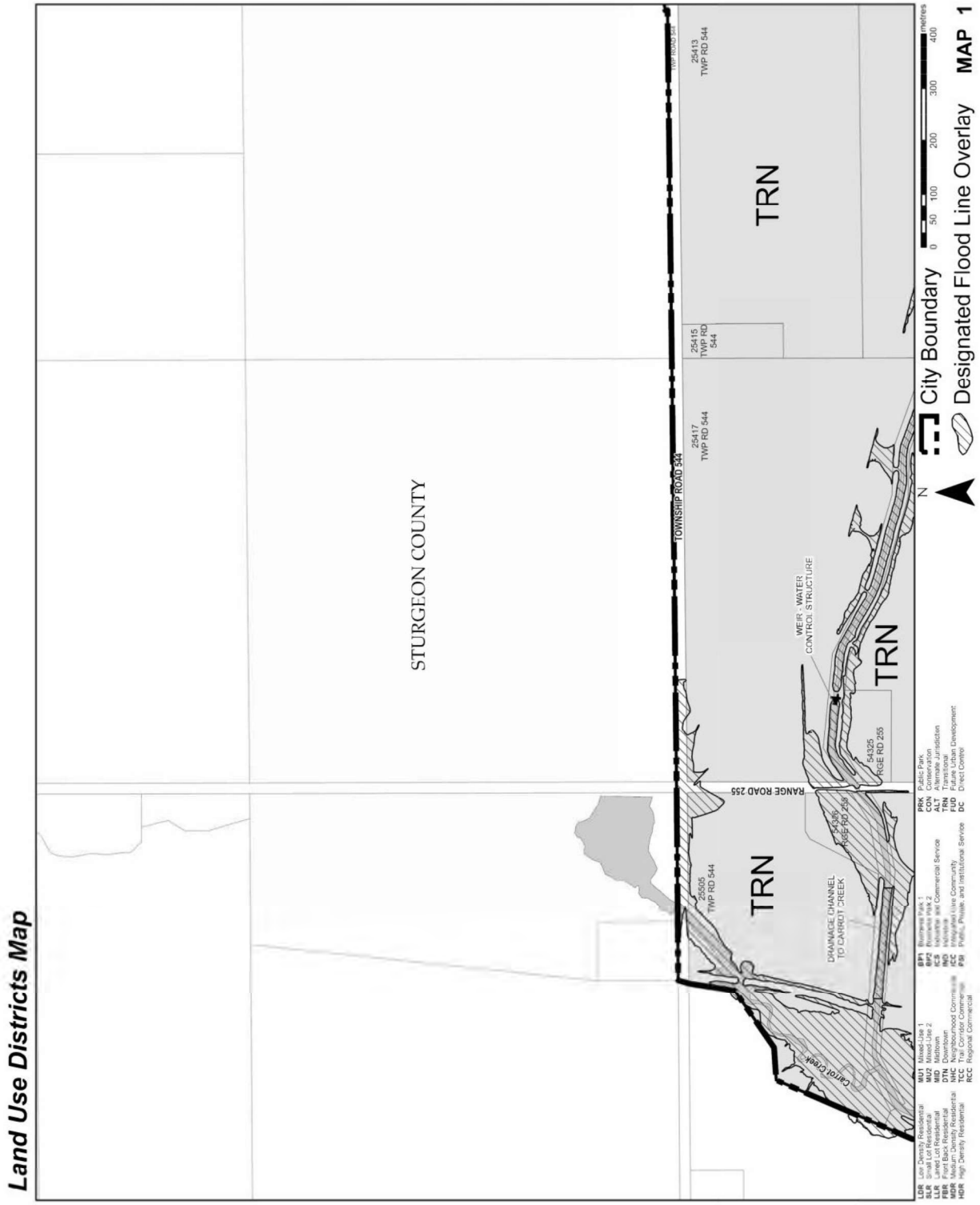
This page left intentionally blank for printing purposes.

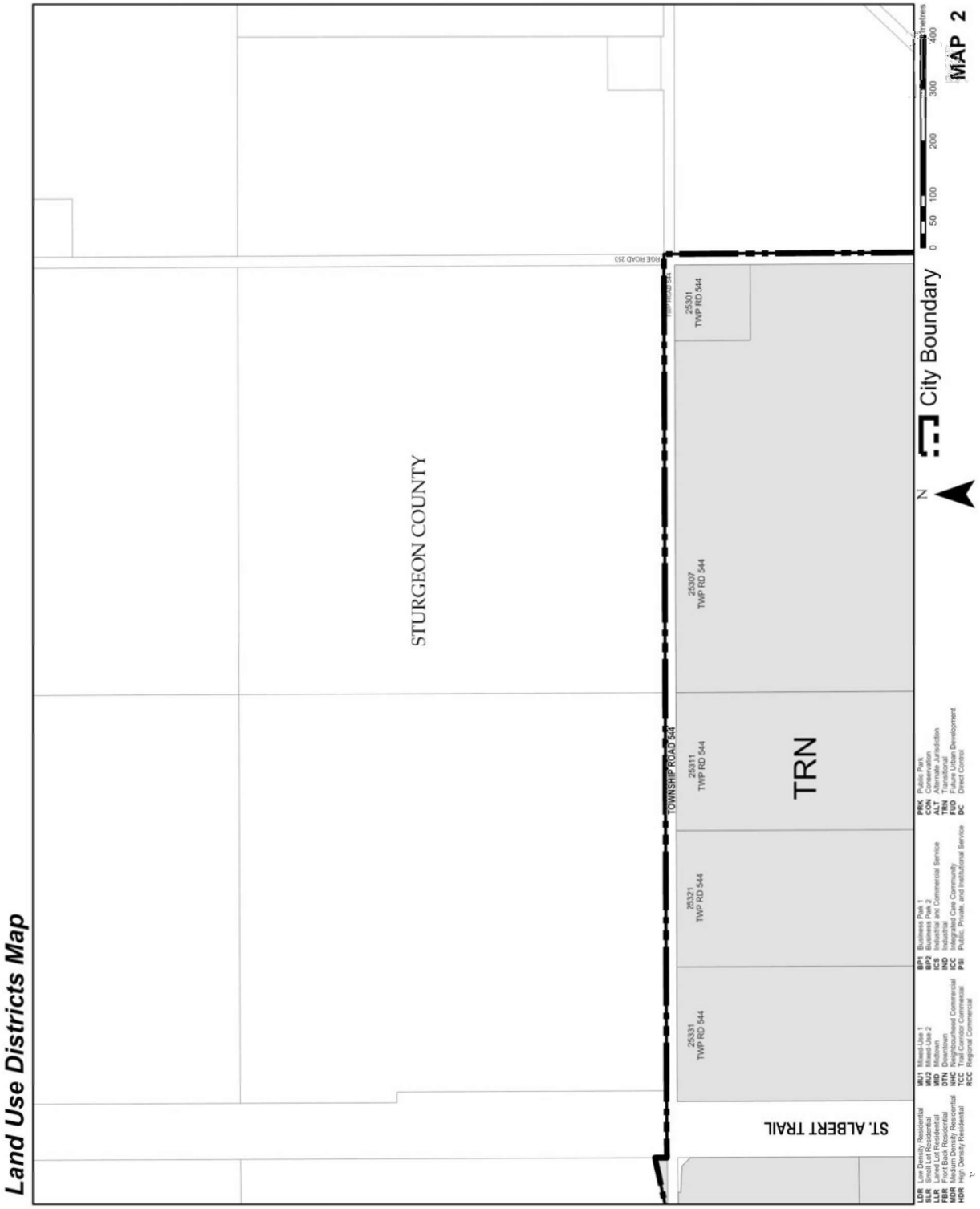
# Schedule A

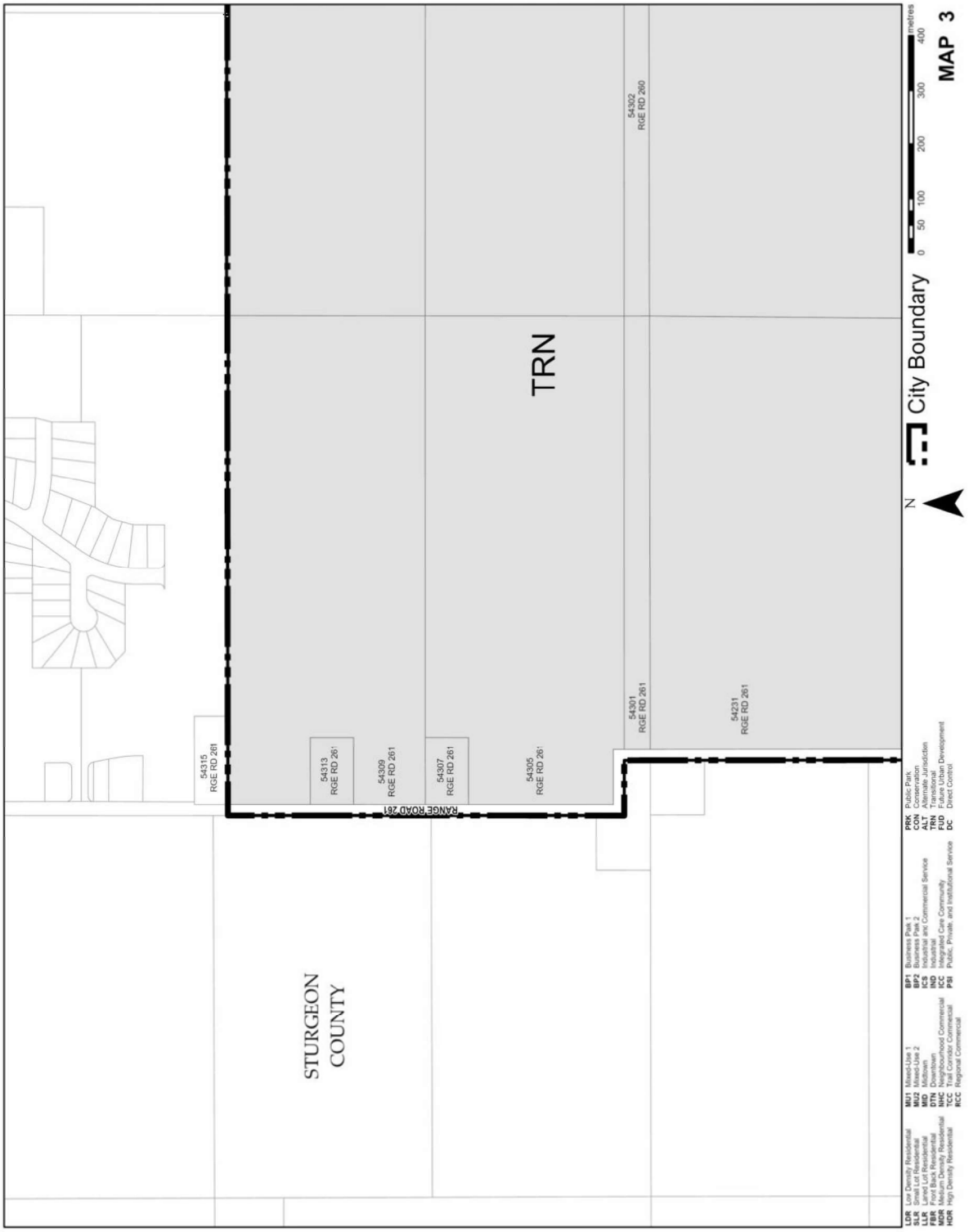
## Land Use District Map

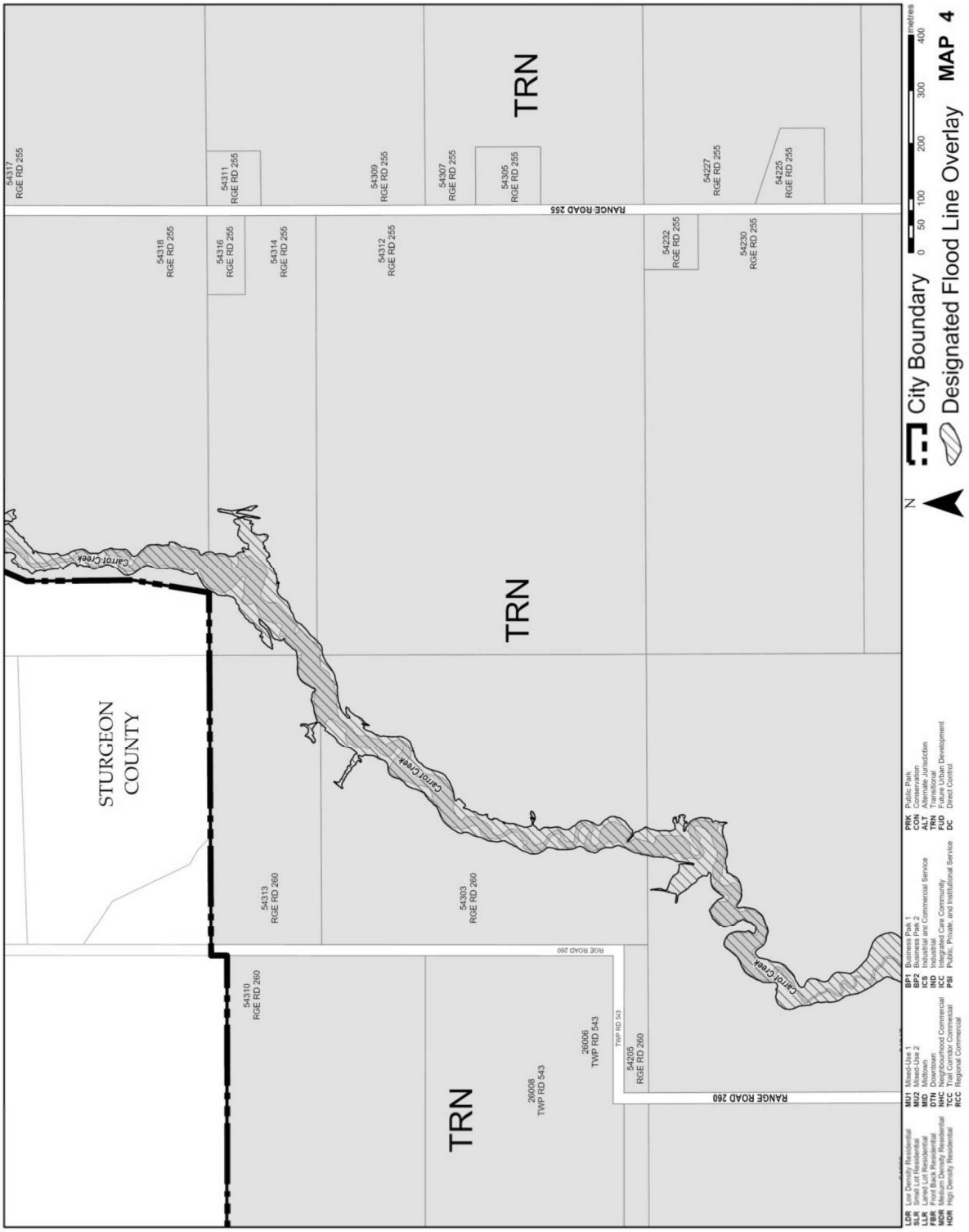
An interactive Land Use District Map map can be found online at:
https://stalbert.ca/dev/planning/documents/lub/

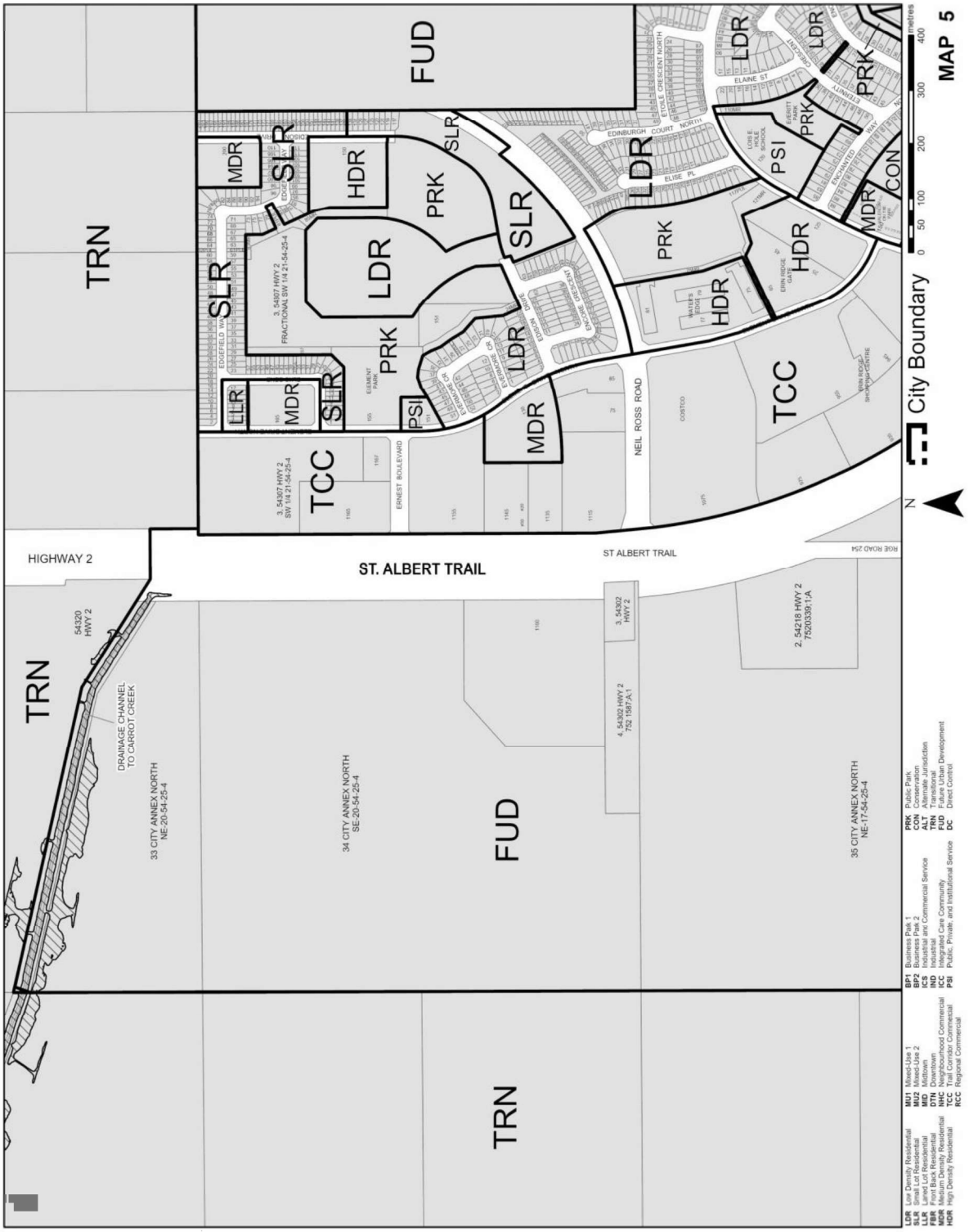

N
MAP 1
MAP 2
MAP 3
MAP 4
MAP 5
MAP 6
MAP 7
MAP 8
MAP 9
MAP 10
MAP 11
MAP 12
MAP 13
MAP 14
MAP 15
MAP 16
MAP 17
MAP 18
MAP 19
MAP 20
MAP 21
MAP 22
MAP 23
MAP 24
MAP 25
MAP 26
MAP 27
MAP 28
Land Use Districts:
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MDR Medium Density Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
ICC Integrated Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control
City of St. Albert Boundary
Protected Flood Fringe
Permitted Fill Areas
Designated Flood Line Overlay
Land Use Districts
Map Index
The district boundaries specified under section 1.10 are described in the short form on the LAND USE DISTRICTS MAP which is Schedule A of the Bylaw and is an integral part of this Bylaw.
0 500 1000 2000 3000 4000
metres

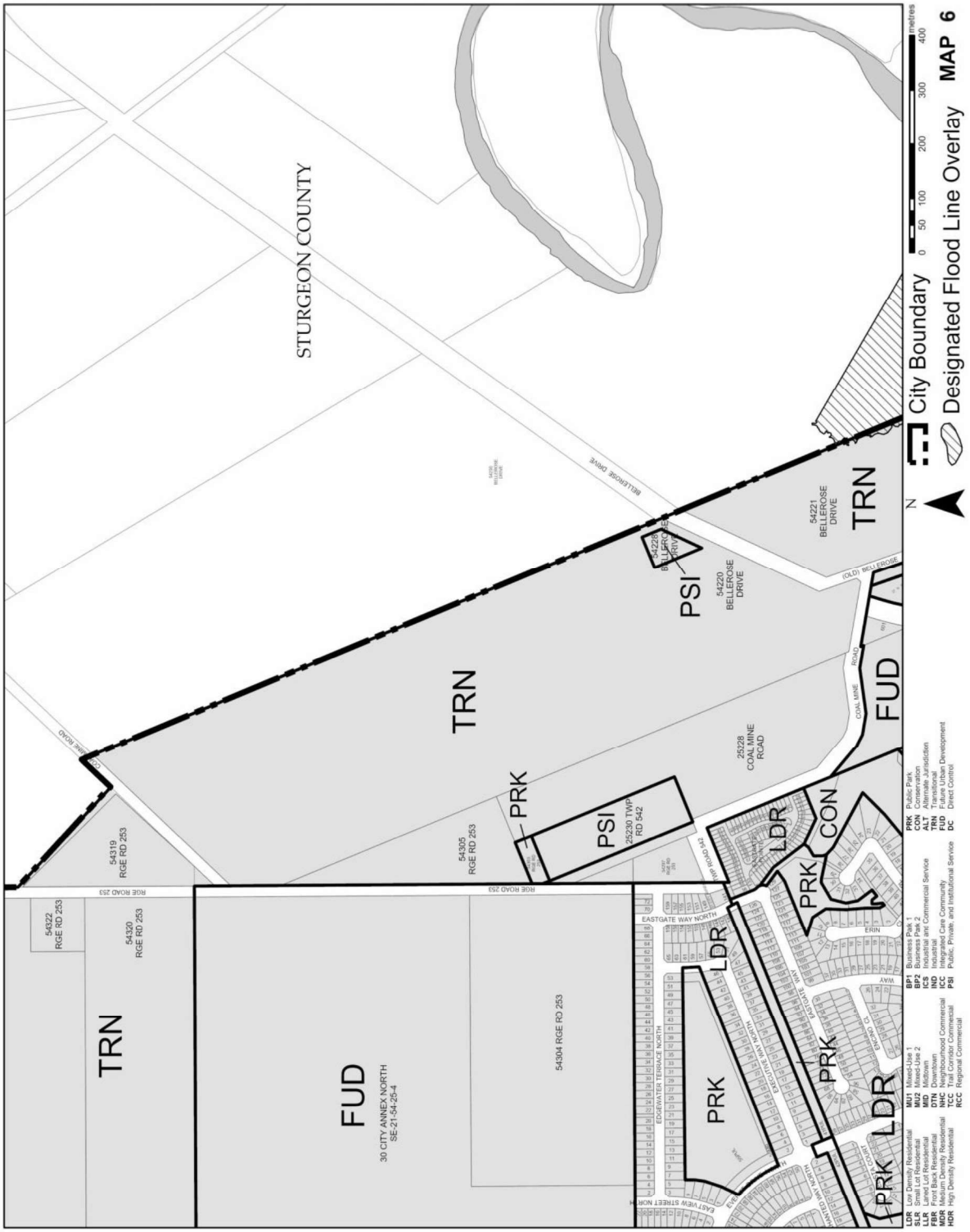

Land Use Districts Map
STURGEON COUNTY
TOWNSHIP ROAD 544
RANGE ROAD 255
TRN
TRN
TRN
WEIR - WATER CONTROL STRUCTURE
DRAINAGE CHANNEL TO CARROT CREEK
Carrot Creek
25505 TWP RD 544
25417 TWP RD 544
25415 TWP RD 544
25413 TWP RD 544
54325 RGE RD 255
54305 RGE RD 255
City Boundary
Designated Flood Line Overlay
MAP 1
0 50 100 200 300 400 metres
N

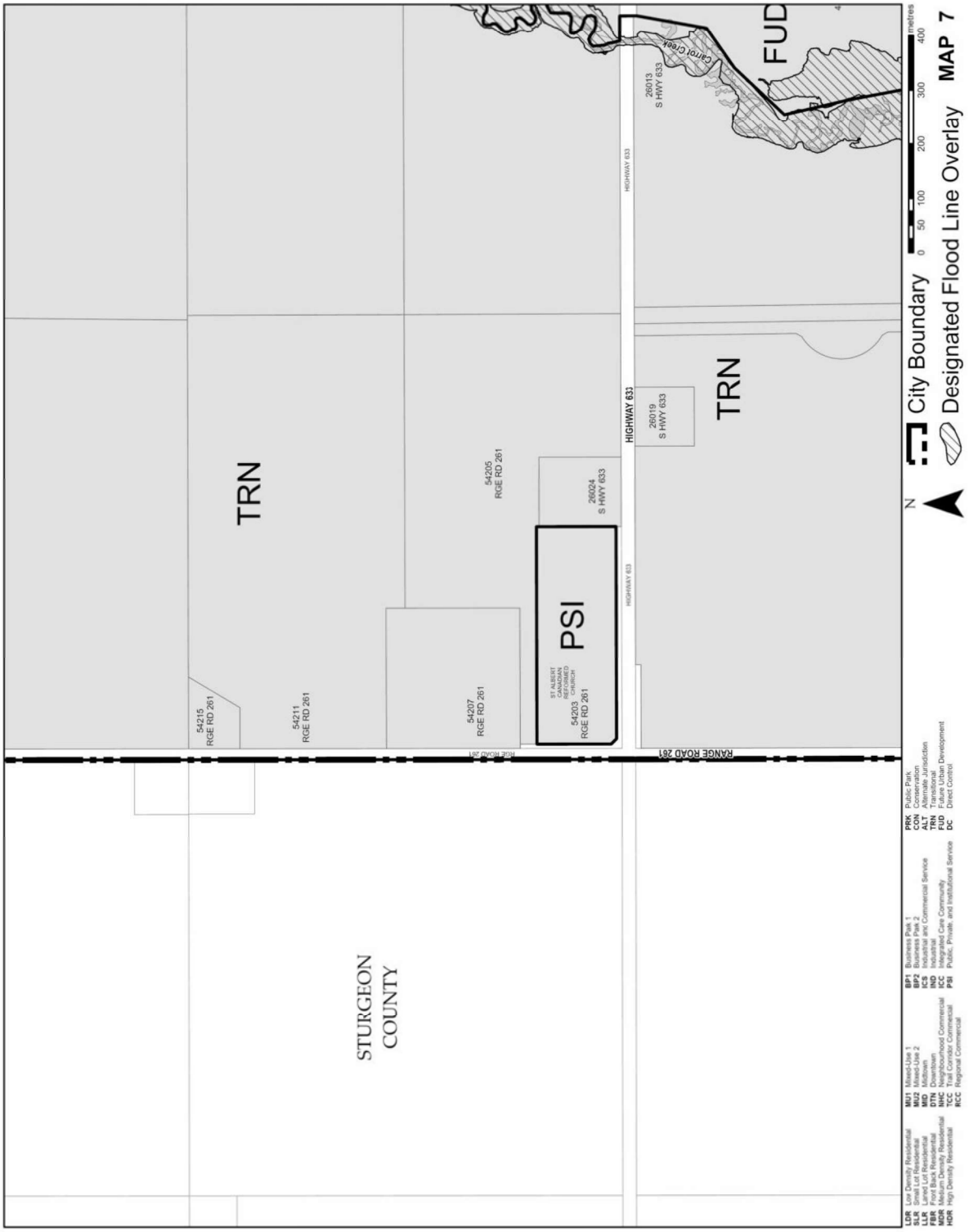

Land Use Districts Map
STURGEON COUNTY
TOWNSHIP ROAD 544
RGE ROAD 253
ST. ALBERT TRAIL
TRN
25307 TWP RD 544
25311 TWP RD 544
25321 TWP RD 544
25331 TWP RD 544
25301 TWP RD 544
City Boundary
N
0 50 100 200 300 400 Metres
MAP 2

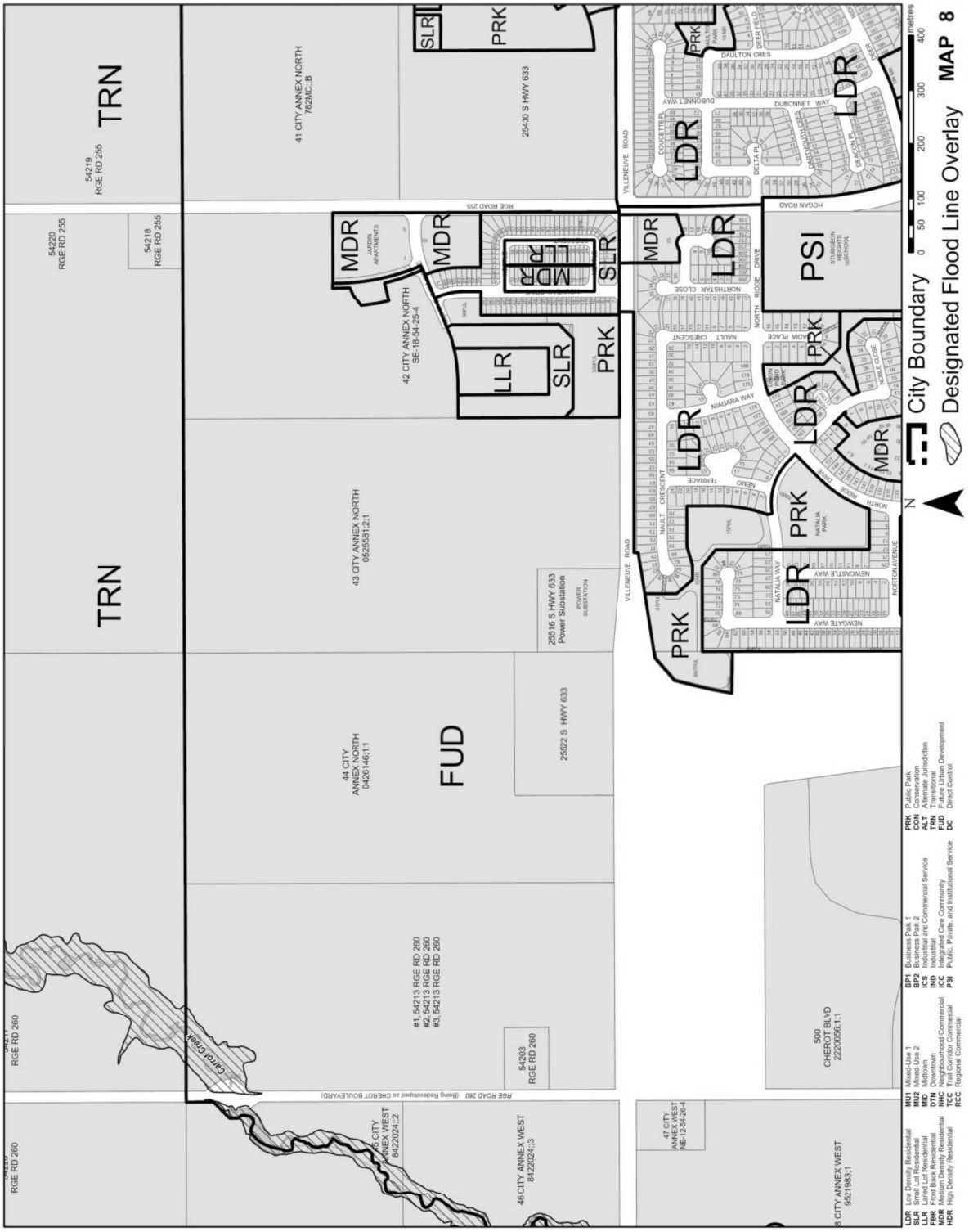

MAP 3
City Boundary
N
0 50 100 200 300 400 metres
TRN
STURGEON COUNTY
RANGE ROAD 261
54315 RGE RD 261
54313 RGE RD 261
54309 RGE RD 261
54307 RGE RD 261
54305 RGE RD 261
54301 RGE RD 261
54231 RGE RD 261
54302 RGE RD 260
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MHR Manufactured Home Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NMC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
ECC Edge Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control

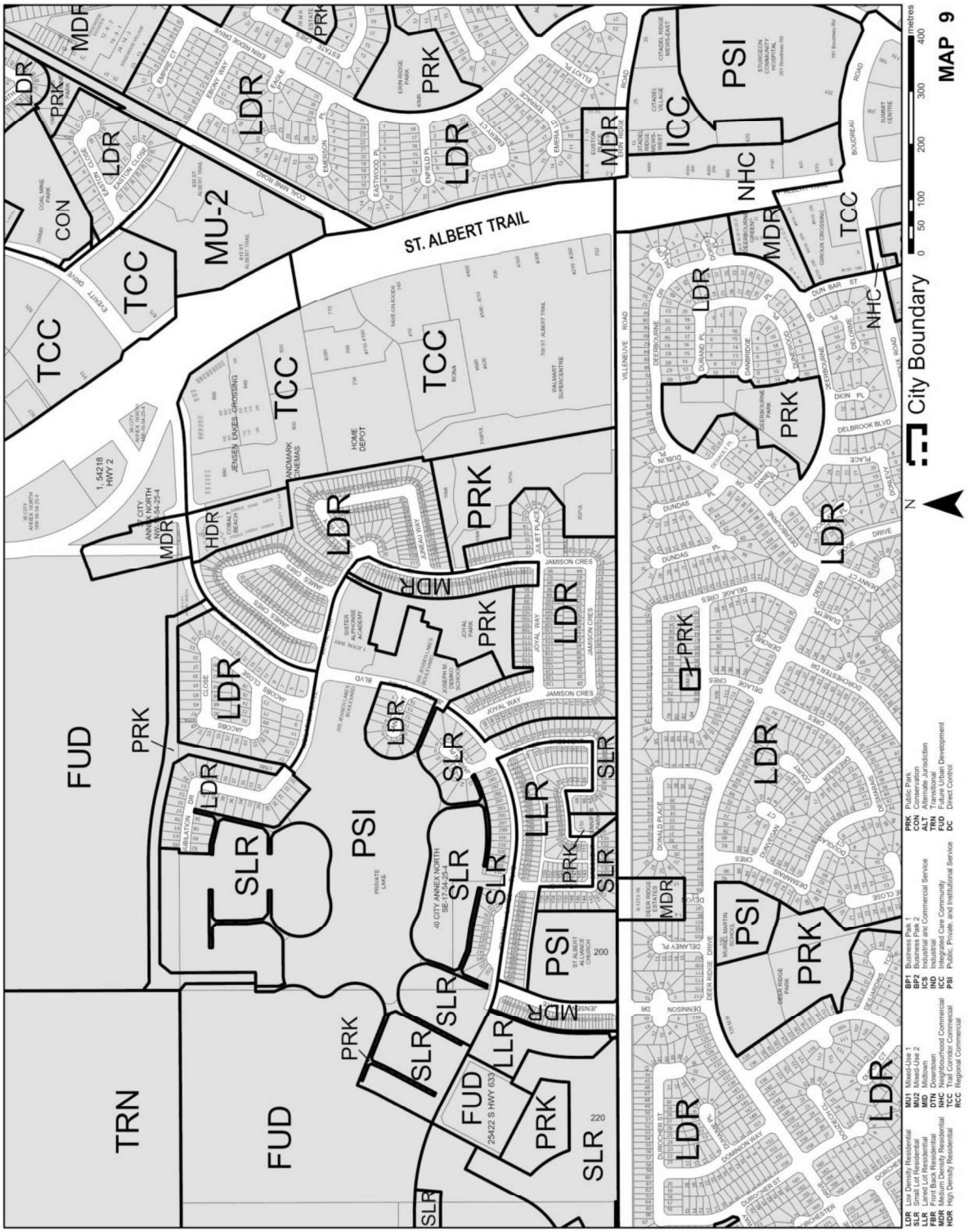

MAP 4
Designated Flood Line Overlay
City Boundary
0 50 100 200 300 400 metres
N
STURGEON COUNTY
TRN
TRN
TRN
RANGE ROAD 255
RANGE ROAD 260
TWP RD 543
RGE ROAD 260
Carrot Creek
54317 RGE RD 255
54311 RGE RD 255
54309 RGE RD 255
54307 RGE RD 255
54305 RGE RD 255
54227 RGE RD 255
54225 RGE RD 255
54318 RGE RD 255
54316 RGE RD 255
54314 RGE RD 255
54312 RGE RD 255
54232 RGE RD 255
54230 RGE RD 255
54313 RGE RD 260
54303 RGE RD 260
54310 RGE RD 260
26008 TWP RD 543
26006 TWP RD 543
54205 RGE RD 260
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MDR Medium Density Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighborhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
EEC Enhanced Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FLD Flood Fringe Development
DC Direct Control

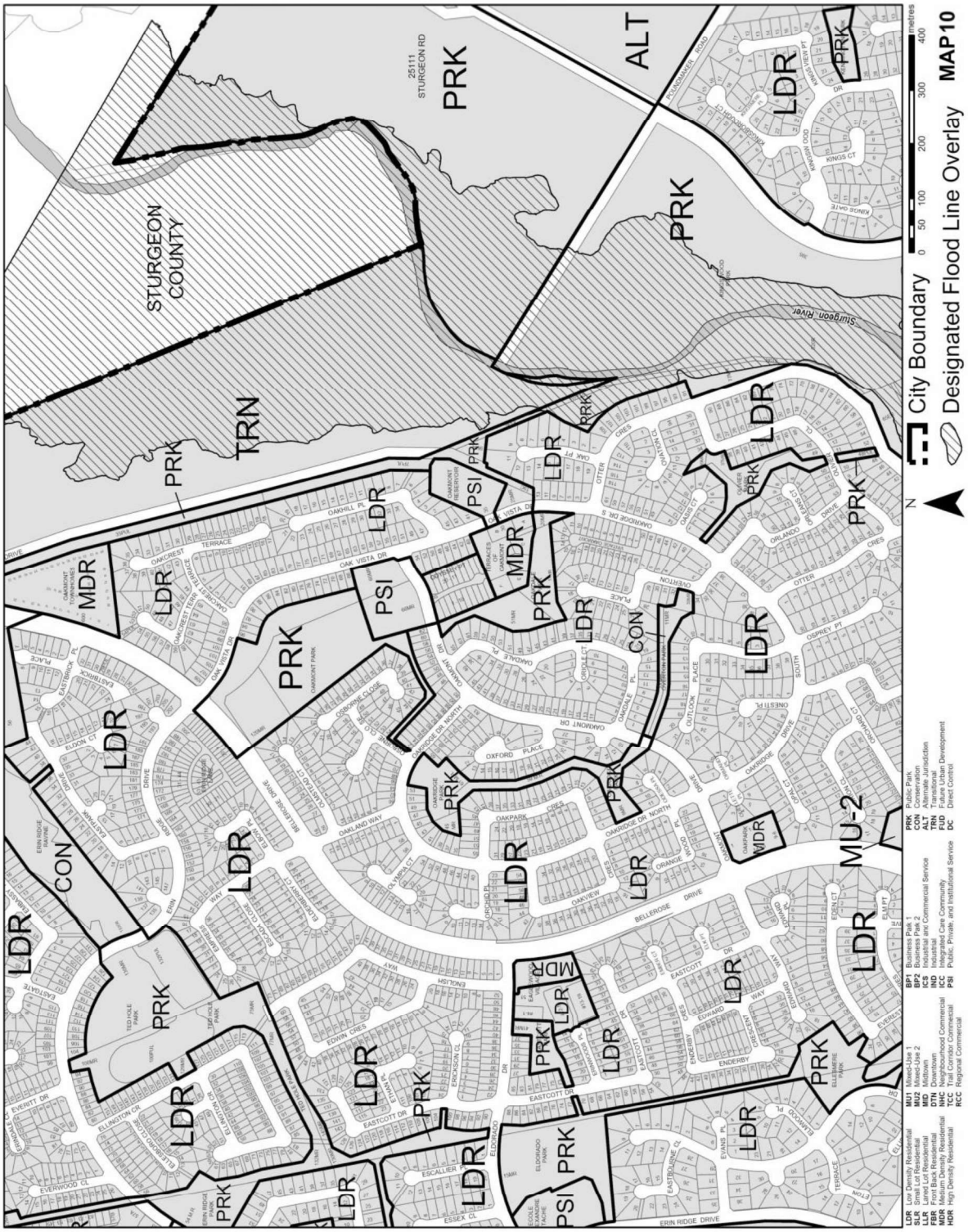

MAP 5
City Boundary
metres
0 50 100 200 300 400
N
HIGHWAY 2
ST. ALBERT TRAIL
ST ALBERT TRAIL
NEIL ROSS ROAD
ERNEST BOULEVARD
ELISE PL
EDINBURGH COURT NORTH
ELAINE ST
TRN
FUD
TCC
LDR
SLR
MDR
HDR
PRK
PSI
LLR
CON
DRAINAGE CHANNEL TO CARROT CREEK
33 CITY ANNEX NORTH NE-20-54-25-4
34 CITY ANNEX NORTH SE-20-54-25-4
35 CITY ANNEX NORTH NE-17-54-25-4
54320 HWY 2
3, 54307 HWY 2 SW 14-21-54-25-4
3, 54307 HWY 2 FRACTIONAL SW 14-21-54-25-4
3, 54302 HWY 2
4, 54302 HWY 2 752 1597 A-1
2, 54218 HWY 2 752 0339 1;A
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MDR Medium Density Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
EC Existing Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control


STURGEON COUNTY
TRN
FUD
30 CITY ANNEX NORTH
SE-21-54-25-4
54304 RGE RD 253
54322 RGE RD 253
54320 RGE RD 253
54319 RGE RD 253
54306 RGE RD 253
25230 TWP RD 542
25228 COAL MINE ROAD
54220 BELLEROSE DRIVE
54221 BELLEROSE DRIVE
54228 BELLEROSE DRIVE
RGE ROAD 253
COAL MINE ROAD
(OLD) BELLEROSE
BELLEROSE DRIVE
EASTGATE WAY NORTH
EDGEWATER TERRACE NORTH
EAST VIEW STREET NORTH
EXECUTIVE BAY NORTH
EDGEWATER COURT
ERIN
PSI
PRK
LDR
CON
City Boundary
Designated Flood Line Overlay
MAP 6
0 50 100 200 300 400 metres
N
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MHR Manufactured Home Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
HCC Highway Corridor Commercial
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control

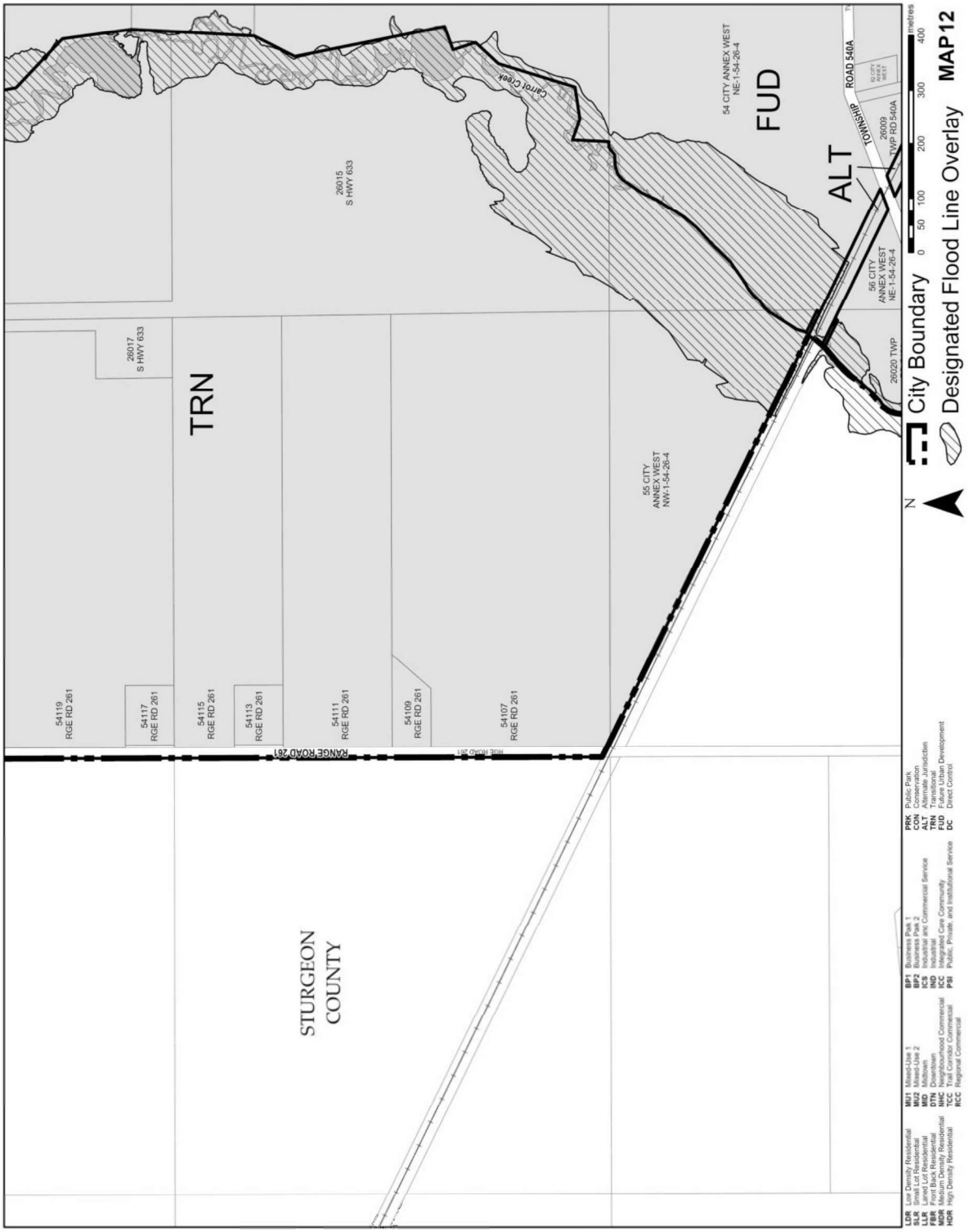

TRN
TRN
PSI
FUD
STURGEON COUNTY
HIGHWAY 633
RANGE ROAD 261
54215 RGE RD 261
54211 RGE RD 261
54207 RGE RD 261
54205 RGE RD 261
54203 RGE RD 261
26024 S HWY 633
26019 S HWY 633
26013 S HWY 633
Carrot Creek
City Boundary
Designated Flood Line Overlay
MAP 7
0 50 100 200 300 400 metres
N

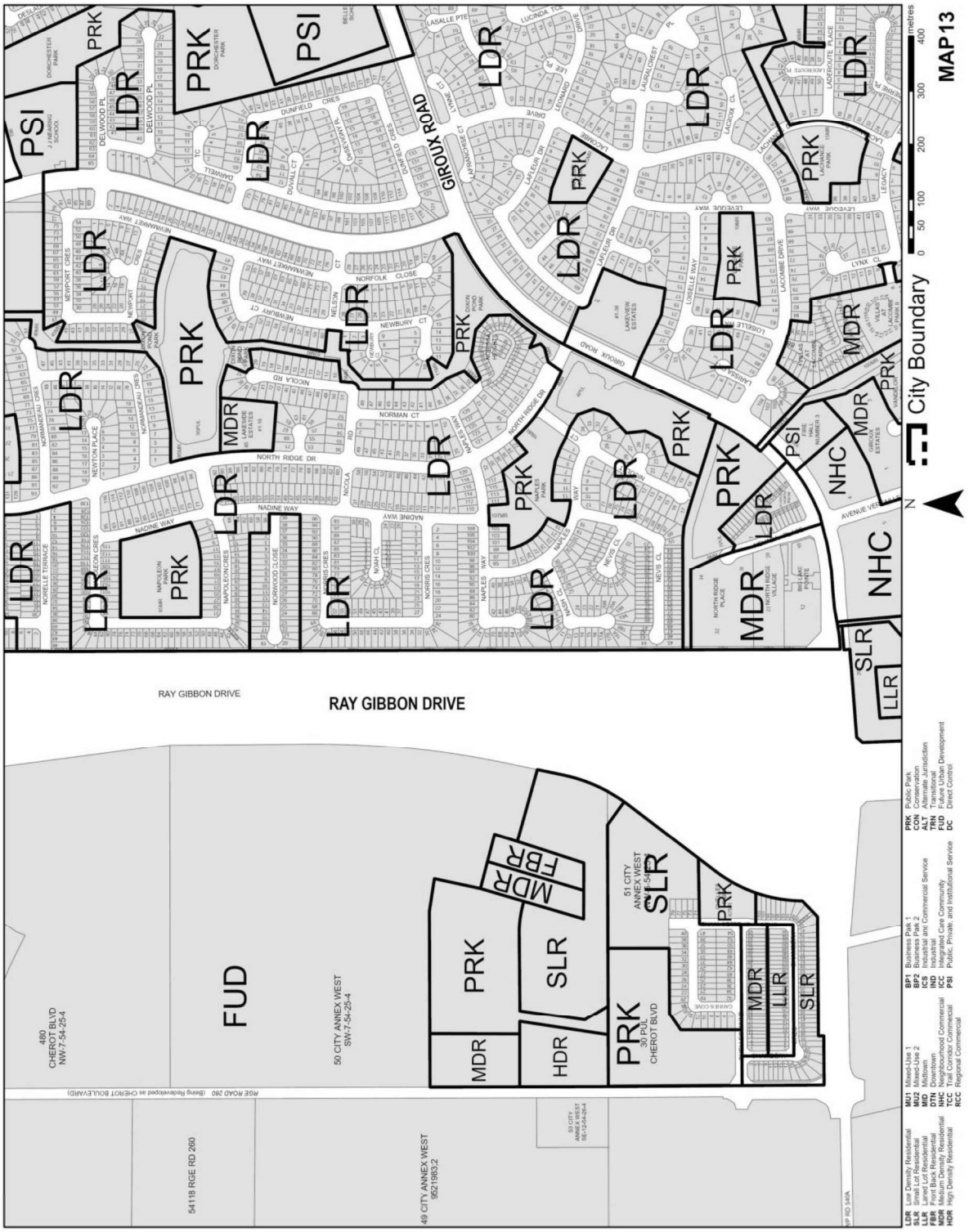

MAP 8
City Boundary
Designated Flood Line Overlay
0 50 100 200 300 400 metres
N
TRN
FUD
PSI
LDR
MDR
SLR
LLR
PRK
VILLENEUVE ROAD
HODAN ROAD
RGE ROAD 255
RGE ROAD 260
54219 RGE RD 255
54220 RGE RD 255
54218 RGE RD 255
54211 RGE RD 260
54203 RGE RD 260
41 CITY ANNEX NORTH 782MC;;B
42 CITY ANNEX NORTH SE-18-54-25-4
43 CITY ANNEX NORTH 0525581;2;1
44 CITY ANNEX NORTH 0426146;1;1
45 CITY ANNEX WEST 8422024;;2
46 CITY ANNEX WEST 8422024;;3
47 CITY ANNEX WEST NE-12-54-26-4
48 CITY ANNEX WEST 9521983;;1
25430 S HWY 633
25516 S HWY 633 Power Substation
25522 S HWY 633
#1, 54213 RGE RD 260
#2, 54213 RGE RD 260
#3, 54213 RGE RD 260
500 CHERROT BLVD 2220056;1;1
Carrot Creek
RGE ROAD 260 (Being Redeveloped as CHERROT BOULEVARD)
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MDR Medium Density Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
ESC Estate/Care Community
FUD Future Urban Development
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control

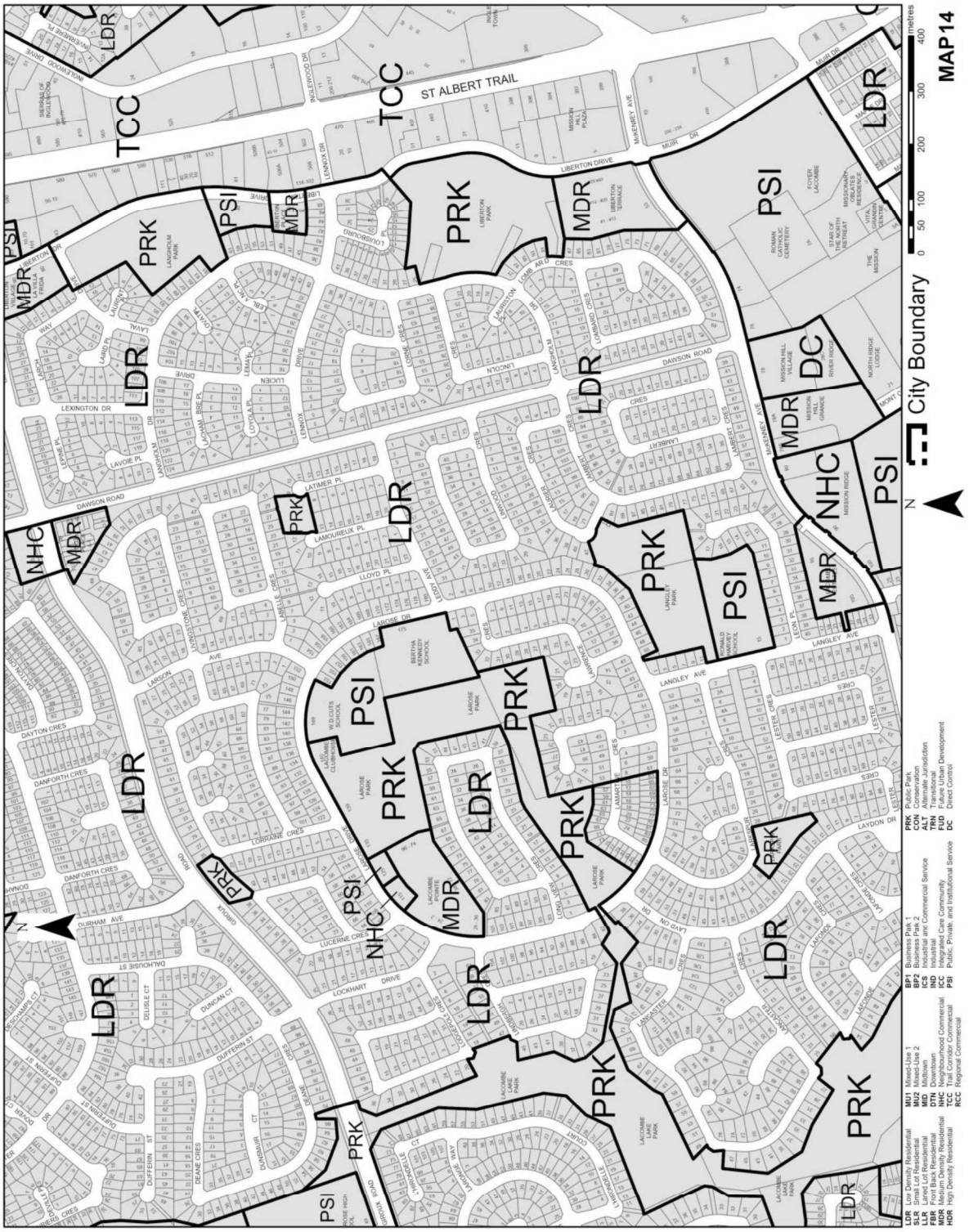

MAP 9
City Boundary
ST. ALBERT TRAIL
DUN BAR ST
DELBROOK BLVD
VILLENEUVE ROAD
BOUDREAU ROAD
LDR
MDR
HDR
NHC
TCC
ICC
PSI
PRK
CON
MU-2
FUD
TRN
SLR
LLR
0 50 100 200 300 400 metres

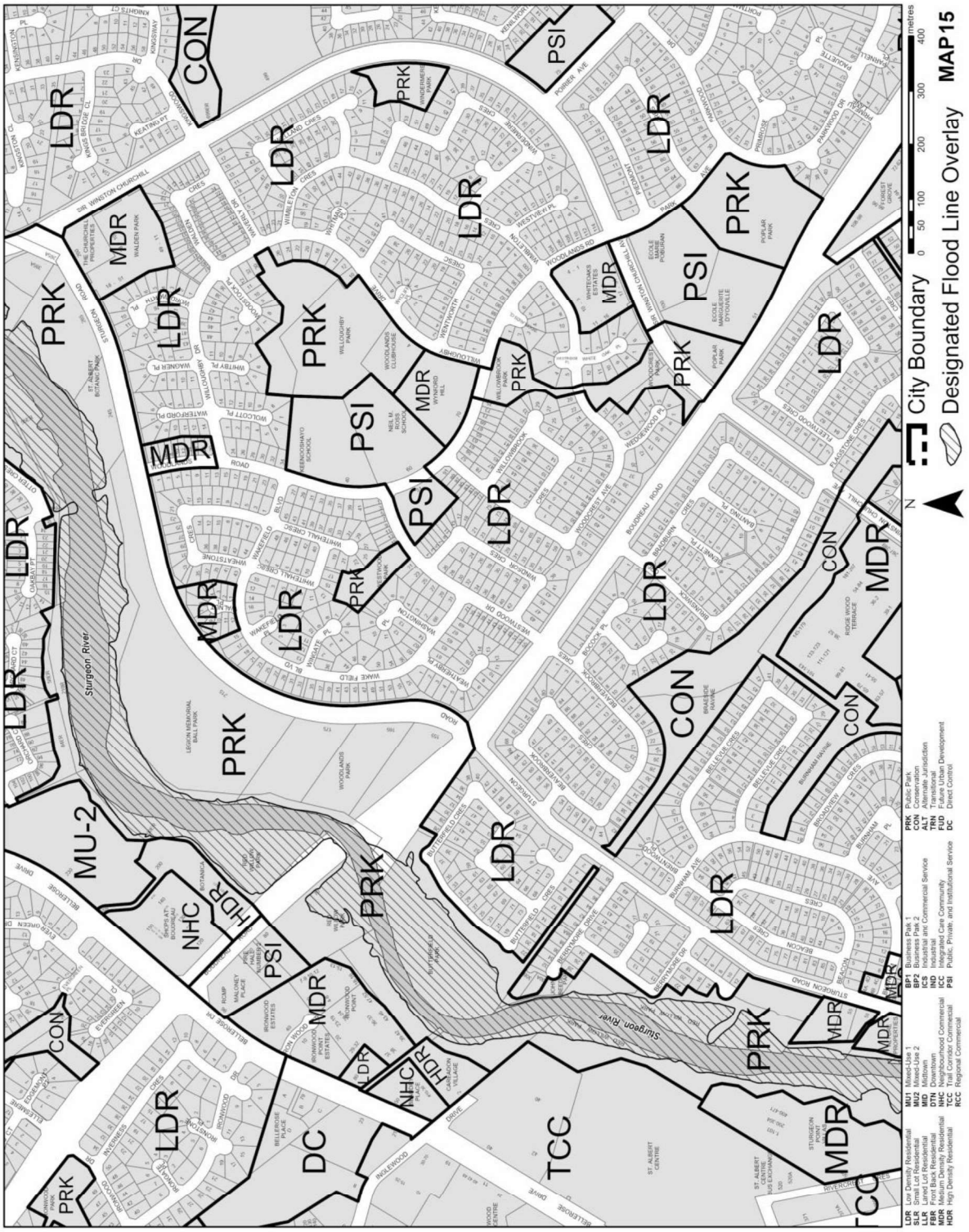

STURGEON COUNTY
TRN
PRK
ALT
MU-2
LDR
MDR
CON
PSI
City Boundary
Designated Flood Line Overlay
MAP10
Sturgeon River
25111 STURGEON RD

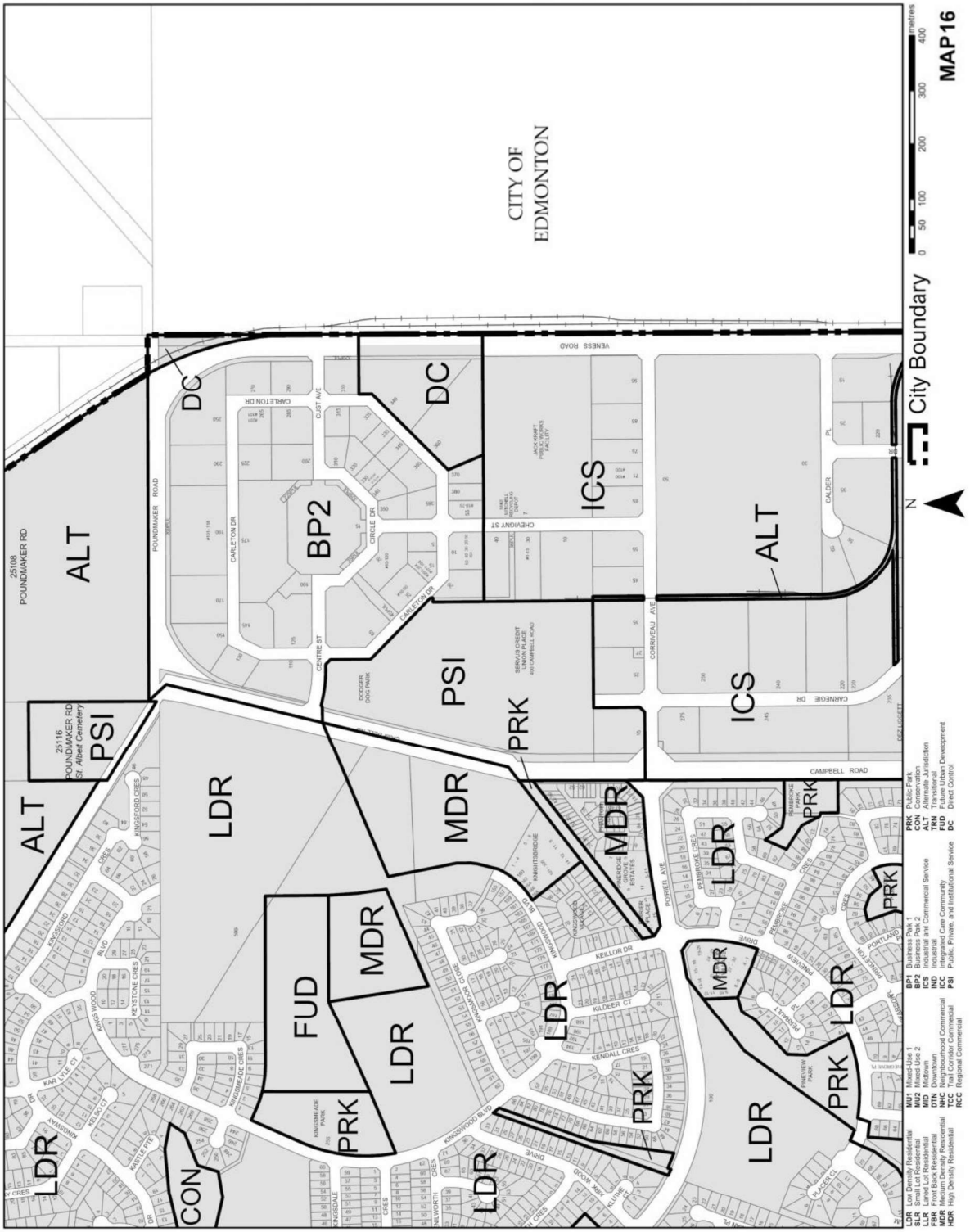

MAP 11
City Boundary
N
0 50 100 200 300 400 metres
STURGEON COUNTY
STURGEON ROAD
POUNDMAKER ROAD
25120 POUNDMAKER RD
25118 POUNDMAKER RD
25122 POUNDMAKER RD
ALT
ALT
PRK
LDR
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MHR Manufactured Home Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
EIC Extensive Impact Commercial
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control

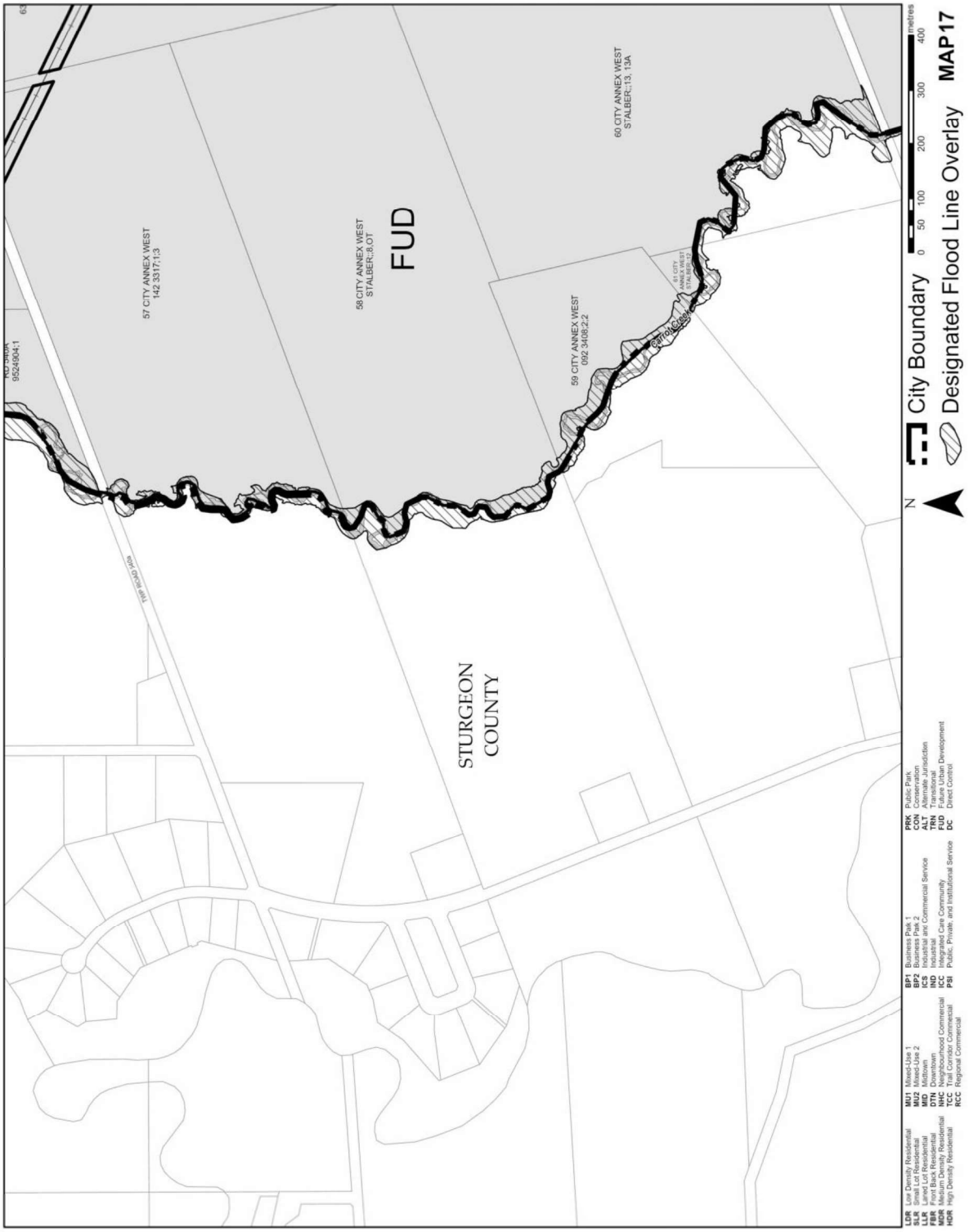

MAP12
Designated Flood Line Overlay
City Boundary
0 50 100 200 300 400 metres
N
TRN
ALT
FUD
STURGEON COUNTY
Cattail Creek
TOWNSHIP ROAD 540A
RANGE ROAD 261
54 CITY ANNEX WEST NE-1-54-26-4
55 CITY ANNEX WEST NW-1-54-26-4
56 CITY ANNEX WEST NE-1-54-26-4
26015 S HWY 633
26017 S HWY 633
26020 TWP
26009 TWP RD 540A
54119 RGE RD 261
54117 RGE RD 261
54115 RGE RD 261
54113 RGE RD 261
54111 RGE RD 261
54109 RGE RD 261
54107 RGE RD 261
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MHR Manufactured Home Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
RSC Residential Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control

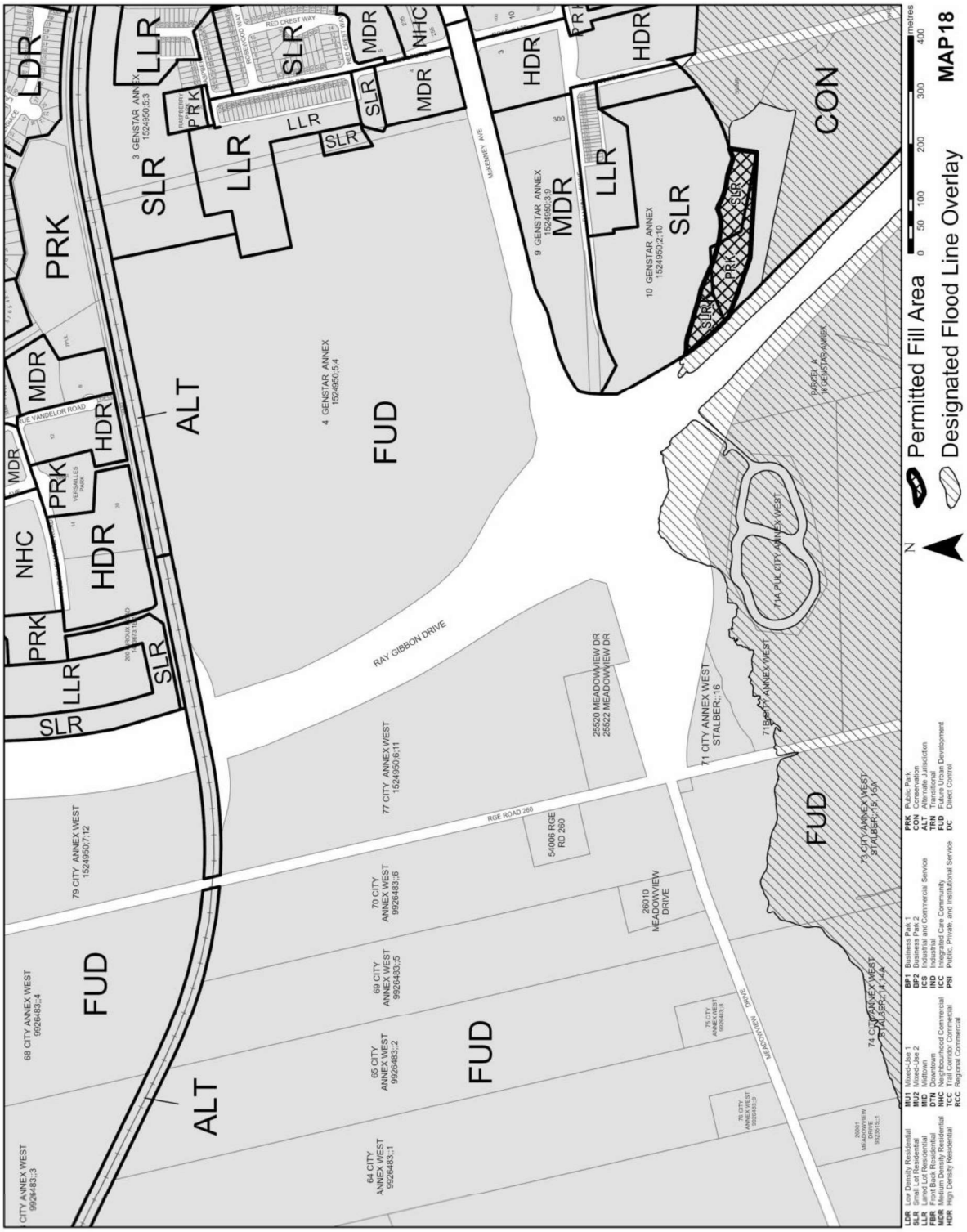

MAP 13
City Boundary
metres
RAY GIBBON DRIVE
GIROUX ROAD
NORTH RIDGE DR
NORMAN CT
NADINE WAY
NORFOLK CLOSE
NEWBURY CT
DUNFIELD CRES
DELWOOD PL
NEWPORT CRES
NORMANDEAU CRES
NAPOLEON CRES
NORELLE TERRACE
NORWOOD CLOSE
NEWMARKET WAY
NICOLA RD
NABOBE WAY
NAPLES WAY
NAPLES CT
NAPLES CL
NEVIS CL
NORRIS CRES
LASALLE PTE
LUCINDA TCE
LEGACY CL
LEGACY WAY
LEDGUE WAY
LAGOON CL
LAGOON DR
LAKELEDGE DR
LAKEVIEW DR
LAKEVIEW ESTATES
LAGUNA PARK
LAGUNA PARK
LAGUNA PARK

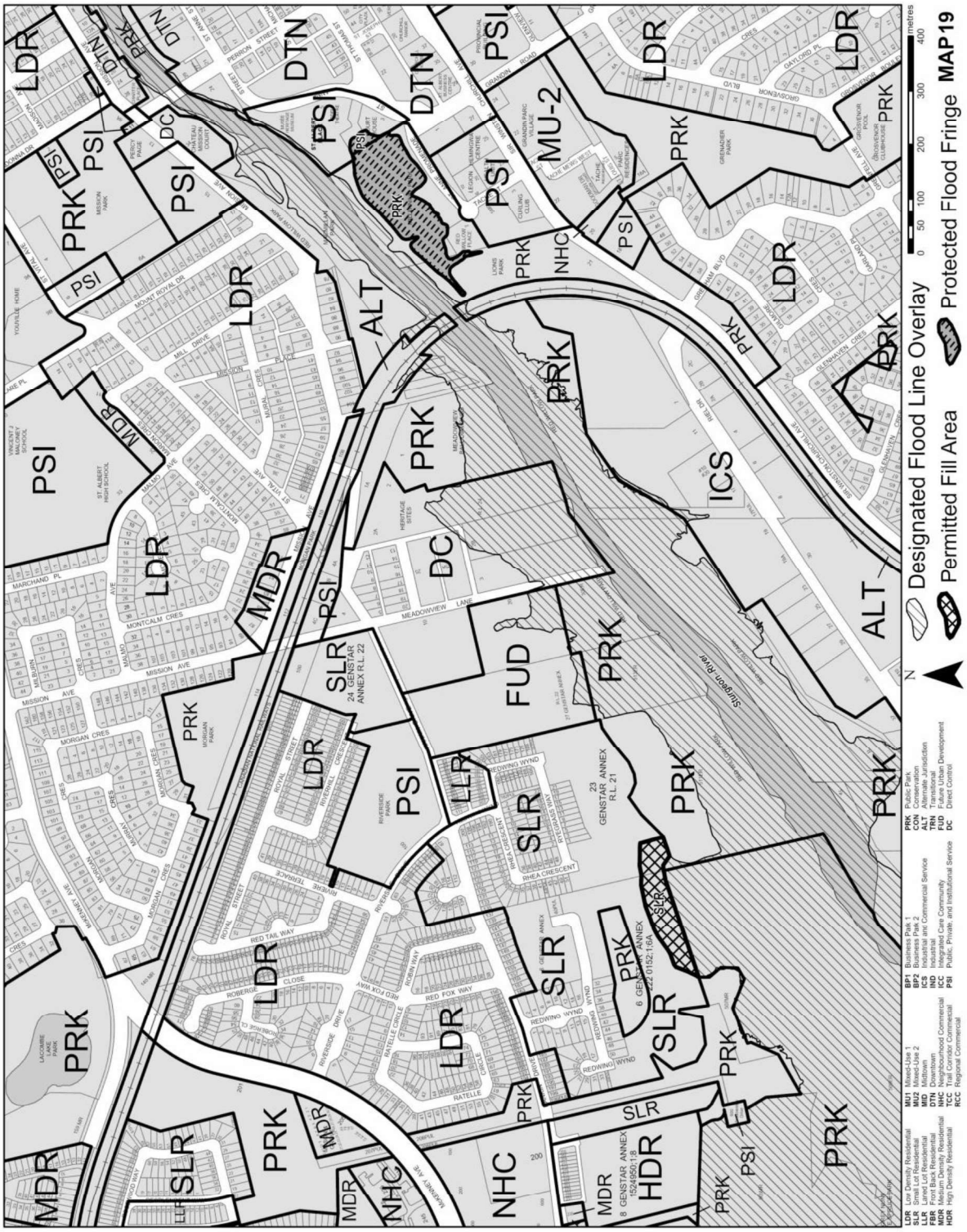

MAP14
City Boundary
ST ALBERT TRAIL
LIBERTON DRIVE
DAWSON ROAD
LANGLEY AVE
LOCKHART DRIVE
LUCERNE CRES
DURHAM AVE
DANFORTH CRES
LAYDON DR
LARGE DR
LARGE PARK
LACOMBE LAKE PARK
BERTHA KENNEDY SCHOOL
W.D.CUTS SCHOOL
DONALD HARVEY SCHOOL
LACOMBE CATHOLIC SCHOOL
ROMAN CATHOLIC CEMETERY
MISSION HILL PLAZA
MISSION HILL VILLAGE
MISSION RIDGE
RIVER RIDGE
NORTH RIDGE LODGE
FOYER LACOMBE
STAR OF THE MORNING RETREAT
MISSIONARY OBLATES OF MARY IMMACULATE
VITA CATHOLIC HEALTH CENTRE
THE MISSION
LANDHOLM PARK
LIBERTON PARK
LANGLEY PARK
LACOMBE PARK
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MDR Medium Density Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
MHC Medical Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control
0 50 100 200 300 400 metres
N

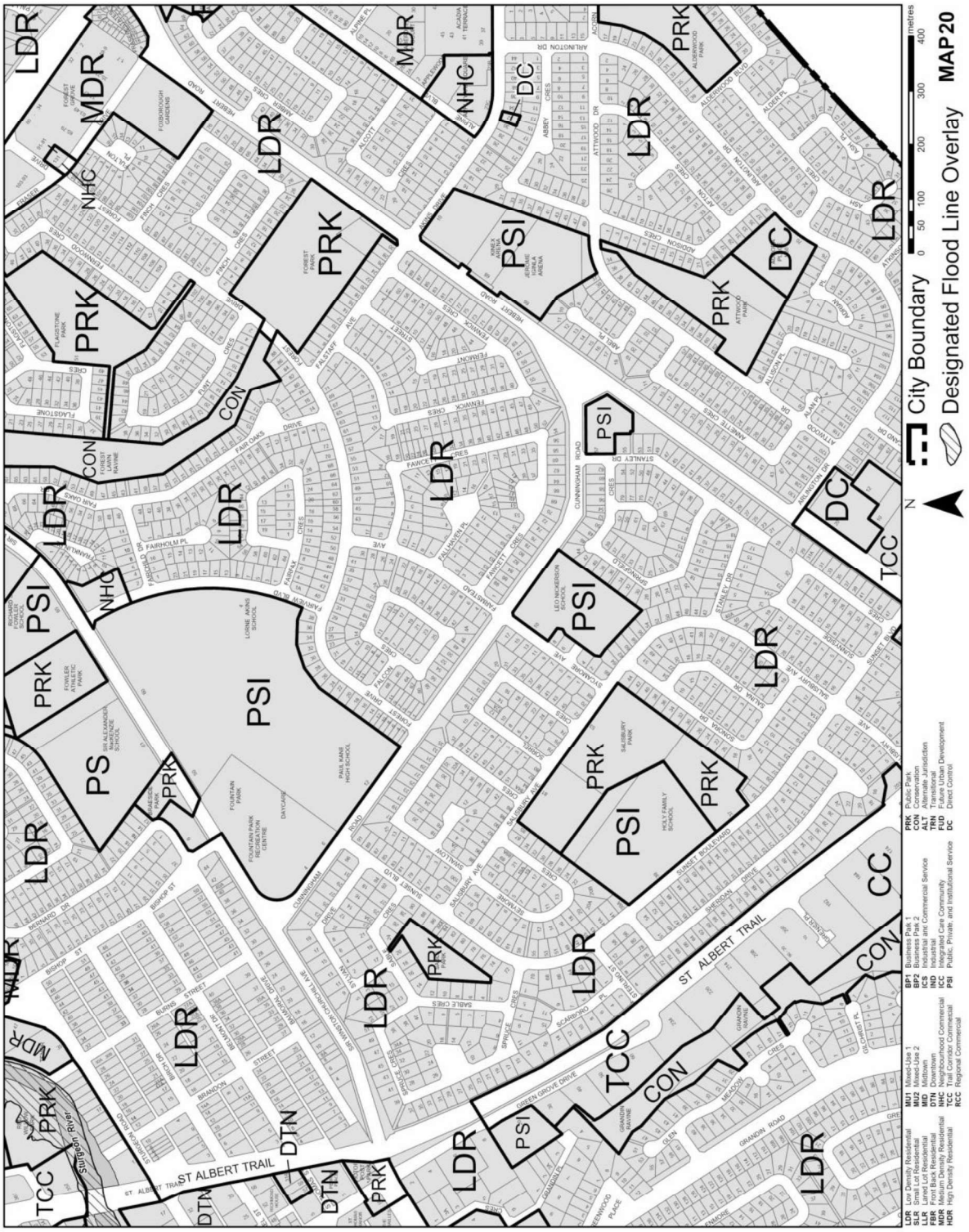

City Boundary
Designated Flood Line Overlay
MAP15
0 50 100 200 300 400 metres
N
Sturgeon River
LDR
MDR
PRK
PSI
CON
MU-2
NHC
HDR
DC
TCC

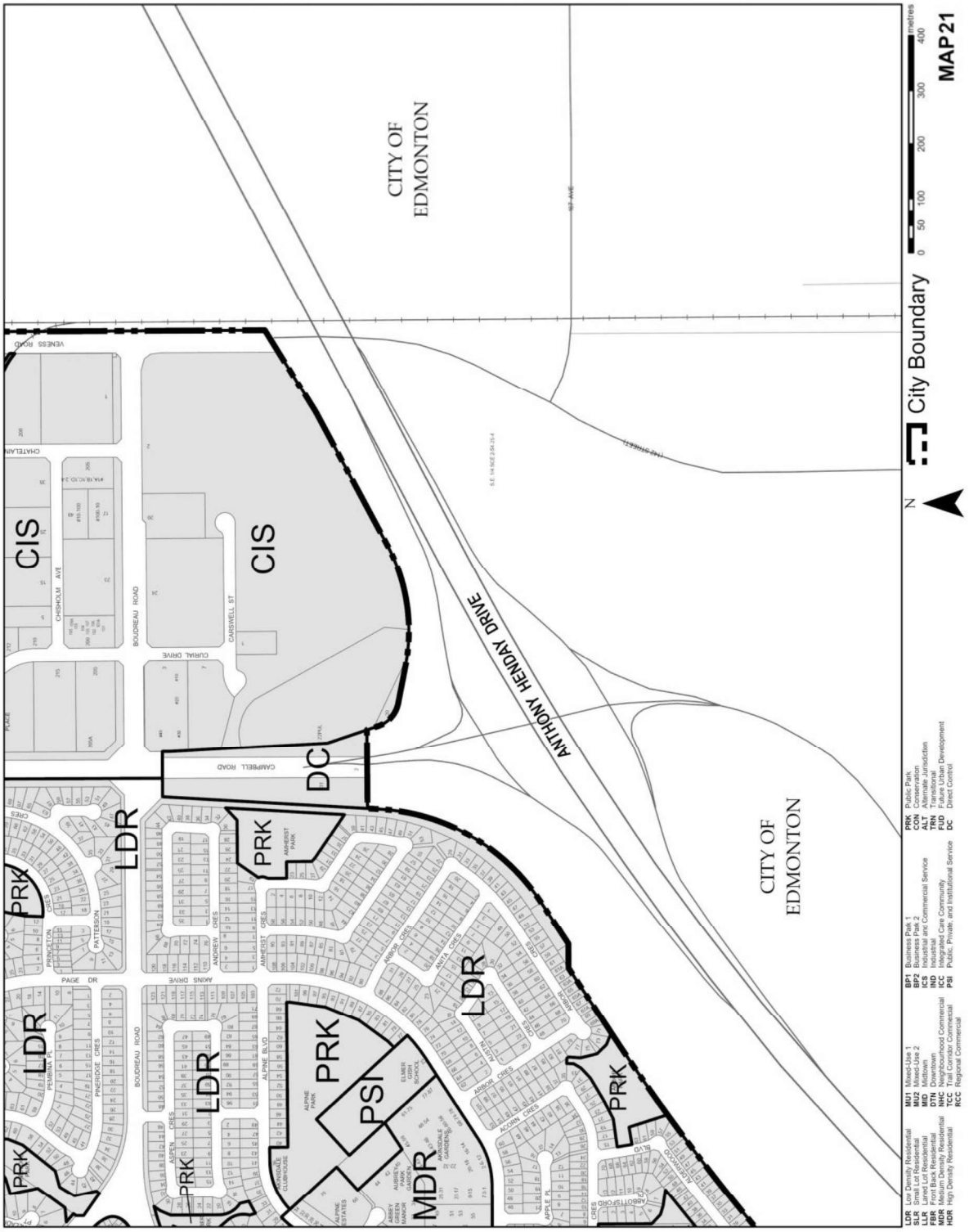

MAP16
City Boundary
CITY OF EDMONTON
POUNDMAKER ROAD
CAMPBELL ROAD
VENESS ROAD
CARLETON DR
CENTRE ST
CUST AVE
CHEVRONY ST
CORRIVEAU AVE
CARNEGIE DR
CALDER
POWER AVE
KEILOR DR
KENDALL CRES
KINGSWOOD BLVD
KINGSFORD CRES
KINGSWOOD CRES
KINGSMEADE CRES
KEYSTONE CRES
KAR LYLE CT
KELLO CT
KNIGHTSBRIDGE
PEMBROKE CRES
PEMBROKE DRIVE
PEMBROKE PARK
PRESCOTT PL
PRESCOTT DRIVE
PORTLAND CRES
PORTLAND DRIVE
PRIMROSE PARK
KILDEER CT
ALDERGROVE PARK
ALDERGROVE CRES
ALDERGROVE DRIVE
ALDERGROVE PLACE
ALDERGROVE WAY
ALDERGROVE CLOSE
ALDERGROVE CT
ALDERGROVE GREEN
ALDERGROVE TERRACE
ALDERGROVE VIEW
ALDERGROVE WALK
ALDERGROVE WYND
ALDERGROVE PARK
ALDERGROVE PARK
ALDERGROVE PARK

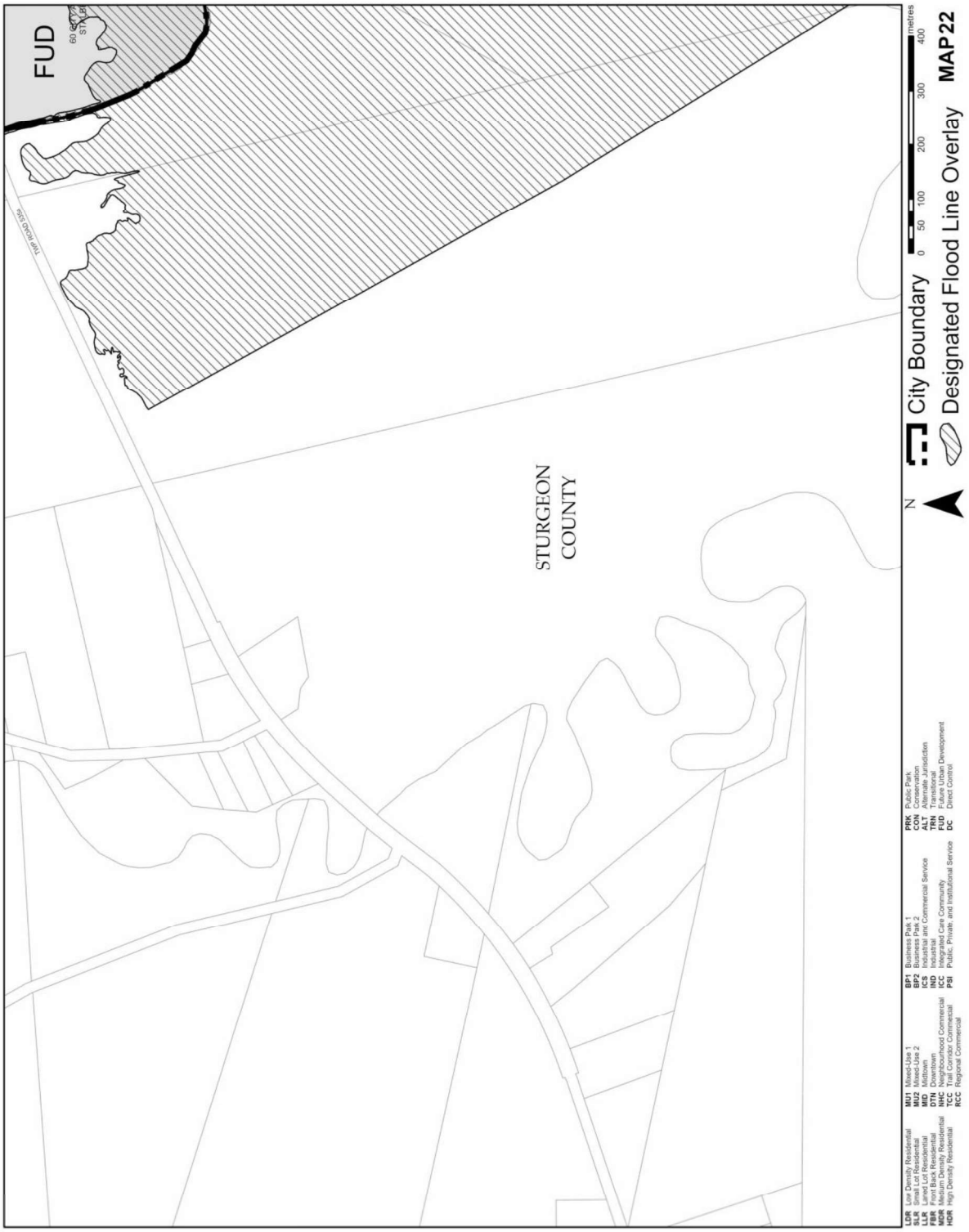

57 CITY ANNEX WEST
142 3317;1;3
58 CITY ANNEX WEST
STALBER;;8;OT
FUD
59 CITY ANNEX WEST
092 3408;2;2
60 CITY ANNEX WEST
STALBER;;13; 13A
STURGEON
COUNTY
City Boundary
Designated Flood Line Overlay
MAP 17
0 50 100 200 300 400 metres
N

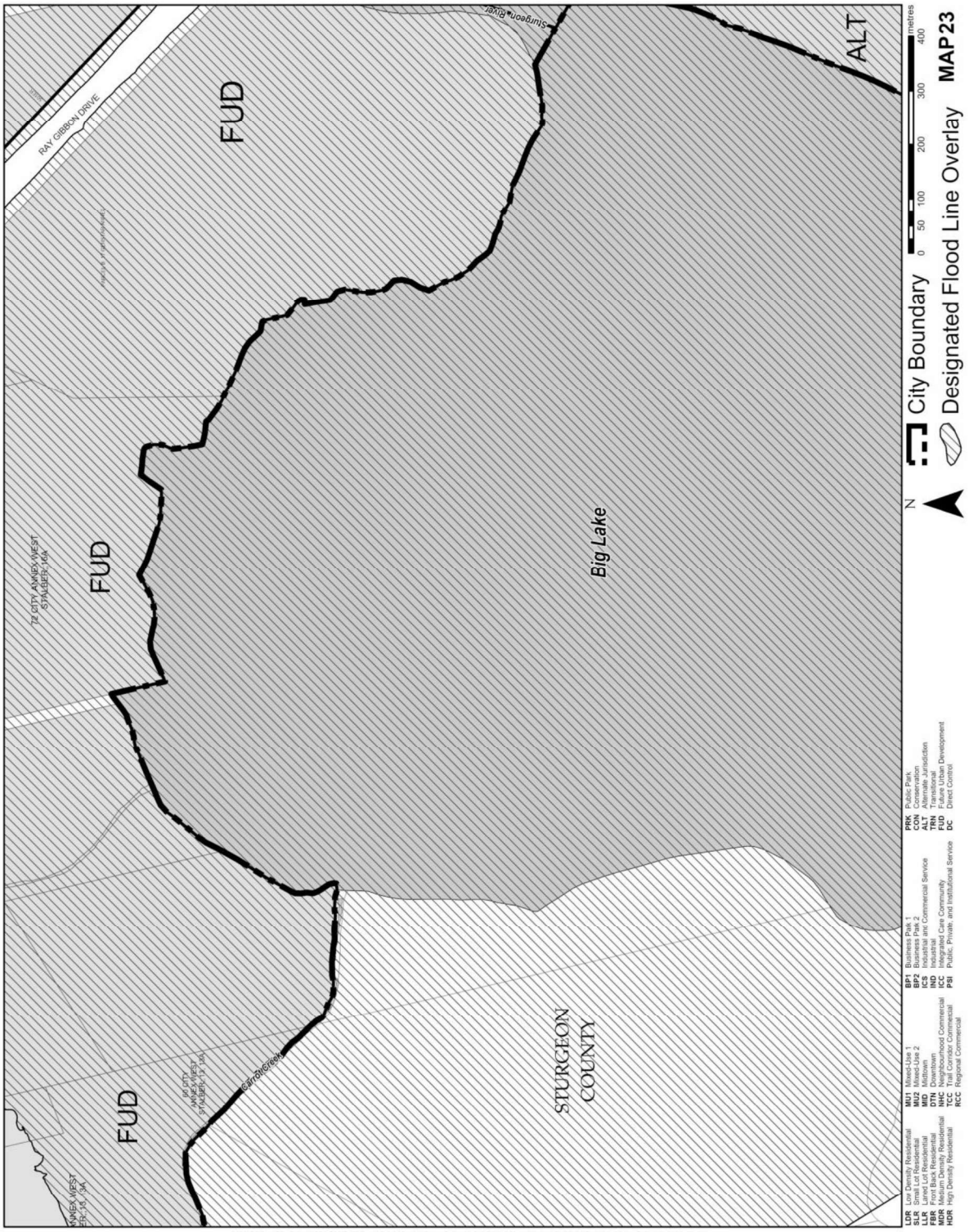

MAP18
Permitted Fill Area
Designated Flood Line Overlay
metres
0 50 100 200 300 400
N
RAY GIBBON DRIVE
RGE ROAD 260
MEADOWVIEW DRIVE
McKINNEY AVE
RED CREST WAY
JOE VANDELOR ROAD
RASPBERRY PARK
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MHC Manufactured Home Community
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
EDC Educational Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control

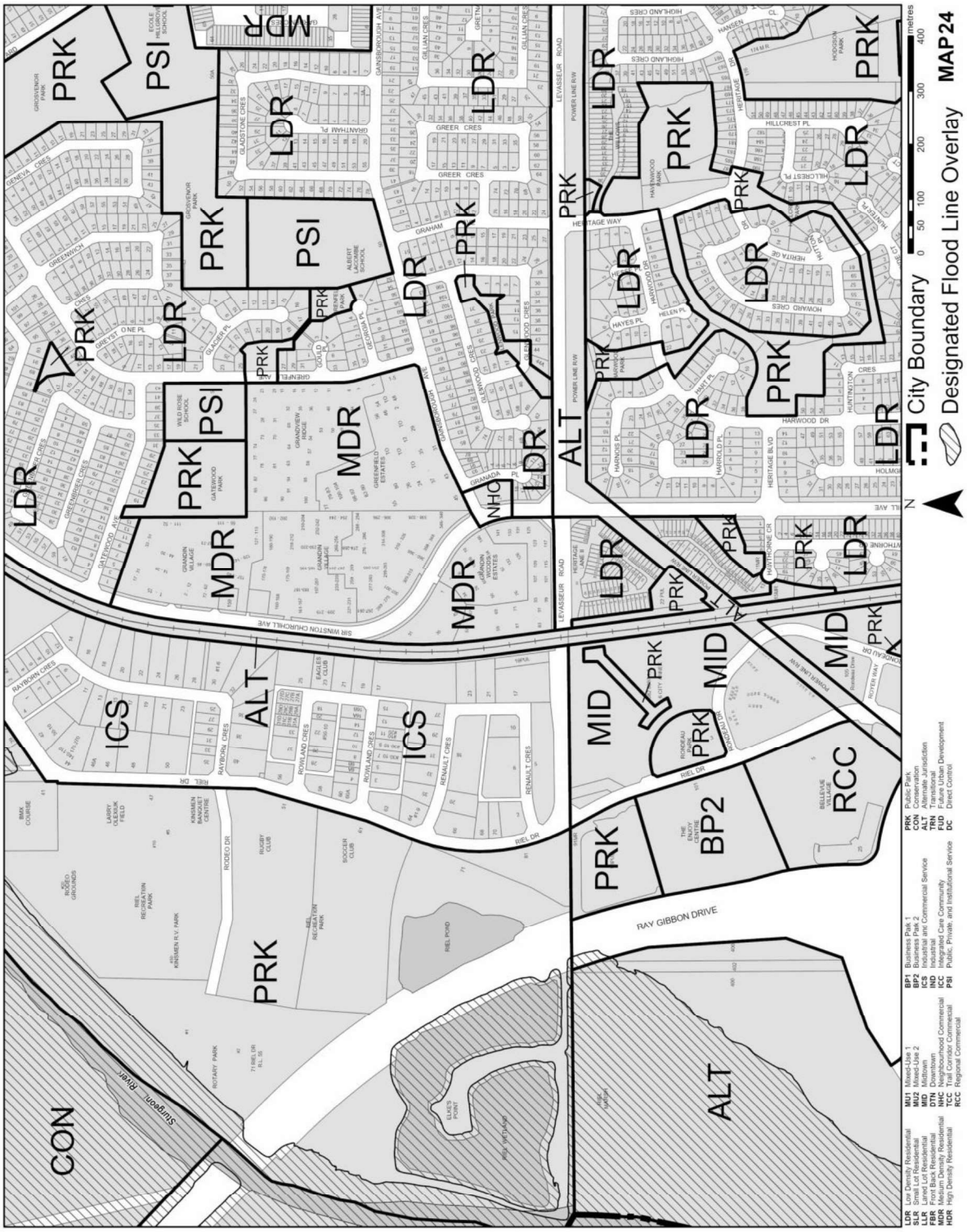

Designated Flood Line Overlay
Permitted Fill Area
Protected Flood Fringe
MAP19
metres
0 50 100 200 300 400
N
Sturgeon River
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MDR Medium Density Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
MHC Manufactured Home Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control

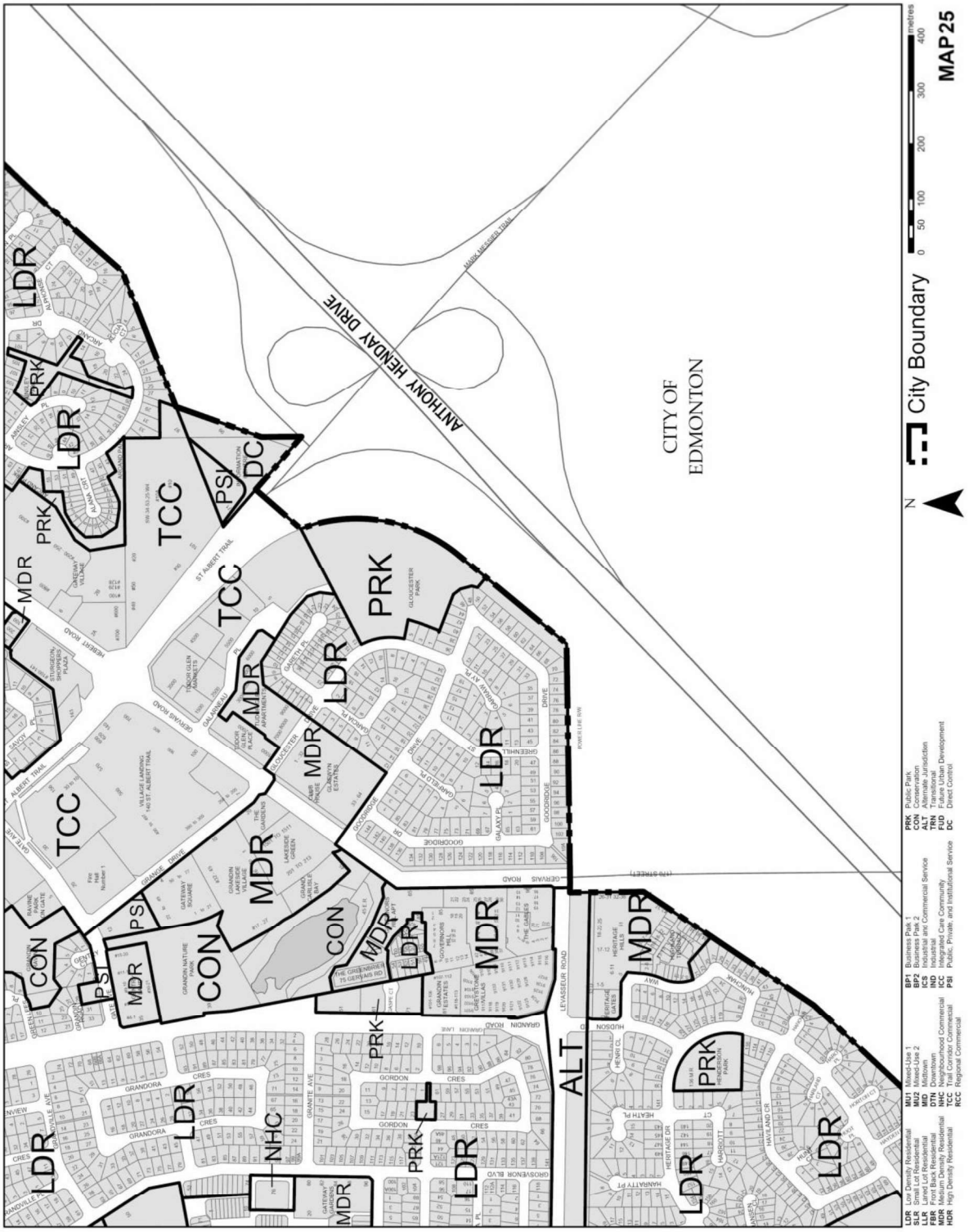

City Boundary
Designated Flood Line Overlay
MAP 20
metres
0 50 100 200 300 400
N
ST ALBERT TRAIL
Sturgeon River
LDR
MDR
NHC
PRK
PSI
PS
DC
CC
CON
DTN
TCC

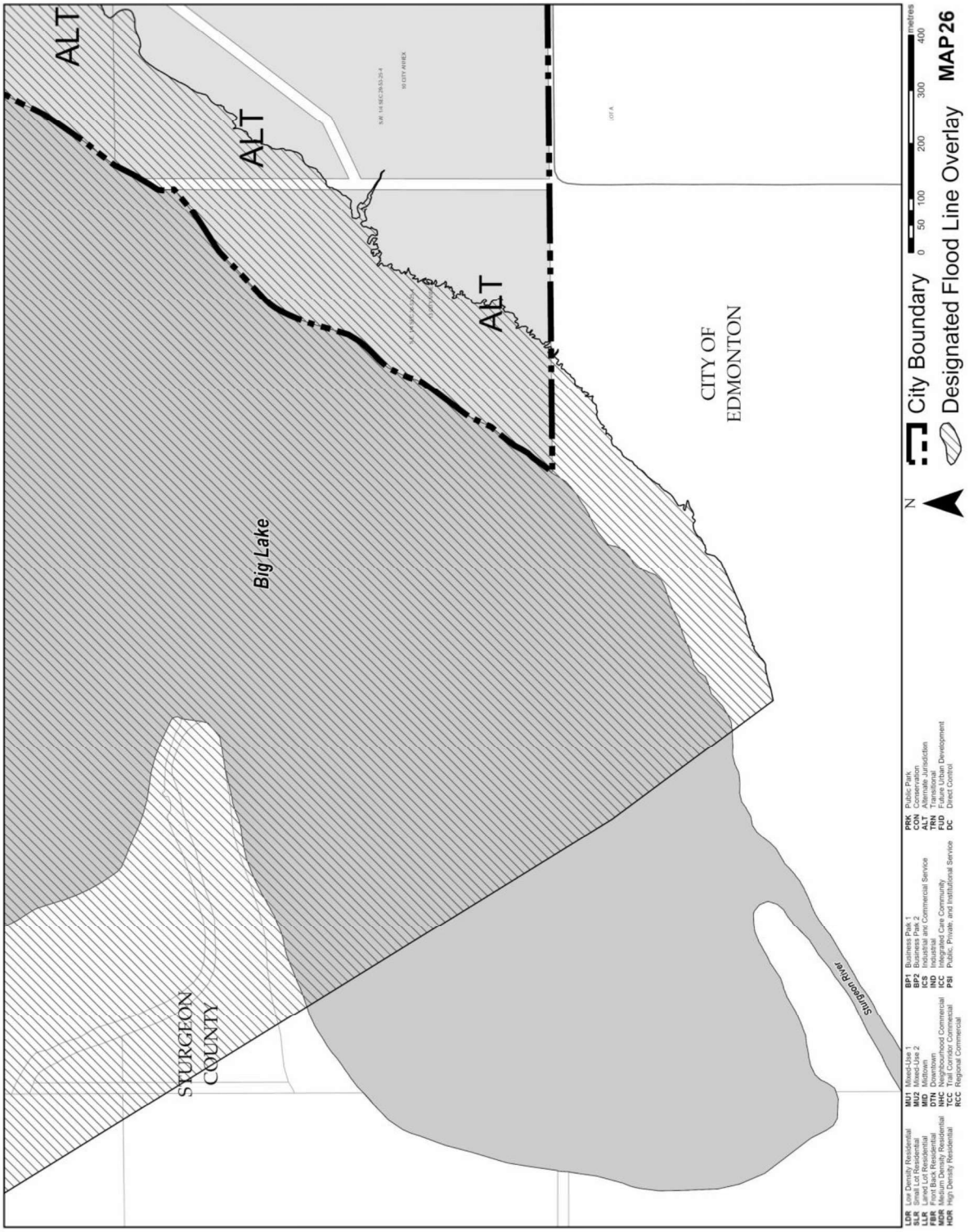

CITY OF EDMONTON
CITY OF EDMONTON
ANTHONY HENDAY DRIVE
CIS
CIS
DC
LDR
LDR
LDR
LDR
PRK
PRK
PRK
PRK
PRK
PRK
PSI
MDR
City Boundary
N
MAP 21
metres
0 50 100 200 300 400
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MHR Manufactured Home Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
MHC Medical Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control

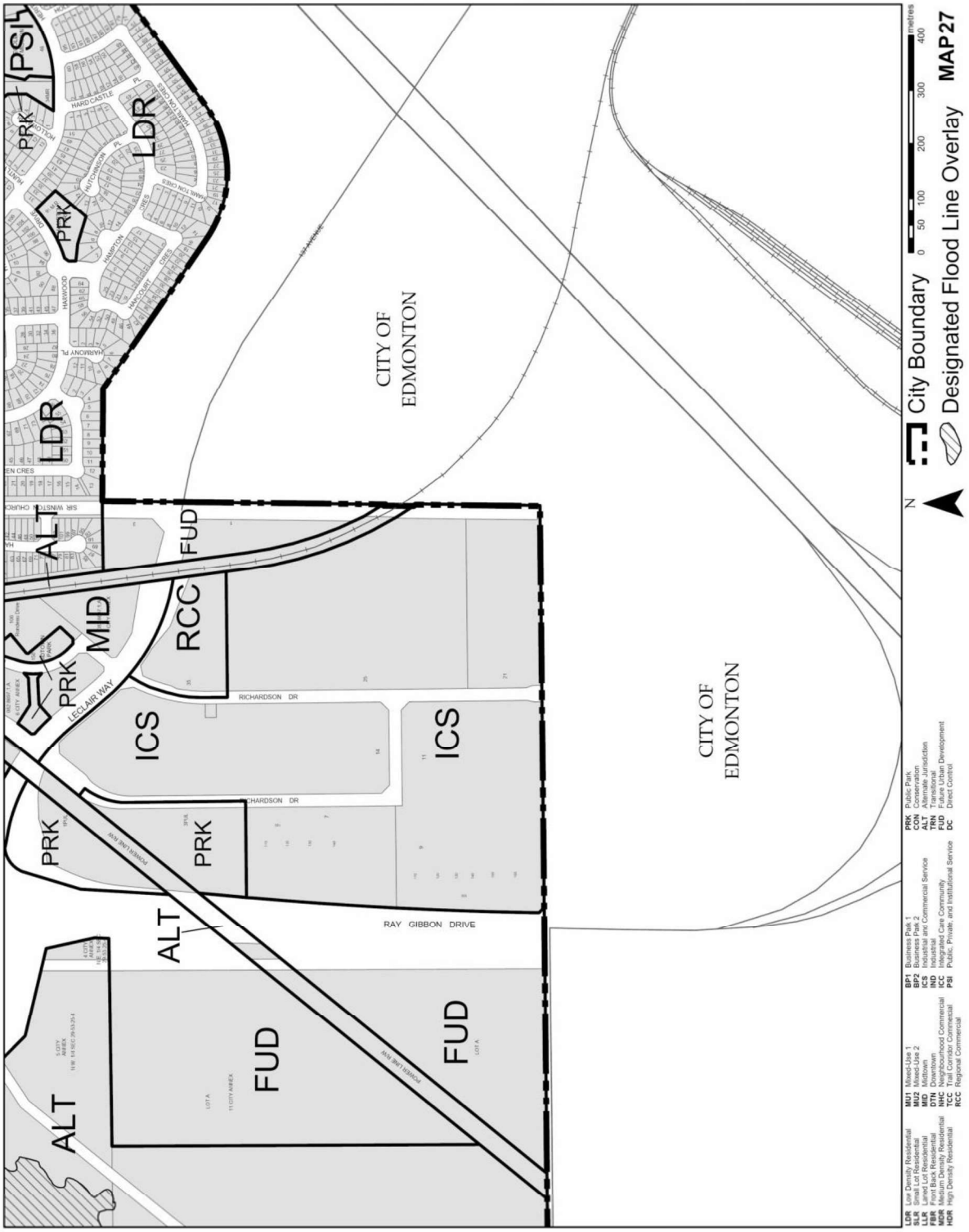

FUD
STURGEON
COUNTY
N
City Boundary
Designated Flood Line Overlay
0 50 100 200 300 400 metres
MAP 22
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MHR Manufactured Home Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighborhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
EC Essential Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control

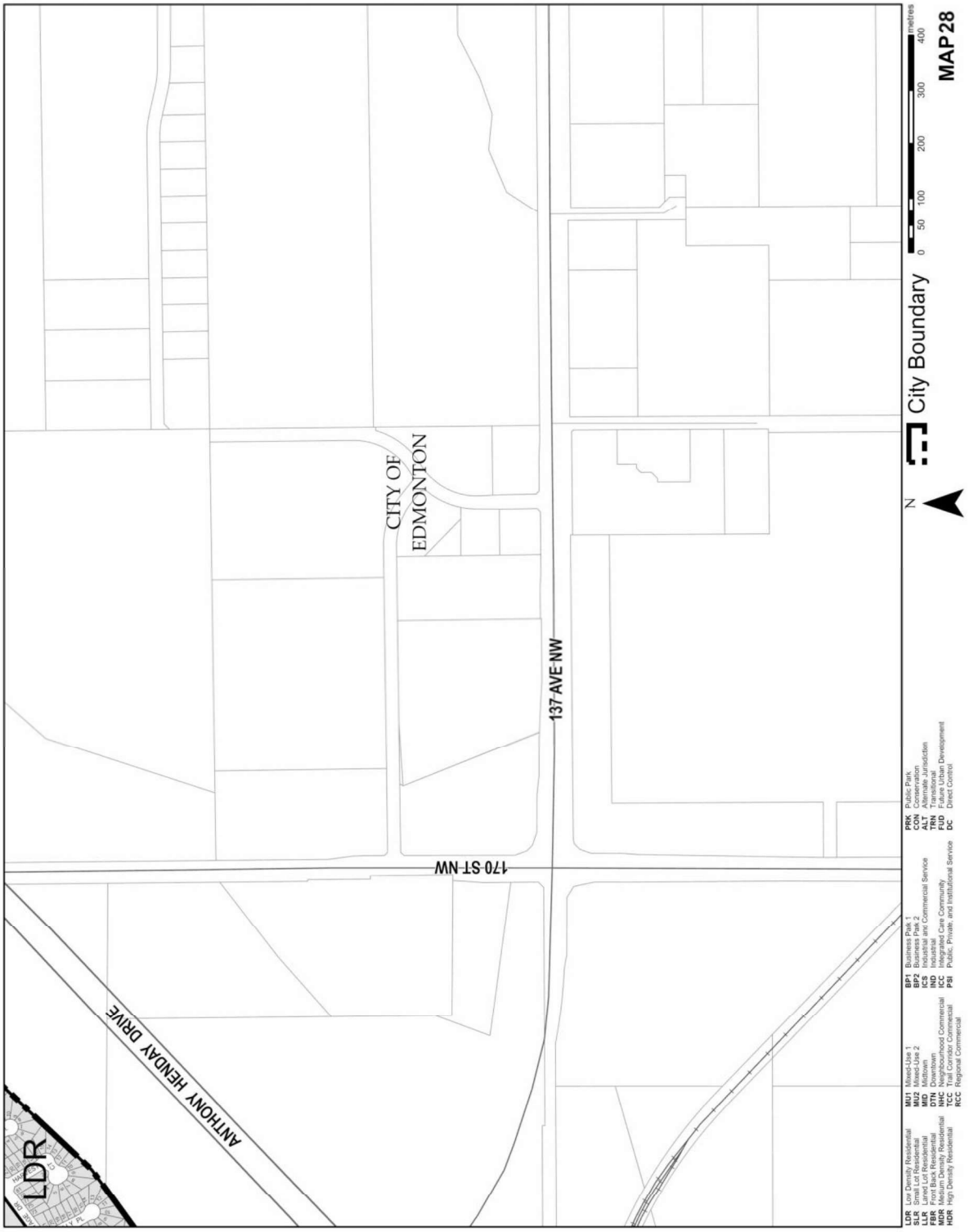

FUD
FUD
FUD
ALT
Big Lake
STURGEON COUNTY
RAY GIBBON DRIVE
Sturgeon River
Camp Creek
72 CITY ANNEX WEST STAGE(S): 16A
80 CITY ANNEX WEST STAGE(S): 13, 15A
ANNEX WEST STG: 13, 15A
N
City Boundary
Designated Flood Line Overlay
MAP 23
0 50 100 200 300 400 metres
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MHR Medium to High Density Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
HCC Health Related Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control


City Boundary
Designated Flood Line Overlay
MAP24
metres
0 50 100 200 300 400
N
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MHR Manufactured Home Residential
MDR Medium Density Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
EC Entrepreneurial Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FLD Flood Fringe Development
DC Direct Control
Sturgeon River
SIR WINSTON CHURCHILL AVE
RAY GIBBON DRIVE
RIEL DR
RODEO DR
RAYBORN CRES
ROWLAND CRES
RENAULT CRES
RIEL POND
RIEL RECREATION PARK
ROTARY PARK
LEVASSEUR ROAD
POWER LINE R/W
HERITAGE WAY
HARWOOD DR
HERITAGE BLVD
HILLCREST PL
HOWARD CRES
HAYES PL
HARROLD PL
HELEN PL
HIGHLAND CRES
GREER CRES
GRAHAM
GLASTONBURY CRES
GILLIAN CRES
GREENWICH
GREYSTONE PL
GATEWOOD AVE
GRANDVIEW RIDGE
GRANDIN VILLAGE
GRANDIN WOODS ESTATES
GREENFIELD ESTATES
GATEWOOD PARK
WILD ROSE SCHOOL
ALBERT SCHOOL
GROSVENOR PARK
ECOLE HILLCROFT SCHOOL
EAGLES 29 CLUB
RODEO GROUNDS
RUGBY CLUB
SOCCER CLUB
BMX COURSE
KINSMEN BANQUET CENTRE
LARRY LAZECKA FIELD
KINSMEN R.V. PARK
THE EDMONTON GENTRE
BELLEVUE VILLAGE
RIEL WETLAND
EAGLES POINT
HUDSON PARK
HARWOOD PARK
HOWARD PARK
HERITAGE LANE 8


MAP 25
City Boundary
CITY OF EDMONTON
ANTHONY HENDAY DRIVE
ST ALBERT TRAIL
GRANDIN ROAD
GERVAIS ROAD
LEVASSEUR ROAD
ALT
LDR
MDR
TCC
PRK
CON
NHC
PST
PSI
DC


ALT
ALT
ALT
Big Lake
STURGEON COUNTY
CITY OF EDMONTON
Sturgeon River
N
City Boundary
Designated Flood Line Overlay
0 50 100 200 300 400 metres
MAP 26


MAP 27
City Boundary
Designated Flood Line Overlay
CITY OF EDMONTON
CITY OF EDMONTON
RAY GIBBON DRIVE
RICHARDSON DR
LECLAIR WAY
PRK
PSI
LDR
ALT
FUD
MID
RCC
ICS
Public Park
Conservation
Alternate Jurisdiction
Transitional
Future Urban Development
Direct Control
Public, Private, and Institutional Service
Regional Commercial


MAP 28
City Boundary
N
0 50 100 200 300 400 metres
CITY OF EDMONTON
137 AVE NW
170 ST NW
ANTHONY HENDAY DRIVE
LDR
LDR Low Density Residential
SLR Small Lot Residential
LLR Laned Lot Residential
FBR Front Back Residential
MHR Manufactured Home Residential
HDR High Density Residential
MU1 Mixed-Use 1
MU2 Mixed-Use 2
MID Midtown
DTN Downtown
NHC Neighbourhood Commercial
TCC Trail Corridor Commercial
RCC Regional Commercial
BP1 Business Park 1
BP2 Business Park 2
ICS Industrial and Commercial Service
IND Industrial
EC Essential Care Community
PSI Public, Private, and Institutional Service
PRK Public Park
CON Conservation
ALT Alternate Jurisdiction
TRN Transitional
FUD Future Urban Development
DC Direct Control

# Schedule B

## Major Roadways

**Major roadways include:**

(1) Bellerose Drive

(2) Boudreau Road

(3) Campbell Road

(4) Corriveau Avenue

(5) Cunningham Road

(6) Dawson Road

(7) Fowler Way

(8) Gate Avenue

(9) Gervais Road

(10) Giroux Road

(11) Grandin Road

(12) Hebert Road

(13) Hogan Road

(14) LeClair Way

(15) Levasseur Road

(16) McKenney Avenue

(17) Meadowview Drive (west of Ray Gibbon Drive)

(18) Neil Ross Road

(19) Perron Street

(20) Poirier Avenue

(21) Range Road 260

(22) Ray Gibbon Drive

(23) Riel Drive (south of Levasseur Road)

(24) Sir Winston Churchill Avenue (north of LeClair Way)

(25) St. Albert Trail

(26) St. Anne Street

(27) Sturgeon Road

(28) Township Road 540A

(29) Veness Road

(30) Villeneuve Road (east of Hogan Road)

This page left intentionally blank for printing purposes.

.

# Schedule C

## Established Neighbourhood Overlay

### C.1 APPLICATION

(1) Schedule C applies to all *lots* within the LDR District within the *Established Neighbourhoods* identified on *Figure 10-4*, for which the following *infill development* is proposed:

(a) New *dwelling (single detached)*, *dwelling (semi-detached)*, or *dwelling (duplex)* on a *lot* within an *Established Neighbourhood*;

(b) Renovations to an existing *dwelling* that result in an increase in height of 1.50 m or more, and/or an increase in *gross floor area* of the house of 25% or more; or

(c) Subdivision or consolidation of existing *lots*.

(2) This schedule does not apply to a *dwelling (townhouse - plex)*.

(3) Notwithstanding the regulations in this schedule, *infill development* shall comply with the following requirements for a *development* in the LDR District:

(a) Permitted Uses and Discretionary Uses;

(b) Floor area;

(c) *Lot area*;

(d) *Lot width*s;

(e) Maximum *lot* size;

(f) Attached *garage* or attached *carport*; and

(g) Side yard *setbacks*.

(4) Notwithstanding the regulations in this schedule, *infill development* shall comply with section 3.65 for *lot depth*.

(5) An infill review must be completed prior to submission of a *Development Permit* application.

### C.2 PURPOSE

(1) The purpose of Schedule C is to ensure that, in *Established Neighbourhoods*:

(a) New low-density residential *development*, including *dwelling (single detached), dwelling (duplex)*, or *dwelling (semi-detached)* houses, is compatible with the neighbourhood character and the *streetscape*; and

(b) Significant renovations of existing *dwelling (single detached)* houses, *dwelling (duplexes)*, or *dwelling (semi-detached)* houses are compatible with the neighbourhood character and *streetscape*.

## C.3 ADDITIONAL APPLICATION REQUIREMENTS

(1) In addition to the application requirements of sections 2.4 and 2.5, an application for *infill development* must also provide, at the time of *Development Permit* application:

(a) A landscape retention and removal plan;

(b) A *site* servicing plan; and

(c) A *lot grading* and drainage plan.

(2) In addition to the application requirements of sections 2.4 and 2.5, and section (1), the following may be required by the *Development Authority*:

(a) A sun/shadow study; or

(b) Public consultation in accordance with the *Public Participation Standards for Planning and Development Applications.*

## C.4 LOT CONSOLIDATION AND SUBDIVISION

(1) Two or more *lots* may be consolidated, or consolidated and re-subdivided, if the new *lots* meet the *lot* dimension requirements.

## C.5 LOT COVERAGE

(1) *Lot coverage* must be within 10% of the existing coverage for the low-density *development* on the immediately adjoining *lot* which has the greatest *lot coverage*.

(a) Notwithstanding section (1), the maximum *lot coverage* shall not exceed:

(i) 40% for a dwelling (single detached); and

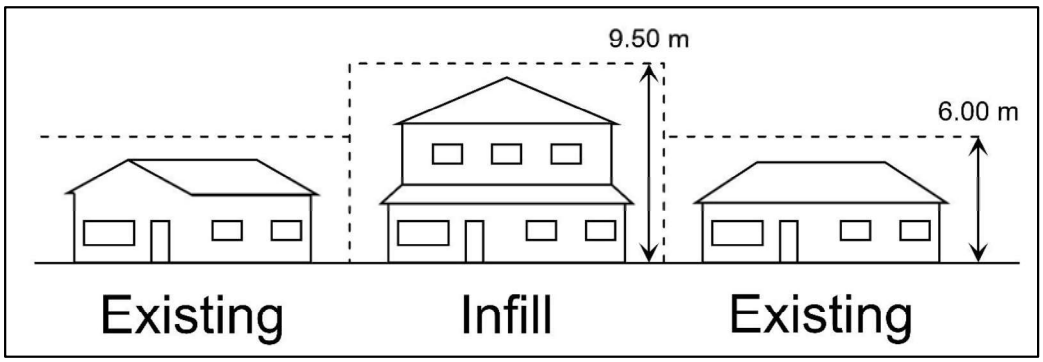
(ii) 47% for a dwelling (semi-detached) or a dwelling (duplex).

## C.6 BUILDING HEIGHT

(1) When at least one of the adjoining houses on the *streetscape*, or both *frontages* for a *corner lot*, is less than 6.00 m in height, the maximum building height is 9.50 m, as illustrated in *Figure 10-1*.

(2) The restricted *building envelope* does not apply where adjoining *development* on both sides of the *infill development* are two *storeys* or greater in height.

**Figure 10-1: Restricted Building Envelope**




## C.7 LOTS ADJACENT TO REAR LANES

(1) If a *lot* is adjacent to an accessible rear *lane*, the *driveway* and *garage* (should one be built) must be accessed from the *lane*.

(a) Notwithstanding section (1), the *Development Authority* has the discretion to change this requirement if the *lot's* configuration, location, or topography does not allow for such access.

## C.8 LOTS REQUIRING FRONT ACCESS

(1) *Development* must conform to the type of *access* of the majority of *dwellings* along the adjoining *streetscape*. If the majority of *dwellings* have front drives leading to unobtrusive side or rear *garages*, or *carports*, the new *development* must remain consistent with that pattern.

(2) Front access must conform to the following:

(a) The maximum width of a front *driveway*, on a *lot* less than 12.20 m in width, is 5.50 m; and

(b) The maximum width of a front *driveway*, on a *lot* equal to or greater than 12.20 m in width, is 7.50 m.

(3) The maximum width of an attached *garage* that faces a front or a side *public roadway*, excluding a *lane*, is 7.30 m or 35% of the building *façade*, whichever is less.

(4) The maximum projection of an attached *garage* is 3.00 m from the front or side of the *dwelling*, or within 1.00 m of the adjacent *garage* projections, if large front *garages* predominate on the street.

## C.9 FRONT YARD SETBACK

(1) The front yard building *setback* for a new *development* will be the average of the front yard building *setbacks* of the two adjoining properties.

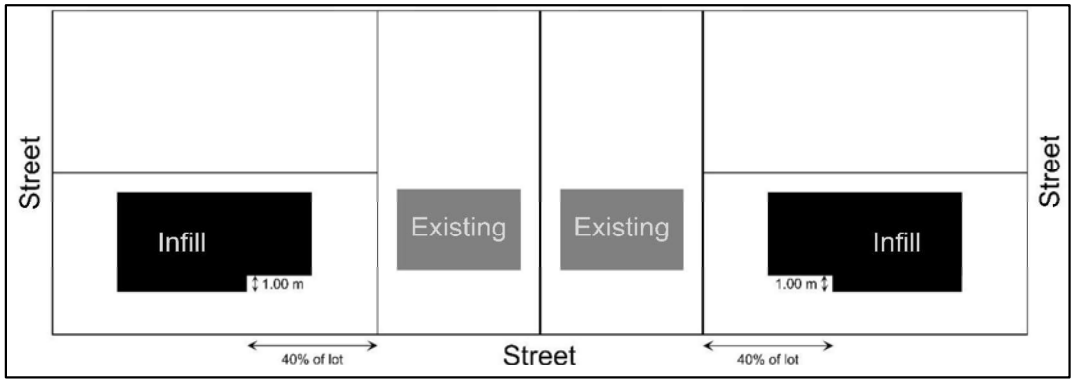
(a) Notwithstanding section (1), if there is a discrepancy of greater than 1.50 m in the *setbacks* of the *building(s)* on the two adjoining *lots*, the *Development Authority* has the discretion to consider the *setbacks* of other houses along the street when determining the required *setback*.

## C.10 CORNER LOTS - FLANKING SIDE SETBACKS

(1) Any *development* within the rear 40% of a perpendicular *corner lot* will have a *setback* at least 1.00 m greater than the required side *setback* of the remainder of the *building*, along the flanking side, as illustrated in *Figure 10-2*.

(2) Other *setback* requirements could be at the discretion of the *Development Authority,* based on maintaining the character of the *streetscape*.

**Figure 10-2: Staggered Setback**




## C.11 REAR YARD SETBACK

(1) The rear yard *setback* for a new infill *dwelling*:

(a) Where there is no attached *garage*, shall be a maximum projection of 4.60 m beyond the rear of the adjoining houses, but not closer than 10.00 m to the rear *property line*; or

(b) Where there is an attached *garage*, shall be a maximum projection of 6.10 m beyond the rear of the adjoining houses, but not closer than 6.00 m to the rear *property line*.

(2) The depth of the rear yard of a new infill house must be a minimum of 40% of the depth of the *lot*. In addition, the house must not extend more than 4.60 m beyond the rear of the adjoining houses.

(3) If the *garage* is attached to the house, the depth of the rear yard of a new infill house must be a minimum of 30% of the depth of the *lot*. In addition, the house must not extend more than 6.10 m beyond the rear of the adjoining houses.

## C.12 MULTIPLE-LOT DEVELOPMENT

(1) A multiple-lot *development* is when a subdivision has occurred to create new, low-density residential *lots*.

(2) If a multiple-lot *development* is within a regular block, these regulations will be applied as a single calculation to all new subdivided *lots*.

(3) The existing houses on either side of the entire proposed *development* will be used as guidelines for determining height, coverage, access, *setbacks,* and building depth, for a *dwelling (single detached), dwelling (semi-detached)*, or *dwelling (duplex).*

(4) If a multiple-lot *development* is on a corner and perpendicular to the other houses on the block (*Figure 10-3*):

(a) The maximum *lot coverage* for each *lot* is as provided for in the LDR District regulations;

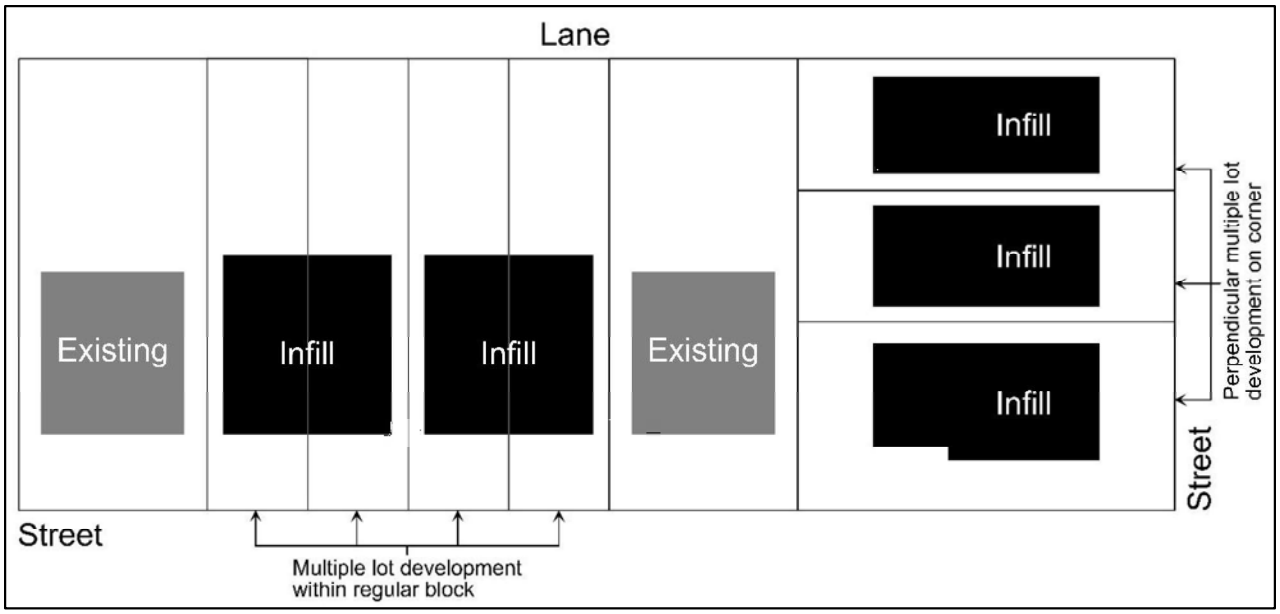
(b) The restricted building envelope (see *Figure 10-1*) applies to all *lots* if the adjoining house to the rear or side of the *lots* is less than 6.00 m;

(c) The front yard *setback* may be determined at the discretion of the *Development Authority*, using the adjoining houses to the rear or side of the *lots*, but shall not be less than 6.00 m;

(d) If the *lots* within the multiple-lot *development* have a mixture of front and rear *lane* access, access requirements and *driveway* locations shall be determined at the discretion of the *Development Authority*; and

(e) Additional requirements to ensure privacy for the adjoining existing *dwelling* to the rear of the new properties may be required, at the discretion of the *Development Authority*.

**Figure 10-3: Multiple-Lot Developments**

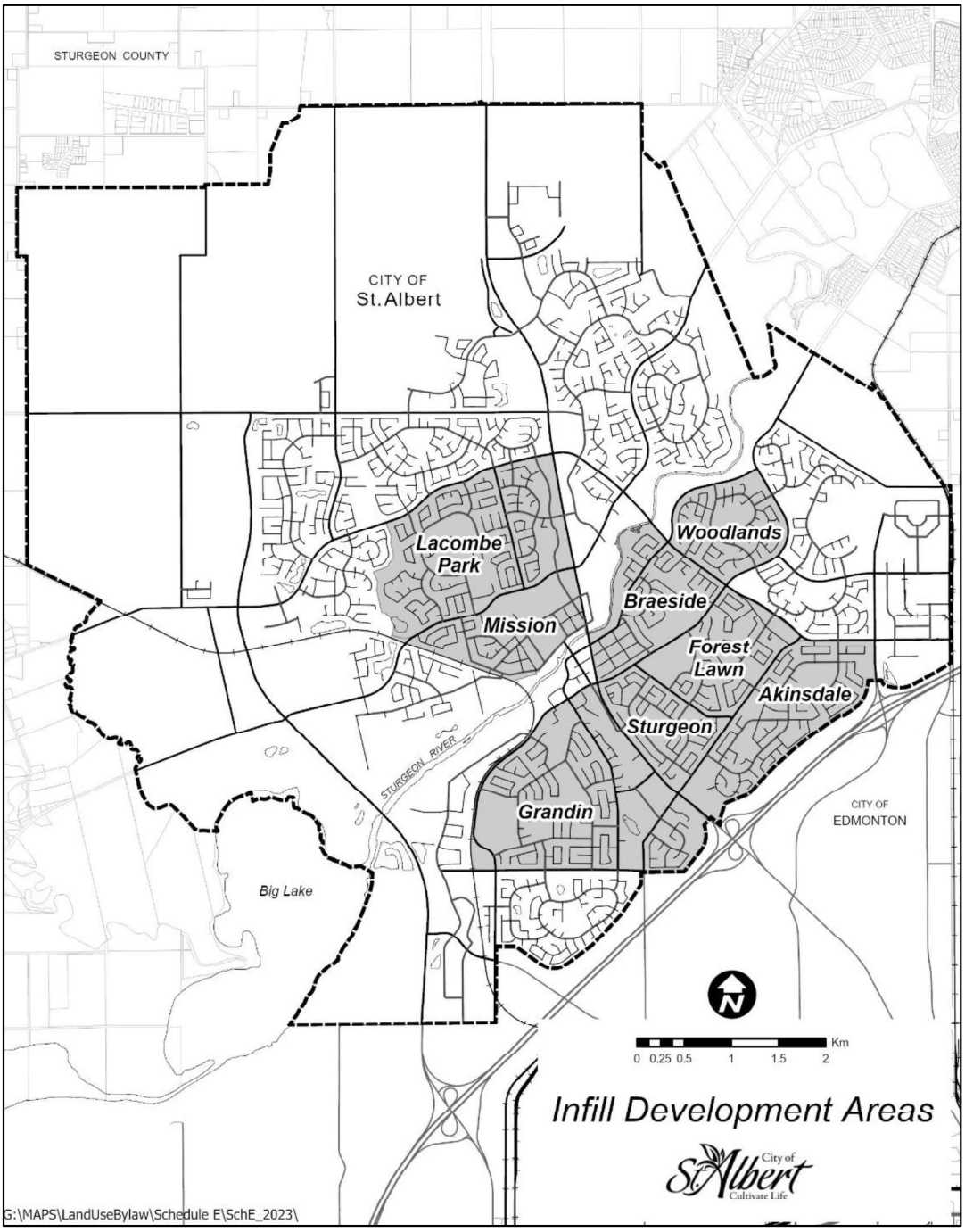



## C.13 LANDSCAPING

(1) If there are no existing mature trees on the *site* that can be preserved, *landscaping* shall be provided in accordance with section 3.102 'Trees.'

(2) The *Development Authority,* in considering an application, may impose conditions requiring the retention of trees or additional plantings.

## Figure 10-4: Established Neighbourhoods

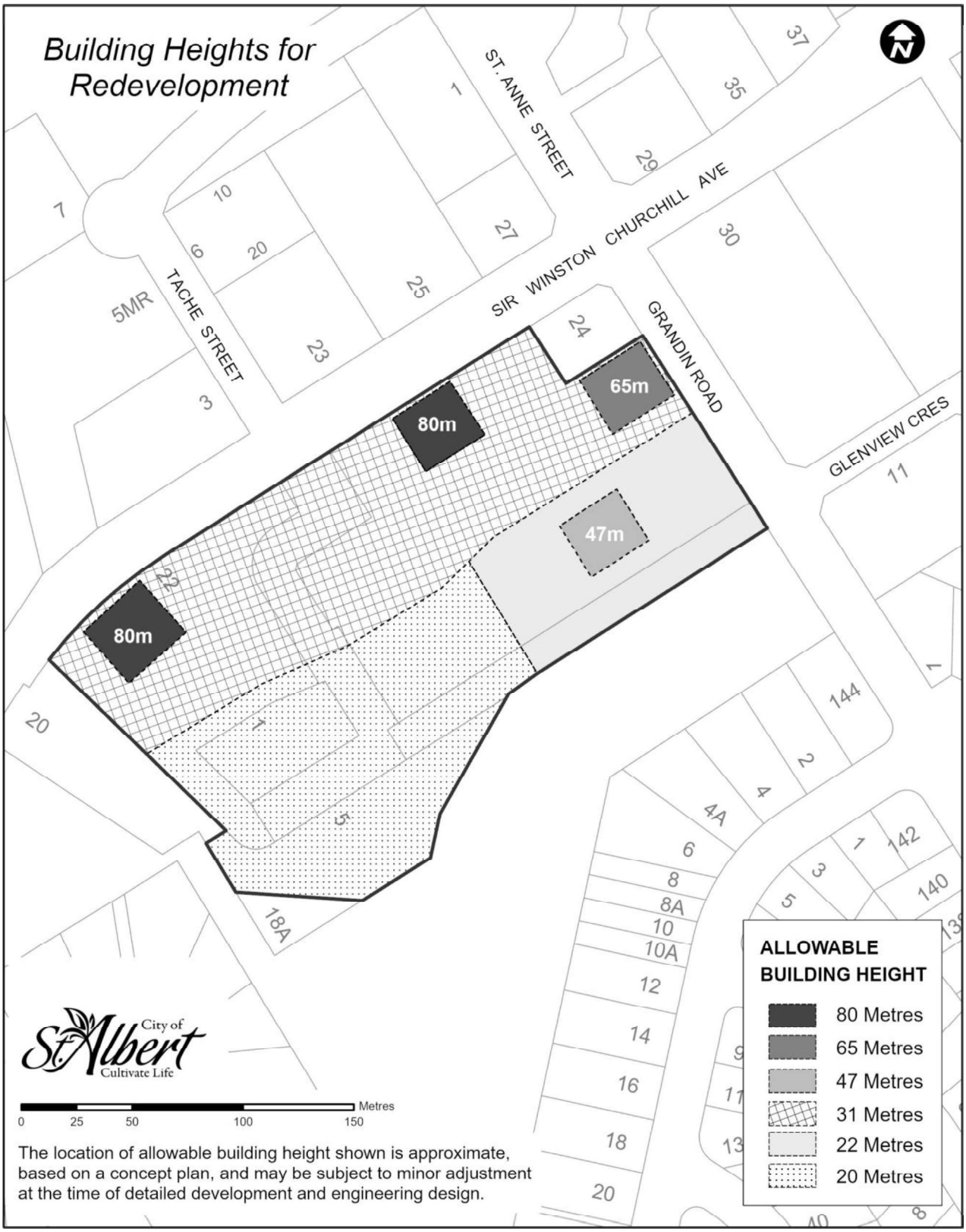


This page left intentionally blank for printing purposes.

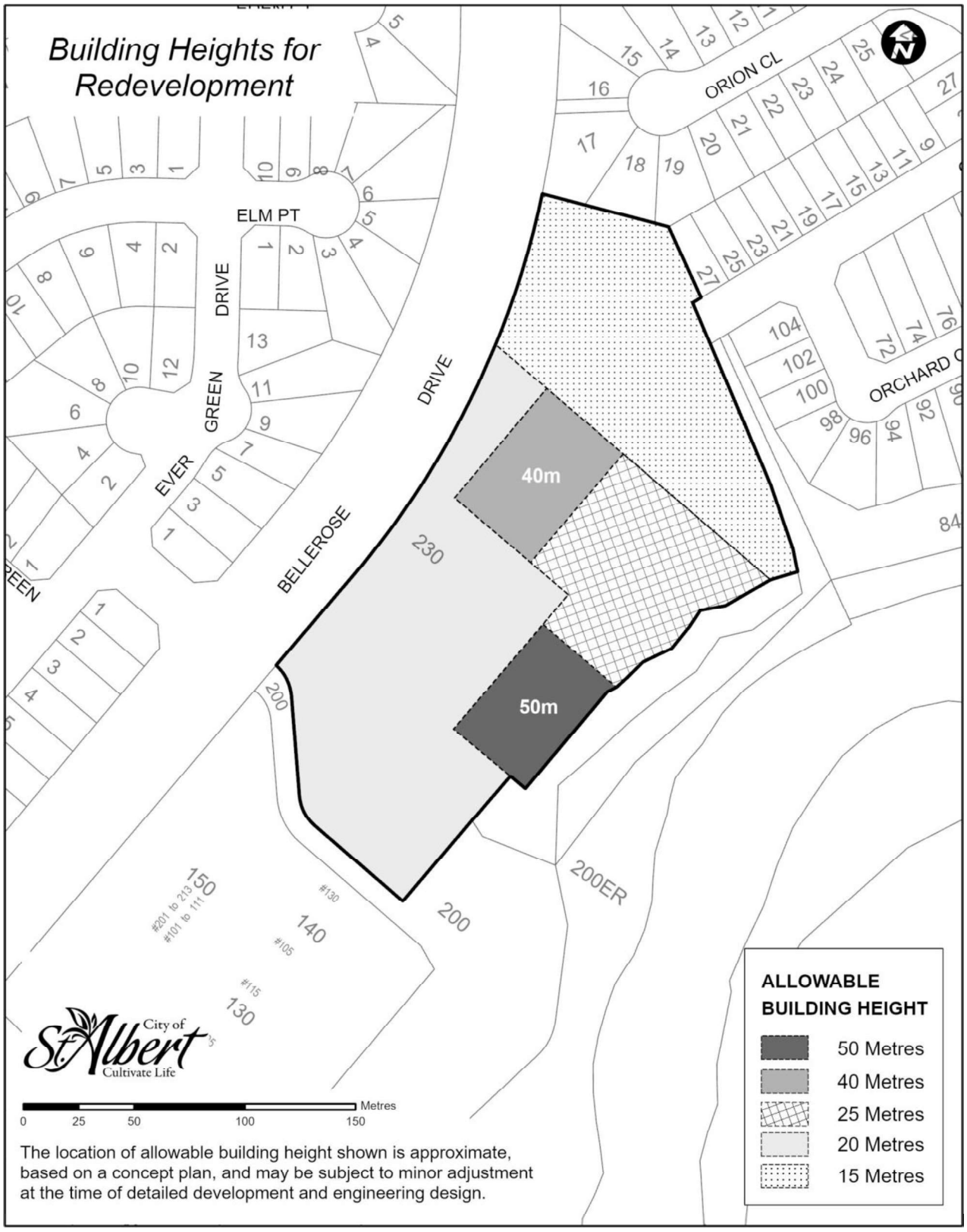
# Schedule D

## Building Heights for Specific Development Areas

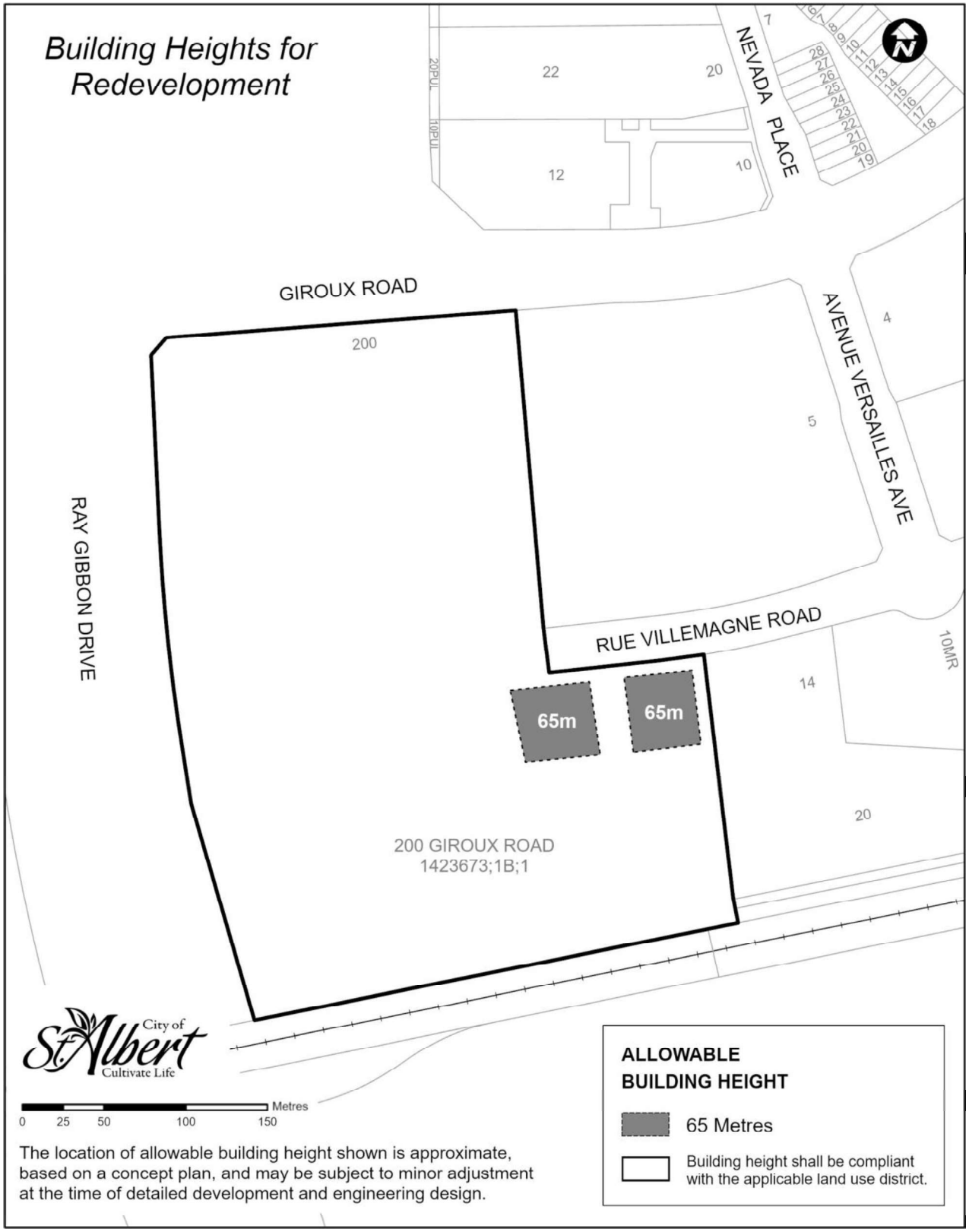
## Figure 11-1: Building Heights for Redevelopment, Downtown Neighbourhood



## Figure 11-2: Building Heights for Redevelopment, Oakmont Neighbourhood



## Figure 11-3: Building Heights for Redevelopment, Ville Giroux Neighbourhood



# Appendix 1

## Land Use District Conversion

*Land Use Districts* in this Bylaw have been amended from the former *Land Use Bylaw 9/2005* as follows:

### Table 12-1: Land Use District Conversion Table

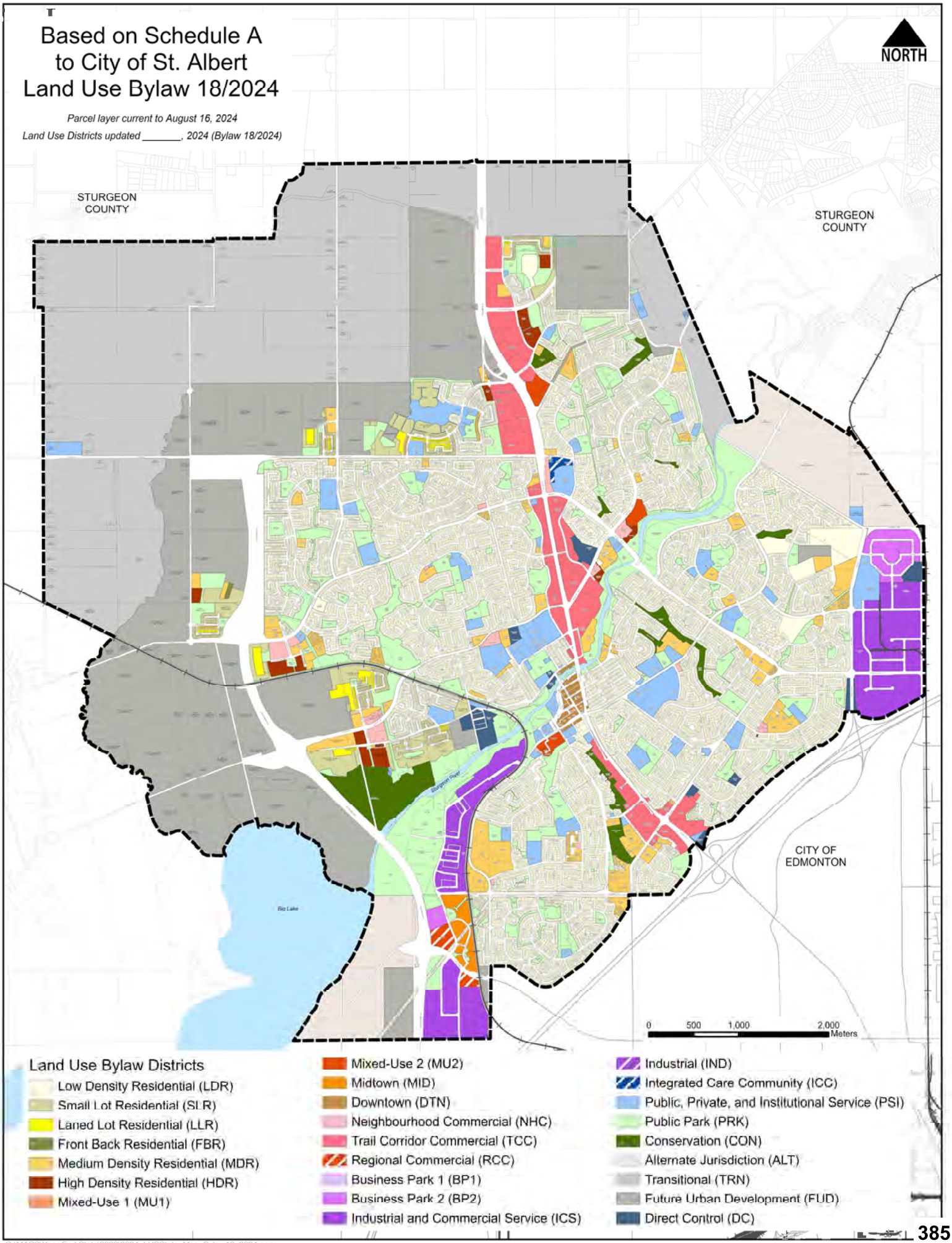
| Land Use Bylaw No. 9/2005 | | Land Use Bylaw No. 18/2024 | |
|---|---|---|---|
| R1 | Low-Density Residential | LDR | Low-Density Residential |
| R2 | Low-Density Residential | LDR | Low-Density Residential |
| R3 | Medium-Density Residential | MDR | Medium-Density Residential |
| R3A | Medium-Density Residential | MDR | Medium-Density Residential |
| R4 | High-Density Residential | HDR | High-Density Residential |
| RX | Residential | SLR | Small-Lot Residential |
| RXL | Residential Lane | LLR | Laned-Lot Residential |
| DR | Downtown Residential | DTN | Downtown |
| MT | Midtown | MID | Midtown |
| RFB | Residential Front Back | FBR | Front-Back Residential |
| C1 | Neighbourhood Commercial | NHC | Neighbourhood Commercial |
| C2 | General Commercial | NHC | Neighbourhood Commercial |
| CC | Corridor Commercial | TCC | Trail Corridor Commercial |
| MC | Mixed Commercial | DTN | Downtown |
| BW | Boardwalk | DTN | Downtown |
| CIS | Commercial and Industrial Service | ICS | Industrial and Commercial Service |
| BP | Business Park | --- | District Removed |
| ICC | Integrated Care Community | ICC | Integrated Care Community |
| BPT | Business Park Transition | BP2 | Business Park 2 |
| RC | Regional Commercial | RCC | Regional Commercial |
| BP2 | Business Park | BP2 | Business Park 2 |
| P | Public Park | PRK | Public Park |
| PS | Public And Private Service | PSI | Public, Private, and Institutional Service |
| IF | Institutional Facilities | PSI | Public, Private, and Institutional Service |
| UR | Urban Reserve | FUD | Future Urban Development |
| DCMU | Direct Control Mixed-Use | MU2 | Mixed-Use Level 2 |

| Land Use Bylaw No. 9/2005 | | Land Use Bylaw No. 18/2024 | |
|---|---|---|---|
| DCNUV | Direct Control Northwest Urban Village | --- | District Removed |
| T | Transitional | TRN | Transitional |
| AJ | Alternate Jurisdiction | ALT | Alternate Jurisdiction |
| DT | Downtown | DTN | Downtown |
| --- | New | BP1 | Business Park 1 |
| --- | New | IND | Industrial |
| --- | New | MU1 | Mixed-Use Level 1 |
| --- | New | CON | Conservation |

# Based on Schedule A to City of St. Albert Land Use Bylaw 18/2024

*Parcel layer current to August 16, 2024*

*Land Use Districts updated _____, 2024 (Bylaw 18/2024)*




G:\MAPS\Year End Stats\2022\2024_LUBStats_Map_Bylaw18_2024.aprx

# Legislation Details (With Text)

| | | | |
|---|---|---|---|
| **File #:** | AR-22-209 **Version:** 1 | **Name:** | |
| **Type:** | Agenda Reports | **Status:** | Filed |
| **File created:** | 5/6/2022 | **In control:** | Community Growth & Infrastructure Standing Committee |
| **On agenda:** | 6/13/2022 | **Final action:** | 6/13/2022 |
| **Title:** | Land Use Bylaw Update 2022<br>Presented by: Adryan Slaght, Director of Planning & Development, Planning & Development<br>Colin Krywiak, Development Branch Manager, Planning & Development<br>Chelsea Thompson, Development Officer II, Planning & Development<br>Barb Dupuis, Planner, Planning and Development<br>Michelle Brooking, Development Officer II, Planning & Development | | |
| **Sponsors:** | | | |
| **Indexes:** | | | |
| **Code sections:** | | | |
| **Attachments:** | | | |

| Date | Ver. | Action By | Action | Result |
|---|---|---|---|---|
| 6/13/2022 | 1 | Community Growth & Infrastructure Standing Committee | receive as information | |

**TAMRMS#: B09**

**6.1**

Previously Distributed

## Land Use Bylaw Update 2022

Presented by: Adryan Slaght, Director of Planning & Development, Planning & Development
Colin Krywiak, Development Branch Manager, Planning & Development
Chelsea Thompson, Development Officer II, Planning & Development
Barb Dupuis, Planner, Planning and Development
Michelle Brooking, Development Officer II, Planning & Development

## RECOMMENDED MOTION

That the Community Growth & Infrastructure Standing Committee recommend to Council that the agenda report dated June 13, 2022 entitled "Land Use Bylaw Update 2022" be received as information.

## PURPOSE OF REPORT

This report provides general information regarding the Land Use Bylaw (LUB) Update Project that commenced in late 2021.

This report provides the high-level findings of the background technical report, which looked at Land Use Bylaws in Alberta, Ontario, and British Columbia to generate a series of best practices that are proposed to refine our existing Land Use Bylaw document.

## ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

This project is an extension of Council strategic priority #1 and #5. As the Municipal Development Plan (MDP) was approved in 2021, the changes within the MDP now need to cascade down to inform the regulations in the Land Use Bylaw that control development within the City of St. Albert, and ensure that the LUB is implementing *Flourish*.

*City of St. Albert Council Strategic Plan 2018-2021 (reapproved in 2021)*
Strategic Priority #1: Growth Policy Framework: Develop a robust policy framework to guide growth. Revise the Municipal Development Plan framework to provide direction to growth needs, annexation positioning, and our role in regional government.

Strategic Priority #5: Housing and Social Well-being: Enhance housing options and social supports. Facilitate an increase in the variety of housing types and provide social supports to respond to changing demographics and accommodate the diverse needs of residents.

*Corporate Business Plan 2021-2022*
Administrative Priority Area #3: Mandated Service Requirements.
Planned Activities: Complete update to the Land Use Bylaw.

## ALIGNMENT TO LEVELS OF SERVICE DELIVERY

*Current Planning Application Processing*
Processing and coordination of the approval of Statutory plans and amendments, subdivision, and condominium applications.

*Development and Building Permit Application Review and Enforcement*
Review and processing of applications for approval and enforcement of the Land Use Bylaw. The service includes review of new development and infill-related infrastructure required to service lands and traffic related data with growth.

Previously Distributed

## ALIGNMENT TO COUNCIL (OR COMMITTEE) DIRECTION OR MANDATORY STATUTORY PROVISION

N/A.

## BACKGROUND AND DISCUSSION

About the Land Use Bylaw (LUB)
The Land Use Bylaw is part of a policy framework that guides the growth of St. Albert. The Land Use Bylaw is a detailed, technical document that provides regulations and guidance for our development community and the public, and fits into the policy framework as shown in Figure 1.

*Figure 1: Policy Framework*




Previously Distributed

The LUB is a document that is adopted by City Council, and manages development within the City of St. Albert limits. The LUB covers a wide range of development regulations, including the following:

- Establishing the development permit process, the process for redistricting (rezoning), and LUB text amendments.
- Regulates the size and use of land and buildings.
- Classifies land use districts (zones) and determines minimum development standards for each of these districts.
- Determines the appropriate permitted and discretionary uses for each land use district.

Project Goals

The current Land Use Bylaw 9/2005 was approved in 2005. Although a significant number of amendments to the LUB have been enacted since, these have generally been done on a one-off basis.

The Land Use Bylaw update is intended to provide a comprehensive review of the document, with a focus on increased efficiency, flexibility, and responsiveness to current conditions. The project is identified within Administrative Priority Area #3 of the City of St. Albert Corporate Business Plan (2021-22).

The goals for this project include the following:

1. Aligning the Land Use Bylaw with our Municipal Development Plan;
2. Updating & modernization of the document; and
3. Creating an accessible, and web-friendly Land Use Bylaw.

Project Team

In early 2022, a team of consultants was chosen to work on the project, which includes: ISL Engineering and Land Services, Urban Strategies Inc. (USI), and HydeTech Apps. The core team includes staff from the City's Planning and Development Department, and ISL/USI.

Project Phases

A five-phase project is planned:
Phase 1: Understanding Your Needs

Phase 2: Section-By-Section Preparation
Phase 3: Community Consultation
Phase 4: Refinement and Adoption
Phase 5: Post Adoption

Currently, we are in Phase 2 of the project. Stakeholder feedback and input was gathered, and incorporated into the findings of the background technical report in Phase 1. In Phase 2, we are now using the recommendations from the background technical report to refine each section of the Land Use Bylaw.

Background Technical Report and Proposed Recommendations

The consultant has conducted background research of the LUBs of other municipalities within Alberta and other provinces, to determine current best practices that can be incorporated into the LUB update. A high-level summary of proposed recommendations for improvement is listed in Table 1.

Previously Distributed

*Table 1: Proposed LUB Changes*

| **MDP Policy Guidance** | **Proposed Change** | **Rationale** |
|---|---|---|
| N/A | Proposed re-organization of the document. | One goal of the project was to provide a user-friendly and accessible Land Use Bylaw. There are proposed changes to the layout that will make navigating the document and finding the relevant content easier. It is expected that there will be one single document when finished. Right now, on our website the document is divided into twenty (20) separate PDF's. There will also be simplification to districts and definitions. |
| Green Environment | Include a district for valued and protected environmental features | Right now, the designation on most sensitive environmental features is Public Park (P) District. This proposal would create a second district for more sensitive areas, such as the White Spruce Forest, or along the Sturgeon River or Carrot Creek, where only passive recreation and conservation are encouraged. |
| Green Environment | Ensure that environmental impact is considered in discretionary uses. | St. Albert may consider clearly indicating that potential off-site environmental impacts are a consideration of the Development Authority in their review of applications for discretionary uses, complementing environmental considerations by other City departments such as Engineering and Environment. |

| | | |
|---|---|---|
| Green Environment | Strengthen tree preservation and planting requirements. | St. Albert's urban tree canopy is a highly valued asset, that is frequently referenced by the public as a valued quality-of-life factor. Any proposed LUB changes would be compliant with the new Engineering Standards, which also provides direction concerning trees & planting. |
| Robust Economy | Allow low-impact industrial and employment uses in more areas of the city. | One of St. Albert's 2021 strategic priorities, as well as a principle of the MDP, is to expand opportunities for employment and economic growth in the city. A critical strategy to support this priority will be to increase the available supply of land for industrial and other employment uses within the City. If a use does not produce any noise, heat, glare, dust, smoke, fumes, odours, vibration, or other external impacts, it could be appropriate in a mixed-use or commercial area. |
| Robust Economy | Expand on existing regulations to encourage home-based business and entrepreneurship. | Economic development in St. Albert can also be supported by small-scale, locally based businesses, including home-based businesses. With an increasing number of people working from home and staying within their neighbourhoods during the COVID-19 pandemic, there is growing awareness of the potential for a range of work to take place within traditionally residential neighbourhoods. We plan on expanding on our current set of home occupation regulations, while ensuring they meet a set of performance standards to mitigate neighbourhood impacts. |
| Housing Options | Consolidate and simplify residential districts for clarity and flexibility and allow a greater range of housing types in all communities. | Many Land Use Bylaws in Alberta are moving in the direction of simplicity by reducing the number of districts within a LUB. St. Albert also has some underutilized Land Use Districts that could be consolidated with other districts to simplify the Bylaw and allow a more diverse range of housing options. |

Previously Distributed

| | | |
|---|---|---|
| Mobility Choices | Apply block size standards to support active transportation | The current urban fabric of St. Albert is characterized by long segments of street, with a low number of intersections per hectare. The MDP's principles and policies strongly support development that encourages walking and cycling for everyday transportation. A well-established measure for supporting increased active transportation is small block sizes, which typically reduce travel distances and times while increasing route options for pedestrians, cyclists, and other non-motorized travel. |
| Mobility Choices | Right-size parking requirements | Reviewing and right-sizing parking requirements for St. Albert requires consideration of the local context. As a City with many commuters to Edmonton and other surrounding communities, and regional transit not yet established, most St. Albert residents will still require a car for day-to-day travel. Administration may consider a targeted approach to reducing parking requirements to support local businesses, residents, and developers. |
| Sustainable Growth | Encourage the development of more complete, walkable neighbourhoods | St. Albert's MDP emphases development of complete neighbourhoods where most daily needs can be comfortably met in a short walk (500 - 800 metres). This has the benefit of better community health outcomes, reduced carbon emissions, higher quality of life and convenience. The MDP includes policies to enable neighbourhood-oriented services and commercial uses within low-density neighbourhood areas, redevelopment of commercial sites within neighbourhoods into mixed use sites, and mixed-use nodes at key locations as part of the City's urban structure. |
| Sustainable Growth | Link zoning to transit. | St. Albert's MDP directs the greatest mix of uses and highest densities to the Trail Corridor Areas along St. Albert Trail, to support the planned expansion of rapid transit from Edmonton into the City. Today, these areas are largely dominated by single-use commercial areas, but over time they are planned to include residential and office uses. Appropriate districting (zoning) near rapid transit supports major investments in public infrastructure and contributes to less automobile-reliant communities. |

Previously Distributed

| | | |
|---|---|---|
| Great Places | Design mixed-use, civic and commercial districts for people, not cars. | The importance of people-focused urban design is recognized in the MDP. Streetscape policies include direction that development be oriented towards public streets, include active uses at grade, and minimize blank walls and parking areas beside public streets. |
| Resilient Infrastructure | Support and enable the adoption of renewable energy sources. | This is part of the City's response to climate change. The proposal is to accommodate and encourage renewable energy technologies, both in residential and industrial settings within the LUB. We do currently have some regulations, such as section 6.24 on solar collectors. The goal would be to build and expand on what we have. |
| Resilient Infrastructure | Align land use bylaw and engineering standards to enable and encourage green infrastructure. | The new Municipal Engineering Standards were approved for use in November 2021. This action item will ensure that any changes that were made while writing the new Municipal Engineering Standards are supported by the regulations in the Land Use Bylaw. |
| Community Well-being | Remove regulatory barriers to supportive housing models. | St. Albert could consider consolidating definitions regarding supportive and group homes under one definition and distinguish the use primarily by land use impacts, not users. The City may also consider expanding the areas in which such uses are permitted, recognizing them as a compatible residential/institutional-type use. |
| Community Well-being | Support food security, availability, and entrepreneurship through urban agriculture. | Expand on the work already completed with hens & bees initiatives. St. Albert could consider a clear, flexible definition for community-oriented food uses and permit this use broadly in most land use districts. |
| Cultural Richness | Expand the existing Downtown District and update the applicable regulations to reflect the policies and guidelines of the DARP. | *MDP* Map 3 shows a broader area of downtown than is reflected in the current Downtown (DT) District in the LUB. This action item can align the boundaries of what is considered downtown between the documents and ensure the LUB regulations are also consistent with the intent of DARP. |

Previously Distributed

## STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

Two online stakeholder workshops were held on April 5, 2022, with stakeholders from other government agencies, community groups, the business & development community, and City staff.

The proposed reorganization, and improvement initiatives were presented, and followed up with a question-and-answer session between all parties. Response to the proposal was generally positive.

The public did not attend these preliminary stakeholder events. The public will be invited to comment once a draft of the revised Land Use Bylaw is written. The expected timeline for this is August or September 2022. There will be several opportunities for public engagement throughout this process, including open houses, virtual open houses, a community pop-up, and online surveys. These will be advertised on the Cultivate the Conversation webpage at: conversation.stalbert.ca
The project webpage features a Q&A function, so members of the public can submit questions or feedback on the webpage directly.

As reconciliation is a priority for the City of St. Albert, there will be respectful consideration of First Nations and Metis concerns to obtain their unique voice and perspective.

**IMPLICATIONS OF RECOMMENDATION(S)**

Financial:
This project was approved by a previous Council for the 2021 budget, in fall of 2020, under Capital Charter No. PLAN-005. The project is currently within the allotted budget.

Legal / Risk:
None at this time.

Program or Service:
None at this time.

Organizational:
None at this time.

**ALTERNATIVES AND IMPLICATIONS CONSIDERED**

If the CGISC does not wish to accept this report as information only, the following alternatives could be considered:

1. CGISC may choose to direct Administration to proceed with only some or none of the proposed Land Use Bylaw changes (in Table 1) or may provide specific alternative direction for Administration to incorporate.

2. CGISC may choose to not direct Administration at this time.

Report Date: June 13, 2022
Authors: Adryan Slaght, Colin Krywiak, Chelsea Thompson, Barb Dupuis, Michelle Brooking
Department: Planning and Development
Assistant Deputy Chief Administrative Officer: Diane Enger
Deputy Chief Administrative Officer: Kerry Hilts

Previously Distributed

# Legislation Details (With Text)

| | | | |
|---|---|---|---|
| **File #:** | AR-23-360 **Version:** 1 | **Name:** | |
| **Type:** | Agenda Reports | **Status:** | Agenda Ready |
| **File created:** | 6/26/2023 | **In control:** | Committee of the Whole |
| **On agenda:** | 7/11/2023 | **Final action:** | |
| **Title:** | Land Use Bylaw Update<br>Presented by: Adryan Slaght, Director of Planning & Development, Planning & Development Services<br>Colin Krywiak, Development Branch Manager, Planning & Development Services<br>Chelsea Thompson, Development Officer II, Planning & Development Services<br>Michelle Brooking, Development Officer II, Planning & Development Services<br>Barb Dupuis, Planner, Planning & Development Services | | |
| **Sponsors:** | | | |
| **Indexes:** | | | |
| **Code sections:** | | | |
| **Attachments:** | 1. Proposed Use Translation Table, 2. Proposed District Translation Table, 3. Proposed Conservation Park Parcels, 4. LUB Presentation | | |

| Date | Ver. | Action By | Action | Result |
|---|---|---|---|---|
| 7/11/2023 | 1 | Standing Committee of the Whole | | |

**TAMRMS#: H09**

**5.3**

Previously Distributed

## Land Use Bylaw Update

Presented by: Adryan Slaght, Director of Planning & Development, Planning & Development Services
Colin Krywiak, Development Branch Manager, Planning & Development Services
Chelsea Thompson, Development Officer II, Planning & Development Services
Michelle Brooking, Development Officer II, Planning & Development Services
Barb Dupuis, Planner, Planning & Development Services

## RECOMMENDED MOTION(S)

That the agenda report entitled “Land Use Bylaw Update” dated July 11, 2023 be received as information.

## PURPOSE OF REPORT

The purpose of the report is to bring to the Standing Committee of the Whole a preview of proposed major changes for the Land Use Bylaw update project. This summary will provide a high-level overview of changes proposed by Administration to the districts and regulations that govern land development within St. Albert. The changes proposed are to both residential and non-residential districts and uses.

## ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

*Strategic Priority One, Economic Prosperity:* Complete the update of the Land Use Bylaw (LUB) to modernize and align the LUB with the new Municipal Development Plan. Furthermore, Administration has worked with the West Area Structure Plan team to align the proposed land use bylaw and needs of the Lakeview Business District lands.

*Strategic Priority Two, Downtown Vibrancy:* Edits have been proposed to the Downtown Land Use District to help reach this goal, including consolidation of multiple districts into one, updating use terms, clarifying development regulations, and aligning with DARP.

*Strategic Priority Three, Community Well Being:* Addition and expansion of existing housing options will help to foster a community with a diverse range of housing products, for different life stages and needs.

*Strategic Priority Four, Adapting to a Changing Natural Environment:* There is a new proposed Conservation Park (CP) district, that helps to protect naturalized green spaces.

*Strategic Priority Five, Financial Sustainability:* There is a new proposed Industrial District to allow for expansion of our non-residential tax base, and attract a more diverse array of businesses to St. Albert.

Corporate Business Plan 2022 - 2025

*Initiative: Update of the Land Use Bylaw.* Complete the update of the Land Use Bylaw (LUB) to modernize and align the LUB with the new Municipal Development Plan.

## ALIGNMENT TO LEVELS OF SERVICE DELIVERY

The following are the municipal services as set out in the *City of St. Albert Services and Service Levels Inventory* to which the Land Use Bylaw is linked:

Development Permit Application Review

The review and processing of development applications. Includes Land Use Bylaw enforcement and compliance certificate applications. The MGA requires that a municipality respond to development permit applicants within 20 days to verify the completeness of the application. The MGA also requires that an application's processing time is no more than 40 days following the formal acceptance of the application.

Development Signage Permit Assistance

Review and evaluation of proposed development (non-traffic control related) signage. Comments are provided and/or permit issued within 5 business days.

General Planning and Development Inquiries

Responding to customers' general inquiries related to planning and development. Respond within 2 business days unless more time is required to respond to inquiries. If more time is needed, estimated response time is provided to customer based on complexity of the inquiry.

Previously Distributed

Land Use Bylaw Amendments

The review and processing of applications for changes to the Land Use Bylaw. Processing time is 6 months from the pre-application to completion of the amendments.

Subdivision and Condominium Review and Approval

The review and processing of applications for division of land for ownership purposes. Respond to the applicant with a letter within 3 business days with estimated timelines for completion. A decision on a subdivision is made within 60 days.

## ALIGNMENT TO COUNCIL (OR COMMITTEE) DIRECTION OR MANDATORY STATUTORY PROVISION

The Municipal Government Act Section 692(1) requires the subject matter of this report go to Council, and that a public hearing be held. Prior to proceeding to Council, Administration is engaging the Standing Committee of the Whole to provide an update on the project progress.

## BACKGROUND AND DISCUSSION

### *About the Land Use Bylaw*

The Land Use Bylaw is part of a policy framework that guides the growth of St. Albert. The Land Use Bylaw ("LUB") is a detailed, technical document that provides regulations and guidance for our development community and the public. The LUB is a document that is adopted by City Council (as required by section 640(1) of the *Municipal Government Act*), and manages development within the City of St. Albert limits. The LUB covers a wide range of development regulations, including the following:

- establishing the development permit process, the process for redistricting (rezoning), and LUB text amendments;
- regulates the size and use of land and buildings;
- classifies land use districts (zones) and determines minimum development standards for each of these districts; and
- determines the appropriate permitted and discretionary uses for each land use district.

### *Project Goals*

The current Land Use Bylaw 9/2005 was approved in 2005. Although a significant number of amendments to the LUB have been enacted since, these have generally been done on a one-off basis.

The Land Use Bylaw update is intended to provide a comprehensive review of the document, with a focus on increased efficiency, flexibility, and responsiveness to current conditions. The goals of the project include the following:

1. Incorporate the policies of *Flourish Municipal Development Plan*;
2. Overall housekeeping, and updates; and
3. Create a web friendly document.

Previously Distributed

Administration is proposing significant changes to both land use districts, and regulations to meet these three goals. The proposed residential changes support a modest increase in density, that can be spread throughout the city. A high-level overview of proposed changes is detailed below.

***Proposed Changes to Use Definitions***

Administration has proposed consolidating and rewording several definitions, to try and allow for similar uses to be grouped together. A summary of how the use terms are transforming can be found in Attachment 1.

***Proposed Changes to Land Use Districts***

With this project, new districts are proposed to be created, some districts are proposed to be consolidated, and some districts are being refined. The intent is to allow flexibility and provide the tools to build a thriving city. A summary of how the districts are transforming can be found in Attachment 2, and high-level details are provided below.

New Districts

- Addition of a new Mixed-Use Level 1 (MU1) District. The intent of this district is to be placed where the MDP has identified mixed-use nodes. It is designed to be a 'suburban style' mixed use with lower heights, and a focus on compatibility with surrounding low-density residential products.
- Addition of a new Mixed-Use Transit Oriented Development (MUTOD) District that can be placed around future LRT stations. This district is expected to have an intense mix of residential, commercial, and institutional uses, with taller heights, and more density. Pedestrian accessibility to future transit infrastructure is a key concern in this district.
- Addition of a new Business Park 1 (BP1) District that provides a high-quality office park environment with no outdoor storage. It is anticipated that this district can be used for the employment lands in the West ASP area to help expand our non-residential tax base. It can also be used in other future employment areas.
- Addition of a new Industrial (IND) District that will accommodate light to medium industrial uses. It is anticipated that this district can be used for the employment lands in the West ASP area to help expand our non-residential tax base. It can also be used in other future employment areas.
- Addition of a new Conservation Park (CP) District, with a focus on conservation of environmentally sensitive greenspaces. The purpose of this district is to provide for the protection and stewardship of natural areas and environmentally sensitive lands and to preserve ecological integrity and biodiversity, in alignment with the City's *Parks and Open Space Standards and Guidelines*. This new district is proposed to be applied to Coal Mine Park, Erin Ridge Ravine, Ellesmere Park, Oakmont Ravine, the Natural Area in Kingswood, Braeside Ravine, Forest Lawn Ravine, Grandin Ravine, Grandin Nature Park, and Grey Nuns White Spruce Park, as shown on Attachment 3.

Consolidated Districts

- The Low Density Residential (R1), and Low Density Residential (R2) Districts were consolidated into a single district, now called Low Density Residential (LDR) District. The purpose of this district is to provide an area that allows for a range of low-density housing options that meet the housing supply needs of St. Albert.

Previously Distributed

- The Medium Density Residential (R3), and Medium Density Residential (R3A) Districts were consolidated into a single district, now called the Medium Density Residential (MDR) District. The purpose of this District is to provide an area that allows for a range of medium density housing options, such as townhousing and low-rise apartments.
- The Boardwalk (BW), Downtown Residential (DR), Mixed Commercial (MC), and Downtown (DT) Districts were consolidated into a single district, now called the Downtown (DT) District. The purpose of this district is to provide for a vibrant downtown that includes a mixture of employment, commercial, institutional, government, and medium to high-density residential land uses, with a focus on high-quality development which engages the public realm.
- The Neighbourhood Commercial (C1) and General Commercial (C2) Districts were consolidated into a single district, now called Neighbourhood Commercial (NC) District. The intent is to place this district adjacent to lower density residential areas, so residents have some access to goods and services adjacent to, or within, their neighbourhood.
- The Business Park Transition (BPT) District was consolidated into the Business Park 2 (BP2) District. The overall goal of the revised BP2 District is to provide a high-quality working environment for a mixture of commercial and light industrial uses, with limited amounts of outdoor storage. Administration has proposed removing the direct control component of the original BP2, and increasing building heights to 18.00 m.
- The Institutional Facilities (IF) and Public and Private Service (PS) Districts were consolidated into a single district, now called the Public, Private, and Institutional Service (PSI) District. The purpose of this district is to provide areas for the location and establishment of facilities which, under public ownership, or private enterprises operating for the public convenience, provide public services such as education, community services, health care, recreation, and utilities.

Previously Distributed

Districts & Schedules with Refinements

- Refinement of the existing Residential (RX) District. This is a low-density district that accommodates a mix of front drive single detached and multiple unit dwellings, and other development compatible with supporting diverse streetscapes in new neighbourhoods. Lot widths are proposed to remain the same on front drive products, due to concerns about a lack of street parking.
- Refinement of the existing Residential Lane (RXL) District. This is a low-density district that accommodates a mix of rear drive single detached and multiple unit dwellings, and other development compatible with supporting diverse streetscapes in new neighbourhoods. Lot widths are proposed to shrink on rear drive products, to allow a smaller 18-foot-wide building pocket. Street parking will be accounted for, as rear drive products produce an unfettered boulevard.
- Refinement of the existing Residential Front Back (RFB) District. This is a low-density district that was designed to accommodate semi-detached homes with front-back split access. Lot widths are proposed to shrink, to allow a smaller 18-foot-wide building pocket on a rear drive product, and a 22-foot-wide building pocket on a front drive product. As the units have alternating access points, there will be some on-street parking.
- Refinement of the existing High Density Residential (R4) District, which was renamed to High Density Residential (HDR) District. The purpose of this district is to provide an area that allows for a range of high-density housing options, mostly apartments. Heights are proposed to be kept the same, but additional options were added for density bonusing.
- Refined the Midtown (MT) District, with updated use terms.
- The Direct Control Mixed Use (DCMU) District was renamed to the Mixed-Use Level 2 (MU2)

District. This district is being kept to accommodate existing sites, and the use terms will be updated.

- The Corridor Commercial (CC) District was refined and renamed to the Trail Corridor Commercial (TC) District to link with the policies in *Flourish* MDPs trail corridor areas. The intent of this district is to provide the opportunity for the exchange of the widest variety of goods and services.
- The Regional Commercial (RC) District was refined. The purpose of the district is to provide a safe, pleasant, and pedestrian-friendly commercial district for the sale of a wide variety of goods and services to the community and surrounding region. Uses were updated to new consolidated terms, and minor changes to regulations are proposed.
- Refinement of the existing Commercial and Industrial Service (CIS) District, included renaming to Industrial and Commercial Service (ICS) to emphasize the focus on industrial uses. The intent of this district is to provide for a number of light industrial and complementary commercial and service uses, with outdoor storage as accessory to the principal use of the site.
- The Public Park (P) District has been refined. The purpose of the district is to provide parks along with complementary facilities throughout the City for the purpose of public recreation, and cultural activities. Proposed edits include increased height (from 8.50 m to 10.00 m), and uses aligned with new definitions.
- Rename the Urban Reserve (UR) District to the Future Urban Development (FUD) District to reduce confusion about the purpose of the holding district. The purpose of this district is to control land areas which are undeveloped or developed to low intensity, which may include agricultural and rural land use activities of a limited nature, and to ensure their orderly transformation to future urban expansion or intensification of development.
- Refinement of the existing Transitional (T) District. This was a recently adopted district, developed for the annexation with Sturgeon County. The purpose of the district is to regulate land areas which are undeveloped or developed to low intensity, and to accommodate traditional agricultural operations and the supportive services they use, which do not compromise the ability for future urban development to occur in an orderly and efficient manner.
- The Integrated Care Community (ICC) District was refined. Outdated information was removed from the district, and use terms were updated.
- Refinement of the existing Schedule C - Sign Regulations. This is now proposed to be a section within the bylaw, and not a schedule. There were minor edits proposed, including the addition of a sign with a digital display in the PSI District.
- Refined the existing Schedule E - Established Neighbourhood Overlay District. Triplexes and fourplexes are proposed to be added as a use within established areas, on corner lots with lane access, to allow for more diversity of housing options.

Previously Distributed

Districts & Schedules with Grammar Edits Only, or No Change

The following districts only had grammatical, punctuation, or formatting tweaks:

- Alternative Jurisdiction (AJ) District;
- Direct Control (DC) District;
- Schedule B - Major Roads;
- Schedule F - Heights; and
- Schedule G - Floodline.

Removed Districts & Schedules

The following districts were removed from the land use bylaw, as they were not applied to any parcels within the city, or the information has been accommodated elsewhere in the bylaw:

- Business Park (BP) District;
- Direct Control Northwest Urban Village (DCNUV) District;
- Schedule D - Grandfathered R3 sites (this information was worked into the new district); and
- Schedule F - Building Heights (proposing that this information be incorporated into the new Mixed-Use District for those sites).

***Proposed Changes to Residential Regulations***

Proposed Smaller Lots (in Select Areas)

Administration is proposing to reduce lot widths within the RXL District. This would allow rear drive housing products to shrink from a 20-foot-wide building pocket to an 18-foot-wide building pocket. Please note, that for a garage to meet our two stall parking criteria, it would be required to be at least 20 feet wide. A garage less than 20 feet wide would need a driveway, or could be tandem in configuration to achieve two on-site parking stalls.

Administration is also proposing to reduce lot widths within the RFB District to align with an 18-foot-wide building pocket on laned product, and a 22-foot-wide building pocket on front drive product. As the front drive units are paired with rear drive units, the impact to the streetscape is considered less than a street with only 22-foot-wide front drive units. There will be space on the front street for parking due to the adjacent lot being a rear drive product.

Proposed Increased Lot Coverages

Administration proposed increased lot coverage as follows:

- semi-detached housing products: propose increasing coverage by 2%, from 47% to 49% (including accessory buildings) in most districts; and
- single-detached housing products: propose increased lot coverage for rear drive single-detached housing products in the RXL District only. Proposed increasing coverage by 5%, from 42% to 47% (including accessory buildings) on small lots (under 12.50 m wide).

Proposed Parking Reductions - Residential

Currently, the parking requirement for an apartment depends on the number of bedrooms each dwelling unit has. Administration proposes to reduce this to one stall per apartment unit, regardless of number of bedrooms.

- For example, an apartment building with 25 one bedroom units, 50 two bedroom units and 25 three bedroom units would require 150 parking stalls under current regulations, and 100 parking stalls under the proposed regulations.

Administration also proposes to reduce visitor parking ratios for apartments and town housing complexes from 1 parking stall per 5 dwelling units, to 1 parking stall per 7 dwelling units.

- For example, a complex with 100 townhousing units would require 20 visitor parking stalls

Previously Distributed

under our current regulations, and only 15 visitor parking stalls under the proposed regulations.

Administration may propose to reduce residential parking further within the Mixed-Use Transit Oriented Development District, as in the future those areas should have excellent accessibility to light rail transit. Tentatively, we have proposed 0.80 stalls per apartment unit.

Administration also proposes reducing the secondary suite parking requirements. Currently the parking requirements are based on the number of bedrooms in a suite - ranging from 1 - 2 additional stalls required. The proposal is to remove the parking requirements for the first suite, and only require one additional parking stall if there will be two suites on a parcel. Any required parking for the suite would be in addition to the parking requirements of the principal dwelling.

Addition of Triplexes and Fourplexes

Currently, the land use bylaw allows duplexes in the RX, RXL, RFB, and R2 Districts. Administration proposed to expand this, and to allow triplexes and fourplexes on corner lots with lane access. This would allow for some of the “missing middle” style housing that allows for either three or four dwelling units on one lot. These could be built in established neighbourhoods using the LDR District, or new neighbourhoods, using the RXL District.

Group Homes and Supportive Housing

To increase the inclusivity of the community, Administration is proposing to add both group homes, and supportive living accommodation, as permitted uses within most residential and mixed-use districts. This would allow for these supportive uses to take different built forms, from single-detached dwellings in our lower density districts, to townhouses and apartment buildings in our medium and higher density districts.

Refining Home Based Business Regulations

Administration is proposing to add additional levels of intensity to home based businesses by allowing employees, and some limited signage, to meet the goals of the ‘Robust Economy’ section of *Flourish* MDP. Currently, the Land Use Bylaw has three levels of home occupation, it only allows two employees for major home occupations, and does not allow signage.

Administration proposed keeping the three categories for home occupations but renaming them based on levels. Home-Based Business Level One will replace the current ‘home office’, Home-Based Business Level Two will replace the current ‘home occupation’, and Home-Based Business Level Three will replace the current ‘major home occupation’.

In terms of employees, one employee is proposed for a Home-Based Business Level Two, which will be located primarily in our new and established neighborhoods. Four employees are proposed for a Home-Based Business Level Three, which are limited to our recently annexed Transitional District areas.

Administration is proposing permitting one small sign on site for home-based businesses, provided it does not interfere with the residential character of the neighbourhood.

Refining Secondary Suite Regulations

Administration is proposing to expand secondary suite options, to allow more accessory dwelling units that can be offered throughout the City. With the reduction in suite parking requirements, it’s

Previously Distributed

predicted that more lots would be able to offer a suite. Currently, one secondary suite is allowed on a parcel with a detached home only.

Administration is proposing to allow two suites per home in our new Low Density Residential (LDR) District, as long as one of the two suites is contained within the principal dwelling. The LDR District is predominantly located in our established neighborhoods where there are wider lots and more space to accommodate potential suites and their on-street parking.

Administration also proposes introducing one secondary suite in a semi-detached or duplex dwelling within new and established neighborhoods. This is to allow opportunities for more homeowners to help supplement their mortgage with tenants, or to accommodate multi-generational families.

Lastly, there is a proposal to increase the maximum floor area for a garden suite, which now will match the allowable maximum area of a garage suite. Both suite opportunities are proposed to be capped at 75 sq. m (807 sq. ft) in floor area.

***Proposed Changes to Mixed-Use and Downtown Regulations***

Downtown

A vibrant Downtown is a strategic priority for Council. The overall goal is to simplify and consolidate the development rights available in the Downtown area, in alignment with the policies in both *Flourish* MDP and DARP. Regulations are proposed to be simplified, with revised regulations for mid-rise and high-rise buildings. This is to better support the development community in their freedom of design. By making regulations less prescriptive, there can be more creativity, while still maintaining high quality materials.

The uses within the downtown have also been edited, including:

- added commercial school and post-secondary school, to both the downtown and downtown transition area;
- added day care facility to the downtown transition area; and
- proposed modifications to what uses can go on the ground floor of buildings.

The goal of these changes is to draw further businesses and people into the downtown to use the shops and services offered.

Mixed-Use

Administration is proposing to revise the general residential and commercial regulations, so that they can apply to mixed-use developments, and ensure that landscaping is provided for mixed-use sites.

***Proposed Changes to Non-Residential Regulations***

Proposed Parking Reductions - Non-Residential

In terms of non-residential parking, Administration is proposing some reductions. This would apply to commercial, industrial, and institutional uses. Currently there are ratios for parking requirements. An example would be to provide one stall per 45.0 sq. m of gross floor area, or one stall per four seats in a restaurant or drinking establishment. Administration is proposing to change the ratios, so that less stalls are required. At this time, Administration still has to review this section, and final ratios have not been determined.

Previously Distributed

A parking maximum is also being considered around our future transit-oriented development sites, to limit large expanses of parking, that can make it hard to access transit.

From a parking design perspective, Administration has proposed language that encourages parking lots to be located in the side or rear of sites - to shield the parking from the front street and present the building face to pedestrians.

Administration has also proposed some language in the landscape section of the LUB, to require more landscape islands to break up longer runs of parking stalls, and help to "green" larger parking lots.

Proposed Landscaping Changes - Non-Residential

Administration is proposing adding landscape buffers:

- between institutional uses and residential uses;
- between mixed use buildings and lower density residential;
- between high or medium density residential, and low density residential; and
- adjacent to the public road for institutional uses.

This allows for a softening between uses that have larger massing, or higher heights, or both.

Proposed Commercial Changes

Increased building heights are proposed in all commercial districts:

- Neighborhood Commercial District: from 6.00m (C1) or 15.00 m (C2), to 15.00 m;
- Trail Corridor Commercial District: from 15.00 m to 22.00 m; and
- Regional Commercial District: from 18.00 m to 22.00 m.

Minor front yard setback reductions of 1.00 m have been proposed in all three commercial districts to allow the buildings slightly closer to the street.

Proposed Industrial Changes

One of Council's strategic priorities is financial sustainability, and so changes are proposed to industrial land use districts and definitions to try to increase St. Albert's non-residential tax base. The goal is to bring in a more diverse array of businesses, and providing jobs, while maintaining the esthetics of the area.

Administration has added consistency between industrial districts for performance standards and building design criteria, by editing the general regulations for industrial.

Administration has also proposed a new system of levels of industrial uses:

- Industrial (Level One) means a development where any actual or potential nuisance factor generated by the development is contained within an enclosed building, which may include manufacturing, product testing, and warehousing.
- Industrial (Level Two) means a development where any actual or potential nuisance factor generated by the development is contained within the boundaries of the site, which may include processing of raw (transported to the site), semi, or finished material, assembling goods, cleaning, servicing, and repairing of goods and equipment, warehousing and distribution and training of personnel in general industrial operations.

Previously Distributed

- Industrial (Level Three) means a development where any actual or potential nuisance factor generated by the development may extend beyond the boundaries of the site and may have impact on the land and neighbouring parcels. This use shall not require a high level of servicing capacity.

***Proposed General Changes***

Proposed Addition of Community Gardens

To expand on the work already completed with hens & bees initiatives, Administration is proposing a definition for a community garden, and including it as a use in several districts. The proposed definition is: Community Garden means an area where flowers, vegetables, or fruit are cultivated for consumption or distribution on a not-for-profit basis.

Community gardens are proposed:

- as a Permitted use in the following Districts: LDR, RX, RXL, RFB, MDR, HDR, DT, and PSI; and
- as a Discretionary use in the following Districts: FUD, T, and P.

Proposed Addition of New Penalties

At present, the Land Use Bylaw only has penalties for offenses related to signs. The cost is $150 per offense. The LUB does not have other fines, and most enforcement is handled with letters, and stop orders. Other municipalities have a more robust set of fines and penalties, and we are proposing to follow their lead.

New penalties are being proposed for:

- not obtaining a development permit;
- not complying with the conditions of a development permit;
- continuing with development after the development permit has expired or been suspended; and
- not complying the any of the regulations outlined within the Land Use Bylaw.

The penalty amounts vary from $150 to $2,000, depending on the infraction. The penalties will be just one tool in the toolbox for obtaining compliance. Administration's intent is that penalties will be used as a potential last step in the enforcement process.

Previously Distributed

**STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT**

Two online stakeholder workshops were held on April 5, 2022, with stakeholders from other government agencies, community groups, the business & development community, and City staff. The proposed reorganization, and improvement initiatives were presented, and followed up with a question-and-answer session between all parties. Response to the proposal was generally positive.

A presentation was made to the Community Growth & Infrastructure Standing Committee on June 13, 2022, with a high-level overview of the project.

A pop-up event was held on October 1, 2022, at the St. Albert Farmers' Market. There were six presentation boards to introduce the project to the public and ask for feedback on specific topics, including advertising and signage, home-based businesses, new districts, secondary suites, and

parking. The *What We Heard Report* was posted on the Cultivate the Conversation page.

The first online survey was held from November 14 to 27, 2022. To gather more detailed feedback on key themes, the survey asked 19 questions on signage, home-based businesses, secondary suites, and parking. The What We Heard Report was posted on the Cultivate the Conversation page.

Further public consultation is planned, with a public open house, virtual open house, and another online survey. This is anticipated once the LUB draft is finished. These events will be advertised on the Cultivate the Conversation webpage at: <https://conversation.stalbert.ca/>

As reconciliation is a priority for the City of St. Albert, there will be respectful consideration of First Nations and Metis concerns to obtain their unique voice and perspective during a separate engagement session.

Previously Distributed

## IMPLICATIONS OF RECOMMENDATION(S)

Financial:
The project is currently within the allotted budget.

Legal / Risk:
As the subject matter of this Agenda Report will form the substance of a future public hearing, Standing Committee of the Whole may receive an update from Administration regarding the progress and status of the Land Use Bylaw Update project only. As a best practice, Standing Committee of the Whole ought not to direct Administration to take steps to amend the Land Use Bylaw at this point in time, prior to the Public Hearing being held.

Once the public hearing is held and all of the information pertaining to the Land Use Bylaw update is heard, Council will be able to direct Administration to make any desired amendments to the Land Use Bylaw at that time.

Program or Service:
None at this time.

Organizational:
None at this time.

## ALTERNATIVES AND IMPLICATIONS CONSIDERED

N/A

Report Date: July 11, 2023
Author: Barb Dupuis
Department: Planning & Development
Department Director: Adryan Slaght
Managing Director: Diane Enger
Deputy Chief Administrative Officer: Kerry Hilts
Chief Administrative Officer: William Fletcher

# Legislation Details (With Text)

| | | | |
|---|---|---|---|
| **File #:** | AR-24-113 **Version:** 1 | **Name:** | |
| **Type:** | Agenda Reports | **Status:** | Passed |
| **File created:** | 2/23/2024 | **In control:** | Standing Committee of the Whole |
| **On agenda:** | 4/9/2024 | **Final action:** | |
| **Title:** | Land Use Bylaw Update<br>Presented by: Adryan Slaght, Director of Planning & Development, Planning & Development Services<br>Colin Krywiak, Development Branch Manager, Planning & Development Services<br>Chelsea Thompson, Development Officer II, Planning & Development Services<br>Barb Dupuis, Planner, Planning & Development Services | | |
| **Sponsors:** | | | |
| **Indexes:** | | | |
| **Code sections:** | | | |
| **Attachments:** | 1. Att 1 - Previous SCOW AR, 2. Att 2 - Online Map Link, 3. Att 3 - Engagement Event List | | |

| Date | Ver. | Action By | Action | Result |
|---|---|---|---|---|
| 4/9/2024 | 1 | Standing Committee of the Whole | approved | |
| 4/9/2024 | 1 | Standing Committee of the Whole | approved | |
| 4/9/2024 | 1 | Standing Committee of the Whole | approved | Pass |
| 4/9/2024 | 1 | Standing Committee of the Whole | denied | Fail |

TAMRMS#: B06

**5.1**

Previously Distributed

## Land Use Bylaw Update

Presented by: Adryan Slaght, Director of Planning & Development, Planning & Development Services
Colin Krywiak, Development Branch Manager, Planning & Development Services
Chelsea Thompson, Development Officer II, Planning & Development Services
Barb Dupuis, Planner, Planning & Development Services

## RECOMMENDED MOTION(S)

That the agenda report entitled “Land Use Bylaw Update” dated April 9, 2024, be received as information.

## PURPOSE OF REPORT

This report discusses the proposed new Land Use Bylaw. This summary will provide a high-level overview of the changes proposed by Administration to the districts and regulations that govern land development within St. Albert. Changes are proposed to residential, mixed-use, commercial, industrial, and special districts.

## BACKGROUND AND DISCUSSION

### 1. About the Land Use Bylaw

The Land Use Bylaw is part of a policy framework that guides the growth of St. Albert. The Land Use Bylaw ("LUB") is a detailed, technical document that provides regulations and guidance for our development community and the public. The LUB is a document that is adopted by City Council (as required by section 640(1) of the Municipal Government Act), and manages development within the City of St. Albert limits. The LUB covers a wide range of development regulations, including the following:

- establishes the development permit process, the process for redistricting (rezoning), and LUB text amendments;
- regulates the size and use of land and buildings;
- classifies land use districts (zones), and determines minimum development standards for each of these districts; and
- determines the appropriate permitted and discretionary uses for each land use district.

### 2. Project Goals

The current Land Use Bylaw 9/2005 was approved in 2005. Although a significant number of amendments have been enacted to the LUB since, these have generally been done on a one-off basis.

The Land Use Bylaw update is intended to provide a comprehensive review of the document, with a focus on increased efficiency, flexibility, and responsiveness to current conditions. The goals of the project include the following:

1. Incorporate the policies of *Flourish Municipal Development Plan*;
2. Overall modernization, housekeeping, implementation of best practices, and updates; and
3. Create a web-friendly document.

Administration is proposing significant changes to both the land use districts, and the regulations, to meet these three goals.

### 3. Highlights Since Last SCOW Update

Administration last presented to Standing Committee of the Whole on July 11, 2023. At that time, several key items were discussed, including new land use districts, consolidation of existing districts, and proposed residential, mixed-use, and non-residential changes. Please see attachment 1 for the previously distributed agenda report.

Since the last presentation, the project has progressed as follows:

- Section by section review has been completed, including:
  - Finished review of the parking section - which proposes reductions to residential and non-residential parking.
  - Finished review of the Downtown (DT) District.
  - Finished review of the Mixed-Use Level 1 (MU1), and Mixed-Use Level 2 (MU2) Districts.
  - Completed LUB update mapping.

Previously Distributed

- The first draft of the LUB was released to the public on October 31, 2023.
- Public consultation, including a public open house, virtual open house, and online survey were held.
- Feedback was collected from interested parties. Staff reviewed this feedback, and in some cases incorporated it into a new version of the draft LUB.
- Edited the public consultation plan to remove some “info out” activities - this will now be a 3-week circulation of a revised draft document.

**4. Home-Based Business Signage**

Administration has proposed to modify the signage options for home-based business (Level 1 and Level 2). The new proposal is to:

- Enable a window sign that is a maximum of 0.3 $m^2$.
- No third-party advertising shall be permitted, and the sign shall be limited to displaying the business name and logo only.

**5. Landscaping**

Administration has removed the proposed low-density residential greenfield landscaping requirements from the draft. The development community can set the landscaping requirements individually in greenfield situations. There is still a requirement for two trees in a low-density infill situation.

**6. Parking**

Administration has proposed new parking ratios, so that overall less off-street parking would need to be provided in the built environment. The benefit of parking reductions is the immediate savings to current developers and businesses; however, one trade-off is the potential limitation to adaptive re-use of these developments due to the reduced amount of off-street parking on site.

*General*

- Added clarity to parking stall requirements and parking lot design.

*Residential Parking*

- There are selective reductions proposed for residential parking, primarily apartment buildings, and visitor parking for apartments and townhousing complexes.
- The proposal is still to require two parking stalls for low-density residential products (detached, semi-detached, duplexes, triplexes, fourplexes).
- It is anticipated that reducing parking requirements will help to reduce build costs for some units.

*Non-Residential Parking*

- There are selective reductions proposed for non-residential parking.
- Currently, many uses have a 1 stall per 45 $m^2$ ratio. These have been reduced to 1 stall per 50 $m^2$ ratio.
- Modified proposed parking ratios for warehouses, which under the current bylaw require excess stalls based on the floor area.

Previously Distributed

*Downtown Parking*

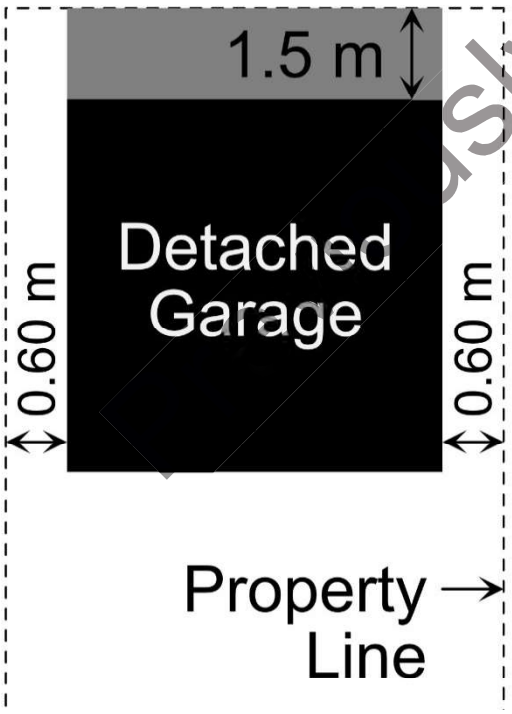
- Downtown has received further parking reductions than other areas, to encourage a park once and walk environment.
- Many uses in the Downtown District must provide parking at a ratio of 1 stall per 80 $m^2$ of *gross floor area*.

## 7. Residential Garage Size

Administration is proposing to keep the minimum interior garage widths for two legal stalls. In the past, Council has approved amendments to the land use bylaw to support a minimum interior garage size, to allow interior parking stalls to be counted towards total required parking.

Administration has proposed reduced side-yard setback requirements for garages, to support a two stall detached garage to fit on a smaller lot. A side yard setback of 0.6 m on each side is proposed, as shown on Figure 1, as opposed to the previous 1.0 m minimum.

*Figure 1: Proposed Side Yard Setback for Residential Detached Garage*




Previously Distributed

## 8. Downtown

*Downtown Transition Area*

Administration is proposing to transition the existing Boardwalk (BW) District, just north of the river, into a Downtown Transition area, shown on Figure 2.

The project team did not propose any other transition areas at this time, as additional technical studies would be needed to understand development potential in other areas adjacent to the current downtown area.

*Figure 2: Proposed Downtown, and Downtown Transition Area*




Previously Distributed

*Downtown Height and Density*

There is no density bonusing present in the proposed DTN District, as base maximum heights have been increased. In some cases, a minimum height has been made mandatory. The intent is to align with these MDP policies:

- MDP Policy 14.3.1. Plan and support the growth of Downtown as a high-density urban neighbourhood.
- MDP Policy 13.2.6.(d) Focus intensification generally as follows: The highest density developments will be encouraged to be located Downtown to support an overall minimum aspirational density target of 100 dwelling units per net hectare in Downtown.

There was also consideration for taking regulations out of the DARP, and relocating that content to the Land Use Bylaw.

*Downtown Uses*
Previously, the uses in Downtown were based on the storey of the building (e.g. no residential uses on the first floor). The team is proposing to remove that requirement. The intention is that by allowing more flexibility, there may be more opportunities for redevelopment.

The team has also proposed a set of uses for the downtown transition area that are not as intense as in Downtown itself.

*Downtown Seasonal Outdoor Patios*

- There are guidelines, and an application form online that businesses can apply for a sidewalk patio on our website: <https://stalbert.ca/city/approvals/oscp/seasonal-outdoor-patios/>
- The application process was streamlined to lower the barrier to entry, while also ensuring accessibility and safety within the public realm.
- Review of these applications is mostly determined by comments from the transportation department, as many of the proposed patios are within the road right of way downtown, which is subject to the Traffic Bylaw.
- The AGLC requires fencing of patios that serve alcohol, for public safety reasons.

**9. Exclusion of Front Drive Zero Lot-Line Products**

Front drive zero lot line products were introduced by Bylaw 33/2020 in 2020, at the request of industry, into the Residential (RX), and Residential Lane (RXL) Districts.

Several neighborhoods have proposed front drive zero lot line product, including North Ridge Phase 2, Cherot, and Erin Ridge North.

Administration is recommending that zero lot-line product only occur as lane product within the Laned Lot Residential (LLR) District, due to challenges associated with this particular product.

**10. Spot District Amendments**

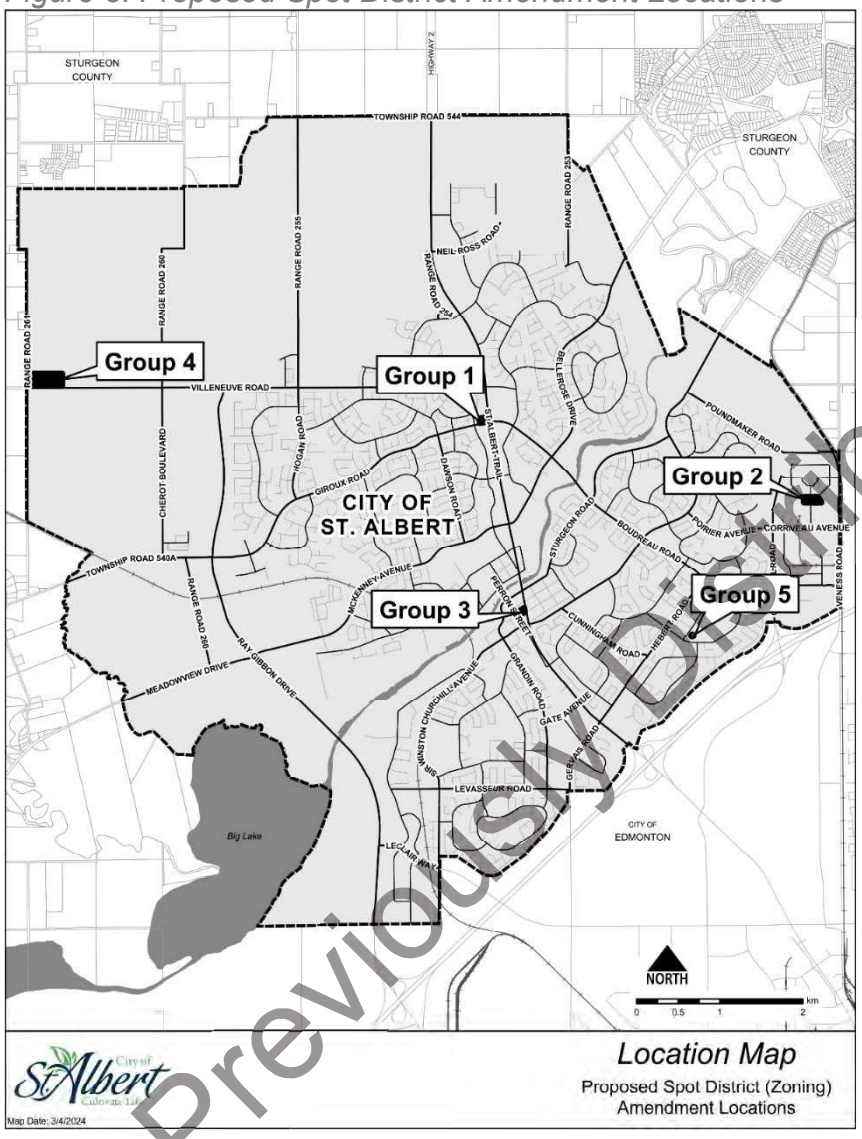
Also undertaken with the LUB rewrite were five groups of spot district amendments, as shown on Figure 3, including:

- Group 1: 1 Giroux Road;
- Group 2: 10 Carleton Drive, 55 Chevigny Street, 380 Carleton Drive, & 370 Carleton Drive;
- Group 3: 314 St. Albert Trail, 59 St. Thomas Street, & 57 St. Thomas Street;
- Group 4: 54203 Range Road 261; and
- Group 5: #110, 23B Akins Drive.

For each proposed redistricting, there were public notification letters mailed out to properties within 100 metres of the parent parcel(s).

Previously Distributed

*Figure 3: Proposed Spot District Amendment Locations*




Previously Distributed

## 11. Further Discussion

At the previous SCOW meeting on July 11, 2023, Administration mentioned a draft Mixed-Use Transit Oriented Development (MU-TOD) District.

Administration has determined that the potential MU-TOD District discussion would better occur as part of the City Infill Strategy, which is expected to begin subsequent to the Land Use Bylaw update and completion of the St. Albert West Area Structure Plan.

## 12. Web-Friendly LUB

Once the draft Land Use Bylaw is approved, Administration will be working on creation of a more user-friendly online version of the document, which was part of the key deliverables of the project. Initial conversations with the consultant were held, and this will happen after approval.

Part of the enhanced web-friendliness of the LUB is to have an online, interactive zoning map for the City that allows for users to more readily look up zoning (districting) designations of land within the City. Administration has already created this map, please see attachment 2 for the link.

The map will be updated following Council approval of the new Bylaw to reflect the new Land Use Districts.

**13. Timeline**

- Apr 2024 - Post-SCOW document revisions.
- May 2024 - LUB Draft 3-Week Circulation to interested parties.
- Jun 2024 - Proofreading.
- Jul 2024 - Final legal review.
- Oct 2024 - Council, including 1st, PH, 2nd, and 3rd Reading.
- Nov 2024 - Rollout (including staff training, website updates, interactive components, mapping).
- Q1 2025 - Developing Key Performance Indicators (KPIs), and ongoing monitoring.

Previously Distributed

## INTERESTED PARTY COMMUNICATIONS OR ENGAGEMENT

Substantial efforts to solicit feedback from the public, internal stakeholders, external stakeholders, and Indigenous Partners have taken place throughout the course of this project. A summary of engagement activities to-date can be found in attachment 3.

**Feedback from UDI & CHBA**

UDI and CHBA both submitted letters, as well as a spreadsheet of feedback during the public consultation window. Administration fully implemented several of those change requests, and partially implemented an additional few of the requests.

The following requests were fully implemented within the most recent draft:

- Increased height for low-density products to allow for solar panels on a roof.
- Provided a smaller lot width for rear vehicle access lots, down to an 18’ building pocket (from a 20’ building pocket).
- Reduced the rear-yard setback for dwelling (townhouse - single) from 13 m to 10 m to align with other low-density products.
- Proposed to reduce dwelling (townhouse - single) lot widths down to a 16' building pocket (from an 18’ building pocket), for a fee simple product (rear drive only).
- Modified the proposed definitions and regulations for townhousing.
- Clarified entrance requirements for mixed-use buildings.
- Allowed for lessened setback to a railway when elevation changes exist, or when additional safety measures are proposed, in consultation with the railway.
- Updated the way lots are measured for some lot types.
- Removed low-density residential greenfield landscaping requirements.
- Fixed the error in a figure.
- Softened a regulation regarding dual access vehicle product placement on a block.

The following requests were partially implemented within the most recent draft:

Reduced separation distances for dwelling (townhouse - complex) product. Administration has proposed reductions to the distance from a townhouse building to an on-site roadway, parking stall, or walkway. Administration did not implement the request to have a rear door immediately abut a drive aisle. A setback distance allows for a buffer after opening the door, before being in the roadway. It also separates the dwelling unit and the public realm.

- Added definitions for Congregate Housing (Level 1) and (Level 2), and Dwelling (Dormitory) for economical living arrangements. Boarding houses have not been proposed as a use in any district.
- Proposed lot coverage increases, to build off existing increases that were provided in 2018. At this time, the 56% lot coverage request was not implemented, instead:
  - Administration has proposed increasing the lot coverage to 48% for the principal building and garage, and 50% including accessory buildings for duplexes, semi-detached, and single detached zero lot line homes.
  - Regular single detached homes on small lots with lane access are proposed to increase to 45% for the principal building and garage, and 47% including accessory buildings.
- Amended residential parking for apartments and dwelling (townhouse - complex) to reduce the number of stalls needed for each multi-unit project. Apartments have been proposed to be reduced to 1 stall per dwelling unit, and townhouse complexes have been reduced to 1.5 stalls per dwelling unit. Industry had requested one parking stall per dwelling unit for other housing products (including detached, semi-detached, duplexes, plexes, fee simple townhomes), however that has not been proposed at this time.
- Introduction of triplexes and fourplexes, with restrictions. The proposal is to keep the plexes as lane access product only, to minimize the curb cuts that disrupt the boulevard. The lot depth has been reduced from 36 m to 30 m. Industry had requested lot depths less than 30 m, but that has not been implemented at this time.
- Proposed secondary suite options in semi-detached and duplex housing product. Industry had requested secondary suites in townhomes, but that has not been proposed at this time.

Previously Distributed

**Feedback from the Public**

A *What We Learned* report was produced from the online survey, and is available on the *Cultivate the Conversation* site for the project.

**Future Engagement**

There will be a future three-week circulation later this year to all interested parties and the public.

The public hearing is tentatively scheduled for Q4, 2024. A public hearing notice will be posted on the City website, and a full page Citylights advertisements will appear for two consecutive weeks.

**IMPACTS OF RECOMMENDATION(S)**

Financial:
None at this time.

Compliance & Legal:
None at this time.

Program or Service:
None at this time.

Organizational:
None at this time.

Risks
None at this time.

## ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

*Strategic Priority One, Economic Prosperity:* Complete the update of the Land Use Bylaw (LUB) to modernize and align the LUB with the new Municipal Development Plan. Furthermore, Administration has worked with the West Area Structure Plan team to align the proposed land use bylaw and needs of the Lakeview Business District lands.

*Strategic Priority Two, Downtown Vibrancy:* Edits have been proposed to the Downtown Land Use District to help reach this goal, including consolidation of multiple districts into one, updating use terms, clarifying development regulations, and aligning with DARP.

*Strategic Priority Three, Community Well Being:* Addition and expansion of existing housing options will help to foster a community with a diverse range of housing products, for different life stages and needs.

*Strategic Priority Four, Adapting to a Changing Natural Environment:* There is a new proposed Conservation Park (CP) district, that helps to protect naturalized green spaces.

*Strategic Priority Five, Financial Sustainability:* There is a new proposed Industrial District to allow for expansion of our non-residential tax base, and attract a more diverse array of businesses to St. Albert.

Corporate Business Plan 2022 - 2025
*Initiative: Update of the Land Use Bylaw.* Complete the update of the Land Use Bylaw (LUB) to modernize and align the LUB with the new Municipal Development Plan.

## ALIGNMENT TO LEVELS OF SERVICE DELIVERY

The following are the municipal services as set out in the *City of St. Albert Services and Service Levels Inventory* to which the Land Use Bylaw is linked:

Development Permit Application Review
The review and processing of development applications. Includes Land Use Bylaw enforcement and compliance certificate applications. The MGA requires that a municipality respond to development permit applicants within 20 days to verify the completeness of the application. The MGA also requires that an application's processing time is no more than 40 days following the formal acceptance of the application.

Previously Distributed

Development Signage Permit Assistance
Review and evaluation of proposed development (non-traffic control related) signage. Comments are provided and/or permit issued within 5 business days.

General Planning and Development Inquiries
Responding to customers' general inquiries related to planning and development. Respond within 2 business days unless more time is required to respond to inquiries. If more time is needed, estimated response time is provided to customer based on complexity of the inquiry.

Land Use Bylaw Amendments
The review and processing of applications for changes to the Land Use Bylaw. Processing time is 6 months from the pre-application to completion of the amendments.

Subdivision and Condominium Review and Approval
The review and processing of applications for division of land for ownership purposes. Respond to the applicant with a letter within 3 business days with estimated timelines for completion. A decision on a subdivision is made within 60 days.

**ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION**

At the July 11, 2023, SCOW meeting the following motion was approved:

AR-23-360
That the agenda report dated July 11, 2023, be received as information.

The Municipal Government Act Section 692(1) requires the subject matter of this report go to Council, and that a public hearing be held. Prior to proceeding to Council, Administration is engaging the Standing Committee of the Whole to provide an update on the project progress.

**IMPACTS OF ALTERNATIVES CONSIDERED**

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

1. Provide direction to administration regarding a certain principle of the draft land use bylaw.

Financial - Alternative 1:
Depending on the breadth and scope of the feedback, a scope change with the consultant may be necessary.

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

Program or Service - Alternative 1:
None at this time.

Organizational - Alternative 1:
None at this time.

Previously Distributed

Risks - Alternative 1:
None at this time.

Report Date: April 9, 2024
Author(s): Barb Dupuis
Department: Planning & Development
Department Director: Adryan Slaght
Managing Director: Diane Enger
Chief Administrative Officer: Bill Fletcher

Previously Distributed

# SCOW Direction

## Administration's Recommended Actions

**September 9, 2024**

## Contents


**Motion 1 ..... 3**

Background ..... 3

Concerns Regarding Front Drive Zero Lot-Line ..... 3

Options Explored ..... 3

Recommendation ..... 4

**Motion 2 ..... 9**

Background ..... 9

Affordable Housing Definition ..... 9

Studio Units ..... 10

Options Explored ..... 11

Recommendation ..... 11

**Motion 3 ..... 17**

Background ..... 17

Options Explored ..... 18

Recommendation ..... 19

**Motion 4 ..... 22**

Background ..... 22

**Appendix 1 ..... 23**

Concerns with Zero Lot Line Implementation ..... 23

Green Environment / Climate Resiliency Issues ..... 23

**Appendix 2 ..... 27**

Parking Scenarios for Motion 2 – Downtown District ..... 27

Proposed Parking – Downtown, 25% Affordable Units ..... 28

Proposed Parking – Downtown, 50% Affordable Units ..... 29

Proposed Parking – Downtown, 75% Affordable Units ..... 30

Proposed Parking – Downtown, 90% Affordable Units ..... 31

**Appendix 3 ..... 32**

Parking Scenarios for Motion 2 – Other Districts ..... 32
Proposed Parking – HDR District, 25% Affordable Units ..... 33
Proposed Parking – HDR District, 50% Affordable Units ..... 34
Proposed Parking – HDR District, 75% Affordable Units ..... 35
Proposed Parking – HDR District, 100% Affordable Units ..... 36
**Appendix 4 ..... 37**
Density Bonusing Scenario for Motion 3 – Main Core of Downtown ..... 37
**Appendix 5 ..... 39**
Density Bonusing Scenario for Motion 3 – Downtown Gateway A ..... 39

## MOTION 1

That Administration review the possibility of enabling front drive zero lot lines within the Small Lot Residential district in the new Land Use Bylaw.

## Background

Land Use Bylaw 9/2005 introduced front drive zero lot-line product in 2020 in the Residential (RX) District via Bylaw 33/2020. Administration proposed removing front drive zero lot-line products in the draft LUB released October 31, 2023, due to concerns with the resultant built environment, and operational servicing. The decision was debated at the SCOW meeting of April 9, 2024, and a motion was made to consider alternatives.

### *Concerns Regarding Front Drive Zero Lot-Line*

Administration has the following concerns regarding front drive zero lot-line products:

- The front drive zero lot-line product features driveway cuts that impact the boulevard and provide less infrastructure space. Items that require space to be placed include trees, fire hydrants, light standards, bus stops, and utility boxes.
- The placement of front-access driveways in a narrow lot environment limits the location of on-street parking.
- The product is becoming the predominant housing type in some neighbourhoods, taking away from a mix of housing options.
- Issues were noted during construction of the product.
- Operational issues (e.g. waste removal, snow clearing).

For details regarding the concerns with zero lot-line implementation, please see Appendix 1 on page 23.

## Options Explored

*Table 1: Options for Motion 1*

| Option | Rationale |
|---|---|
| Implement zero lot-line product in the SLR District exactly as it was in the RX District. | This option was not preferred. Administration has monitored implementation of the product, and learned lessons since its inception in 2020. Administration is of the opinion that |

| Option | Rationale |
|---|---|
| | several clarifications are needed for this product. |
| Grandfather existing neighbourhoods, so they might continue to build out with zero lot-line product. | This option was not preferred. This would impact existing ASPs including: Cherot, Erin Ridge North, Jensen Lakes, North Ridge Phase II, Riverside, and Ville Giroux. When added together, there is quite a significant land base among all the ASPs that could have an unlimited number of front drive zero lot-line homes.<br><br>Administration notes that zero lot-line product was introduced in 2020, and all of the aforementioned ASPs were originally approved prior to that date. There is the possibility of using front drive semi-detached housing products in areas where zero lot-line cannot be placed, which have a slightly lesser lot width, and can achieve slightly more density than zero lot-line.<br><br>There was not a preference to only grandfather some neighbourhoods, as it was preferred to have a solution that was equitable for all industry partners. |
| Implement zero lot-line product in the SLR District with modifications. | This is Administration's preferred option, based on SCOW direction. It gives the flexibility to have the product, with tweaks to the regulations that were made because of lessons learned. |

## Recommendation

Administration's recommendation would be that no additional front-access zero lot-line product be enabled. As noted, on April 9, 2024, SCOW directed Administration to consider alternatives to enable front-access zero lot-line product. Administration's recommendation remains that no additional front-access zero lot-line product be enabled; however, based on SCOW direction, Administration has identified an option wherein front-access zero lot-line products within the SLR District have a cap on the percentage that can be provided per Area Structure Plan (ASP) area. There have also been minor tweaks to the regulations, based on monitoring of the implementation of the product from 2020 to 2024. This has included more criteria around placement of front

drive zero lot-lines. It is strongly advised that front drive zero lot-line homes are not enabled across from apartments, or townhouse complexes, to minimize parking conflicts and overflow on the public street. Details are explored in Table 2 below.

*Table 2: Proposed Zero Lot-Line Regulations & Rationale*

| Proposed Regulation | Rationale |
|---|---|
| (a) *Zero lot-line dwellings* with front vehicle access shall not exceed 25% of the total number of *dwellings* on lands governed by an ASP, ARP, or *Neighbourhood Plan*. | This is a new proposed regulation to limit the number of front drive zero lot-line products. This only applies to the SLR District, and front drive units. An unlimited number of rear drive (laned) zero lot-line units may be provided. |
| (b) A *dwelling (single-detached)* developed with a *zero lot-line* shall only be permitted where:<br><br>(i) all roof drainage from the dwelling, garage, and accessory buildings, shall be directed away from buildings and towards a public roadway, including a lane, or to a drainage swale;<br><br>(ii) no roof leader discharge shall be directed to the maintenance easement;<br><br>(iii) the owner of a lot developed with a zero lot-line and the owner of an adjacent lot shall register, against all titles at the time of subdivision, a minimum 1.50 m private maintenance easement (shown in Figure 1) along the entire lot line utilizing the 0.00 m side yard setback that ensures:<br><br>(A) an unobstructed minimum 0.30 m wide drainage pathway to | These are existing regulations in the RX District, that have been transferred to the SLR District. |

| Proposed Regulation | Rationale |
| --- | --- |
| be free and clear of all objects;<br><br>(B) a 0.30 m eave encroachment easement with the requirement that the eaves shall not be closer than 0.90 m to the eaves on the adjacent building;<br><br>(C) a 0.60 m footing encroachment easement;<br><br>(D) sufficient access for the owner's or tenant's maintenance of both properties;<br><br>(E) that the garage, parking area or driveway shall not encroach on the private maintenance easement;<br><br>(F) no principal dwellings shall be placed within this area;<br><br>(G) no accessory buildings, including air conditioning units, shall be placed within this area;<br><br>(H) no trees or shrubs shall be placed within this area; and<br><br>(I) the easement shall be registered in | |

| Proposed Regulation | Rationale |
| --- | --- |
| perpetuity against the title of such lots.<br><br>(iv) a restrictive covenant and easement are registered at the time of subdivision that:<br><br>(A) requires a drainage swale constructed to Municipal Engineering Standards; and<br><br>(B) provides for the protection of drainage of the site, including the right for water to flow across lots and the requirement not to inhibit the flow of water across *lots*.<br><br>(v) a utility easement(s) is registered on all lots within a *zero lot-line development*, including the adjacent *lots*, to ensure adequate access for utility maintenance, when utilities cross over another titled *lot*;<br><br>(vi) there shall be no *architectural projections* into the side yard for a *dwelling (single detached)* developed with a *zero lot-line*; and<br><br>(vii) each lot planned for zero lot-line development must be indicated on the tentative plan of subdivision at the time of subdivision application. | |

| Proposed Regulation | Rationale |
|---|---|
| (c) Lots developed with a *zero lot-line* within the SLR District shall be located only on one side of a public roadway. The other side of the public roadway shall be:<br><br>(i) lane-oriented land uses; or<br><br>(ii) Public Park District. | This is an existing regulation in the RX District, that has been transferred to the SLR District. |
| (d) *Zero lot-line* lots with front vehicle access, within the SLR District, shall not be placed across from a *dwelling (apartment)*, *dwelling unit above a non-residential use*, or a *dwelling (townhouse – complex)*. | This is a new proposed regulation, to clarify the intent of Administration. It is not preferred to have front drive zero lot-line product placed across from multifamily sites, to minimize parking conflicts and overflow on the public street. |

## MOTION 2

That Administration consider reducing parking requirements to encourage or enable affordable housing in the new Land Use Bylaw.

## Background

### *Affordable Housing Definition*

Land Use Bylaw 9/2005 did not include reduced ratios for parking for any type of affordable housing. The different types of affordable housing, are defined in Council Policy C-P&E-06: Affordable Housing, as follows:

> *"Affordable Non-Market Housing" as rental or ownership dwellings that are targeted toward modest income groups or household types with control over the unit rental or ownership costs. This includes dwellings defined under the following forms:*
>
> *a. "Affordable Non-Market Ownership or Attainable Housing" is defined as dwelling units that are affordable to households earning 65% - 80% of the Median Total Income for all families. Ownership housing costs should not exceed 32% of the household's income, including mortgage payments, heat, taxes, and 50% of condominium fees where applicable. Ownership or resale value must be controlled for a minimum 10-year period within this definition*
>
> *b. "Affordable Non-market Rental Housing" is defined as dwelling units that are targeted toward low to moderate income households earning less than the Core Need Income Threshold in St. Albert for the household size. Affordable rents shall be maintained at a minimum of 10% below the Average Market Rent as reported by Canada Mortgage and Housing Corporation (CMHC) for a 15-year period from the date of occupancy under this initiative. Rental housing costs should not exceed 30% of the household's income including the cost of heat, water, and sewer.*
>
> *c. "Eligible Affordable Housing Project" is defined as a project that conforms to the following criteria:*
>
> *i. Helps St. Albert residents become self-sufficient;*
>
> *ii. Is accessible to persons with disabilities, is affordable and inclusive;*
>
> *iii. Is constructed within targets of the Province of Alberta's Modesty Assurance Guidelines for unit sizes and amenities;*

*iv. Demonstrates a partnership where the City of St. Albert is one of a number of sources of funding; and*

*v. Meets the definition of Affordable Ownership, Attainable Housing, or Affordable Rental housing.*

### *Studio Units*

Some of the most affordable units are studio apartment units, which typically are 500 sq ft or smaller. These units provide the essentials of living, in a compact form. Currently, St. Albert has approximately one purpose built rental studio unit.[1] Expanding on this number, can offer lower cost rental options to residents, and possibly help to lower the average market rent in St. Albert.

Other data that is pertinent to Core Housing Need includes:

- 6.23% of St. Albert owner and renter households are in Core Housing Need. Of those, approximately 42% are over the age of 65.
- 72% of households in Core Housing Need earn incomes below $35,400 per year (gross). One person households make up 49% of households in Core Housing Need within this income bracket (approximately 575 people).
- These households would be unable to pay more than $885 per month utilizing 30% of their income towards rent (assuming they made $35,400 per year). As the average market rent of a one-bedroom apartment in St. Albert is $1,271/month, one person households are priced out of housing choices in St. Albert unless they choose to share.
- Studio units could be suitable for many one-person households, particularly those in Core Housing Need.

### *22 St. Thomas Development*

The developer of the 22 St. Thomas Street project identified a goal of limiting their parkade construction to 55 stalls, to limit the cost of parking for their proposed project. Administration has proposed residential & non-residential parking exceptions to enable the project to achieve an on-site maximum parking number of 55 stalls. Staff used a

[1] As per CMHC Rental Market Survey Highlights – St. Albert Released Jan 31, 2024. Please note that this report focuses on purpose built rental units only, and may not include all privately held studio units that are within the City.

reduced ratio for dwelling units, and visitor parking, and a complete exception for commercial parking to accommodate this.

## Options Explored

*Table 3: Options Explored for Motion 2*

| Option | Rationale |
|---|---|
| Offer selective reductions for affordable non-market housing. This could be certain areas only (such as downtown, or mixed-use sites that are near transit). | This option was not preferred. Regardless of where it is located, affordable non-market housing tends to consume less parking, as single or multiple vehicle ownership tends to increase with income. |
| Don't require any parking for affordable non-market housing. This would allow an applicant to choose the number of parking stalls provided for each development. | This was not a preferred option. The affordable housing policy provides a variety of options for affordable housing, and in some cases, families might still have a vehicle that needs a parking stall. |
| Reduce parking for affordable non-market housing everywhere in St. Albert for apartments, and dwelling units above a non-residential use. Additionally, create parking reductions for dwelling units that might not meet the affordable non-market housing definition, but are typically at the lower end of the price scale. | This is the preferred option. Administration proposed to reduce parking requirements for affordable non-market units for apartments, and dwelling units above a non-residential use (mixed use buildings with commercial on the ground storey and residential units above).<br><br>Furthermore, some parking reductions were proposed for housing that does not meet the affordable non-market housing definition, but typically is at the lower end of the rental and purchase price scale. This includes studio apartment units, secondary suites, and some townhouses. |

## Recommendation

At this time, Administration has focused on parking reductions for affordable housing in apartments, and dwelling units above a non-residential use (mixed-use buildings with commercial on the ground storey, and residential above). Apartment units are typically some of the most affordable on the scale of housing products.

Administration has also proposed reduced parking requirements for the most affordable units, which are typically studio units, regardless of whether they are rented or sold at

market or non-market rates. These units are currently underrepresented in the St. Albert housing supply.

The team has proposed a parcel specific parking exception for the 22 St. Thomas development, impacting both the residential and the commercial parking requirements.

Administration also proposed less parking for smaller townhome units, regardless of whether they are rented or sold at market or non-market rates. These units are the most affordable ground-oriented unit.

These reductions are proposed City-wide, not just within the Downtown (DT) District. This means the reduced parking options are available in mixed-use nodes, as well as along the future transit spine of St. Albert Trail.

Administration proposed the following actions:

- Proposed a new definition for *affordable non-market housing*, which is as defined in *Council Policy C-P&E-06 Affordable Housing.*
- Proposed reduced parking ratios for affordable non-market housing, in all areas of the city, for apartments and mixed-use buildings.
- Proposed reduced parking ratios for studio units, in all areas of the city, for apartments and mixed-use buildings.
- Proposed reduced parking ratios for smaller townhome units, in all areas of the city.
- Added the option to provide a parking study in the Downtown District, to justify parking reductions.

Details are explored in Table 4 below.

Several scenarios have been prepared, to illustrate how parking would be calculated based on the number of affordable non-market housing units within a building. Please see Appendix 1 on page 23 for proposed parking scenarios within the Downtown District, and Appendix 3 on page 32 for scenarios in other areas of St. Albert.

*Table 4: Proposed Actions and Rationale for Motion 2*

| Proposed Regulation | Rationale |
|---|---|
| **Proposed definition** | Administration has proposed a new definition, which refers to the existing Council Policy. The definition has been kept general, and it could apply to |

| Proposed Regulation | Rationale |
|---|---|
| AFFORDABLE NON-MARKET HOUSING is as defined in the Council Policy C-P&E-06 *Affordable Housing.* | affordable rental units, or affordable ownership units. |
| **Proposed definition**<br><br>DWELLING (STUDIO UNIT) means a *dwelling unit* in which all of the cooking, living, and sleeping areas are combined in a single room, within a *dwelling (apartment)*, *mixed-use building*, or *supportive living accommodation*. This does not include a *dwelling (loft unit)*. The maximum floor area of a *dwelling (studio unit)* shall be 46.50 $m^2$. | Administration has proposed a new definition, which will enable custom parking regulations for smaller apartment units. The 46.50 $m^2$ size is approximately 500 $ft^2$. |
| **Proposed parking ratios for a dwelling (apartment), or a dwelling unit above a non-residential use**<br><br>(a) In DTN District:<br><br>(i) 0.80 stall per *dwelling unit*, and<br><br>(ii) 0.60 stalls per affordable non-market housing dwelling unit; plus<br><br>(iii) 0.00 stalls per *dwelling (studio unit)*, for the first 10% of *dwelling (studio units)* within a *building*, and then 0.60 stalls per *dwelling (studio unit)* thereafter; and<br><br>(iv) One stall per seven *dwelling units* for visitor *parking*.<br><br>(b) In all other Districts:<br><br>(i) One stall per *dwelling unit*, and | Administration has proposed a ratio of 0.6 parking stalls per affordable non-market housing unit in the parking table. This would apply to all apartment style affordable housing units across the City.<br><br>The ratio is only applied to the non-market units within a building. Other market rate units in the same building will be assessed at the district specific ratio (0.8 stalls for DTN, 1 stall for other districts).<br><br>The parking stall requirement generated from the ratios would be eligible for a variance. Currently the Development Authority may provide up to a 25% variance for parking.<br><br>In addition, administration has proposed that the first 10% of studio units do not require any parking. This will allow for lower cost units to be provided.<br><br>The remainder of studio units within a building only require 0.6 stalls per dwelling unit. |

| Proposed Regulation | Rationale |
|---|---|
| (ii) 0.60 stalls per affordable non-market housing dwelling unit; plus<br><br>(iii) 0.00 stalls per *dwelling (studio unit)*, for the first 10% of *dwelling (studio units)* within a *building*, and then 0.60 stalls per *dwelling (studio unit)* thereafter; and<br><br>(iv) One stall per seven *dwelling units* for visitor *parking*. | Typically, many of existing apartment buildings in St. Albert don't have studio units, and this may be a way to encourage more. |
| **Proposed residential parking reduction for 22 St. Thomas Street**<br><br>(i) 0.60 stalls per *affordable non-market housing dwelling unit*;<br><br>(A) Notwithstanding section (i), the *parking* ratio shall be 0.35 stalls per *affordable non-market housing dwelling unit* for the following properties:<br><br>(I) Plan 212 1125, Block 3, Lot 58 (22 St. Thomas Street)<br><br>Including any future revisions to this legal description based on a subdivision or condominium plan;<br><br>(ii) One stall per seven *dwelling units* for visitor *parking*;<br><br>(A) Notwithstanding section (ii), the *parking* ratio shall be one stall per ten *dwelling units* for | There are two exceptions proposed for the 22 St. Thomas Street development for residential parking reductions (including the base stall ratio, and visitor parking ratio). This is intended to help the affordability of the development, which is planned to primarily be non-market housing. |

| Proposed Regulation | Rationale |
|---|---|
| visitor *parking* for the following properties:<br><br>(I) Plan 212 1125, Block 3, Lot 58 (22 St. Thomas Street)<br><br>Including any future revisions to this legal description based on a subdivision or condominium plan. | |
| **Proposed commercial parking reduction for 22 St. Thomas Street**<br><br>In the DTN District for shopping centres, or commercial multi-tenant buildings:<br><br>(a) One stall per 70.00 $m^2$ of *gross floor area*.<br><br>(i) Notwithstanding section (a), the required *parking* shall be 0 stalls for the following properties:<br><br>Plan 212 1125, Block 3, Lot 58 (22 St. Thomas Street)<br><br>Including any future revisions to this legal description based on a subdivision or condominium plan. | There is one exception proposed for the 22 St. Thomas Street development for commercial parking reductions. This would impact any commercial multi-tenant building and is intended to help the viability of the development. As this property is within proximity to the main parking lot at 6 St. Anne Street, there is off-street public parking available in the area.<br><br>The future businesses can also be accessed by residents in the area by walking or cycling. |
| **Proposed parking ratio for dwelling (townhouse – complex)**<br><br>(a) 1.50 stalls per *dwelling unit*; and<br><br>(b) One stall per seven *dwelling units* for visitor *parking*. | Administration is proposing to reduce overall parking ratios for dwelling (townhouse – complexes). These are condominium products.<br><br>By reducing the parking ratio for the overall site from 2 stalls per dwelling unit to 1.5 stalls per dwelling unit, there |

| Proposed Regulation | Rationale |
|---|---|
| | is an opportunity to create smaller units within the condo, that are only assigned one parking stall. As a note, the visitor parking ratios were also changed, so that fewer visitor stalls would be required. |
| **Proposed parking ratio for dwelling (townhouse – single)**<br><br>(a) For a *lot* equal to or greater than 5.18 m in width, two stalls per *dwelling unit*; or<br><br>(b) For a *lot* less than 5.18 m in width, one stall per *dwelling unit*. | Administration is proposing to reduce overall parking ratios for smaller dwelling (townhouse – single) units. These are fee simple products (located on their own lot).<br><br>The proposal is to reduce the parking ratio for each small lot dwelling unit from 2 stalls per dwelling unit to 1 stall per dwelling unit, if the lot is less than 5.18 m wide. The 5.18 m is approximately 17 feet in width.<br><br>This is an opportunity to create smaller fee simple units, that are only assigned one parking stall, that may be preferred by individuals or families who don't require as much parking. |
| **Proposed Parking Study (DTN Only)**<br><br>(a) In the Downtown District the Development Authority may, at their discretion, determine the parking requirements based on a parking and transportation study required under section 2.5 'Additional Plans and Information', of this Bylaw. | Administration has reinstated a regulation that would allow an applicant to submit a parking study for developments in the Downtown District to further reduce parking. This proposed regulation is located in the Downtown District, not the parking section.<br><br>This would apply to both residential, and non-residential uses. Parking reductions are to support a walkable downtown core. |

## MOTION 3

That Administration review the possibility of enabling density bonuses in the Downtown District in the new Land Use Bylaw.

### Background

Density bonusing is a tool that allows development of extra units, over the maximum density range in a district, in exchange for providing additional amenities that benefit the public or residents of the site.

Previously, under Land Use Bylaw 9/2005, the Downtown District did not have density bonusing. This meant that a landowner could provide any number of dwelling units, and the limiting factor of development on a parcel would have been the height, setback, and parking requirements, which would determine the number of dwelling units that could be provided.

With a density bonusing clause implemented, density becomes another factor that would need to be met. In some cases, the density target will limit the number of dwelling units that can be provided on a lot, prior to maxing out building height.

Implementing density bonusing represents less freedom for the developer, but more public benefit.

MDP Policy 14.3.01 is to plan and support the growth of Downtown as a high-density, urban neighbourhood. The proposed density range for the Downtown District is 70 to 300 dwelling units per net residential hectare. Any development over 300 du/nrha would be eligible for using the density bonus option.

Land Use Bylaw 9/2005 had the option of density bonusing in the following Districts:

- Medium Density Residential (R3) District (Section 8.32(9)),
- Medium Density Residential (R3A) District (Section 8.33(8)), and
- High Density Residential (R4) District (Section 8.34(8)).

During the land use bylaw update, these density bonus sections were transferred over to the Medium Density Residential (MDR), and High Density Residential (HDR) districts in the proposed LUB, with some minor adjustments and updates.

Two scenarios have been prepared, to illustrate how density bonusing would impact the re-development of existing parcels. Please see Appendix 4 on page 37 for a proposed density scenario within the Main Core of the Downtown District, and Appendix 5 on page 39 for a scenario within the Downtown Gateway.

## Options Explored

*Table 5: Options Explored for Motion 3*

| Option | Rationale |
|---|---|
| Don't offer density bonuses in Downtown. | The downtown district in LUB 9/2005 did not have density bonus options for downtown. As one of council's strategic priorities is to foster a vibrant downtown, where people come to live, gather, celebrate, shop and do business, this option was not chosen.<br><br>This option gives the most flexibility to landowners and the development community. |
| Offer the same density bonus options as the Medium Density Residential (MDR) District. | This option was not chosen, as the MDR District density bonus section requires less, as the development is typically less dense in scale. It is anticipated that the development in Downtown will be higher density, so a more intense set of criteria will apply. |
| Offer the same density bonus options as the High Density Residential (HDR) District. | The HDR District density bonusing requires more amenities to be provided than the MDR District, as the proposed development is more intense. However, this was not chosen, as part of modernizing the document is acknowledging the changing context of the housing market. |
| Revise density bonusing sections for all districts, and equalize the criteria between each district. | This is the preferred option. Density bonusing sections were amended in MDR, HDR, MU1, and DTN.<br><br>Previously, the density bonus criteria was heavily linked to providing underground parking. Now the criteria are linked to underground parking, as well as providing affordable non-market housing units. |

| Option | Rationale |
|---|---|
| | The proposal is to require that higher density developments provide affordable housing units, at a rate of 5%. |

## Recommendation

Administration has added density bonusing to the Downtown (DTN) District. The density bonusing options and their rationale for inclusion are explored in Table 6 below.

*Table 6: Proposed Density Bonus Regulations & Rationale in Downtown*

| Proposed Regulation | Rationale |
|---|---|
| (a) Notwithstanding section (6)(a), the maximum *site density* may exceed 300 *dwelling units* per net hectare only if the following conditions are met: | Administration has adjusted the base density range of the DTN District to a maximum of 300 du/ha. If an applicant exceeds this, then the density bonus section would be applied to the development. This would require an applicant to undertake additional measures to proceed with development. |
| (i) A minimum of 70% of required *parking* stalls are provided in a *parking structure (underground)* or within a *parking structure* integrated within the *building,* including high-quality exterior finishing that matches or complements the *principal building* exterior, where *site* design permits; and | Typically, in St. Albert, structured parking has been a requirement of density bonusing, and then other options from a list may be selected by the developer.<br><br>The amount of structured parking for all density bonusing sections was reduced by 5%.<br><br>Parking structures may be underground, or they may be above ground and hidden behind the building façade. This presents a more compact development, when compared with surface lots which can use a lot of surface area. |
| (ii) A minimum of 5% of dwelling units shall be provided as *affordable non-market housing;* | This is a new criterion, that has been applied to all density bonus sections in the draft LUB. |

| Proposed Regulation | Rationale |
|---|---|
| | This option focuses on integrating affordable non-market housing into proposed residential or mixed-use projects.<br><br>It would require that any development that uses density bonusing would be required to provide affordable housing, as per policy C-P&E-06 Affordable Housing. |
| (iii) In the opinion of the *Development Authority*, at least one of the following *site* improvements are provided: | One criterion (instead of two) was chosen as necessary, as the affordable non-market housing is now a required item. |
| (A) Wider sidewalks or walkways internal to the *site*, together with street furniture to the satisfaction of the *Development Office;* | This option focuses on pedestrian comfort and is in alignment with MDP Policy 14.3.09: Ensure future development contributes to a lively, pedestrian-oriented, high-quality public realm. |
| (B) Enhanced *landscaping,* to the satisfaction of the *Development Authority*; | This option provides more trees, shrubs and greenery on the private property of the site, and contributes to the urban tree canopy. |
| (C) Landscaping that is drought tolerant, reducing the need for irrigation; | This option requires specific species of trees, shrubs, and grasses be planted that reduces overall water consumption of the development. |
| (D) Green building products or technologies that reduce the carbon footprint or increase energy efficiency; | This option requires that LEED or other green building standards be followed for a proposed development. |
| (E) Incorporate barrier-free design into *dwelling units* and the | This option encourages dwelling units that are accessible for residents. Outdoor site design for multi-family developments must |

| Proposed Regulation | | Rationale |
|---|---|---|
| | exterior feature of the *site*; | already take into account ramps and accessibility. |
| (F) | Indoor or outdoor common *amenity areas*, in addition to the minimum required common and private *amenity areas* when:<br>(I) Provided at a ratio of 1.50 $m^2$ per *dwelling unit*;<br>(II) Grouped into areas of not less than 30.00 $m^2$; and<br>(III) Not located in any required *setback*. | This option provides residents of the building with more amenity space, in any configuration. It could be a rooftop deck, an indoor bonus room, or mixtures of indoor and outdoor space. |

## MOTION 4

That Administration remove main floor residential from the Downtown District in the new Land Use Bylaw, with an exemption built in for affordable housing products.

### Background

This motion was made at SCOW, but defeated.

For context, during the Land Use Bylaw update, four districts were consolidated to create a more unified Downtown (DT) District, including:

- Downtown Residential (DR) District
- Mixed Commercial (MC) District
- Boardwalk (BW) District
- Downtown (DT) District

The consolidation of the Downtown (DR) District brought several residential-only apartments into the DTN District. These buildings are located along Sir Winston Churchill Avenue, and are typically four stories in height. They do not have a commercial component at the ground storey.

If a provision were put in regarding not permitting residential uses on the ground floor, these apartments would be considered non-conforming. That would mean they could not expand, or be rebuilt in kind.

At this time, the team has not proposed amendments, as the motion was defeated.

# APPENDIX 1

## Concerns with Zero Lot-Line Implementation

Zero lot-line product was introduced to the land use bylaw in 2020. Since that time, zero lot-line homes have been constructed in several neighbourhoods, including Jensen Lakes, Erin Ridge North, and North Ridge Phase II. There have been concerns noted, including:

*Building Challenges*

Staff have noted several construction issues that have been occurring with this product. In some cases, this has resulted in enforcement action needing to be taken. Issues include:

- Roof leaders not connected to storm lines, which are needed to take water away from the structures.
- Downspouts directed into neighbouring property – issues with possible future complaints, as this does not follow the surface drainage bylaw.
- Incorrect pouring of driveway aprons (too wide), which takes up space in the road right of way for boulevard trees. On smaller lots, driveways need to be a maximum of 5.5 m wide at the back of the sidewalk. Driveways cannot be expanded, as it impacts the space for boulevard trees and on-street parking.
- Items being installed in the maintenance easement (air conditioners for example), which may lead to future complaints between neighbours.
- Contractors blocking the roadway with materials/equipment due to the limited area within the lot to stage and/or operate.

*Issues Regarding Staff Time*

When compared to non-zero lot-line homes, the zero lot-line product requires extra staff time for application review and building inspections. In some cases, there may be additional fees that get charged to cover the review time required. Issues include:

- More engineering standard deviations are being applied for, which require staff time to review.
- More detailed building permit review is necessary, thus resulting in increased fee amounts for the product.

*Green Environment / Climate Resiliency Issues*

The St. Albert urban forest is essential to community health and well-being, providing economic, environmental, and ecological benefits. As canopy cover increases, so do

the benefits afforded by leaf area: climate control and energy savings; improvement of air, soil, and water quality; mitigation of storm-water runoff; reduction of greenhouse gas carbon dioxide; provision of wildlife habitat; and increased real estate value and community vitality.[2] Overall, there is a positive environmental impact to providing boulevard trees.

On average, modern small lot front drive housing products provide less boulevard tree coverage than rear drive housing product. Tree placement and spacing is impacted by the space available between the driveways on front drive housing. On a rear drive housing product, those concerns do not apply.

Administration recommends focusing zero lot-line products in a rear drive format. A laned housing product features an uninterrupted boulevard, which offers the opportunity for planting city-owned trees with greater frequency, as well as utilize tree species that have larger canopies and typically have a longer life span. Increasing the urban forest tree canopy is an identified goal within the City's Urban Forest Management Plan, and one thing that can be done to help achieve this outcome can be maximizing the number of city trees that can be planted.

Front drive zero lot line units have interruptions to the boulevard due to the driveway cuts. This impacts the frequency and type of boulevard trees that can be planted in these areas, as shown in Figure 1 on page 25. Issues include:

- Trees require a quality root system to support healthy growth. With smaller lot products, there is less variety of trees that can be provided, as fewer types of trees can thrive in low space conditions. As St. Albert is trying to diversity the tree canopy, this is a negative impact.
- Lack of tree canopy shade impacts walkability – pedestrians have less sun protection and there is more of a heat island effect when fewer trees are provided.

It is possible to have frequent boulevard trees with smaller lot homes, but the driveways need to be laned, as shown in Figure 2 on page 26.

[2] Maco, S.E. and McPherson, E.G. 2002. Assessing canopy cover over streets and sidewalks in street tree populations. Journal of Arboriculture, 28(6): 270-276.

*Figure 1: Front drive zero lot-line homes with limited space for boulevard trees*



*Figure 2: Laned small lot housing product*



# APPENDIX 2

## Parking Scenarios for Motion 2 – Downtown District

The following scenarios look at a 150-unit apartment building in the Downtown District, based on a reduced parking ratio for affordable non-market housing units. The calculations are only for the residential component. Any commercial uses would be assessed additional parking, based on use.

In summary, Table 7 below shows an estimate of how many parking stalls would be required, and how much parking could be reduced, if a variance is applied for. Please note that parking reductions for studio units were also applied to the below summary table. It was assumed that a proposed building would contain 10% studio units, rented at market rate, which would not require any parking stalls.

*Table 7: Summary Table of Affordable Non-Market Housing in the Downtown District*

| *Percentage of Affordable Non-Market Housing* | *Required Parking* | *Possible Variance* | *Required Parking After Variance* |
|---|---|---|---|
| 25% | 123 stalls | - 31 stalls | 92 stalls |
| 50% | 115 stalls | - 29 stalls | 86 stalls |
| 75% | 108 stalls | - 27 stalls | 81 stalls |
| 90% | 103 stalls | - 26 stalls | 77 stalls |

Further details of how this summary table was calculated are shown in Table 8, Table 9, Table 10, and Table 11.

### *Proposed Parking – Downtown, 25% Affordable Units*

A 150-unit apartment complex in the Downtown District with 25% affordable non-market housing units, and 10% studio units, would be able to provide as few as 92 parking stalls, if granted a variance. Please see Table 8 below for details.

*Table 8: Approximately 25% Affordable Non-Market Rental Units*

| | *Number of Units* | *Parking Ratio* | *Required Stalls* |
|---|---|---|---|
| *Studio Units* | 15 units | 0 stalls per dwelling unit (for the first 10%) | 0 stalls |
| *Affordable Non-Market Housing Units* | 38 units | 0.60 stalls per affordable non-market housing dwelling unit | 23 required stalls |
| *Market Units* | 97 units | 0.80 stalls per dwelling unit | 78 required stalls |
| *Visitor Parking* | 150 units | 1 stall per 7 dwelling units for visitor parking | 22 required visitor stalls |
| | | Total Required Stalls | 123 Stalls |
| | | 25% Reduction by Variance | **- 31 Stalls** |
| | | **Required Parking After Variance** | **92 Stalls** |

### *Proposed Parking – Downtown, 50% Affordable Units*

A 150-unit apartment complex in the Downtown District with 50% affordable non-market housing units, and 10% studio units, would be able to provide as few as 86 parking stalls, if granted a variance. Please see Table 9 below for details.

*Table 9: Approximately 50% Affordable Non-Market Rental Units*

| | *Number of Units* | *Parking Ratio* | *Required Stalls* |
|---|---|---|---|
| *Studio Units* | 15 units | 0 stalls per dwelling unit (for the first 10%) | 0 required stalls |
| *Affordable Non-Market Housing Units* | 75 units | 0.60 stalls per affordable non-market housing dwelling unit | 45 required stalls |
| *Market Units* | 60 units | 0.80 stalls per dwelling unit | 48 required stalls |
| *Visitor Parking* | 150 units | 1 stall per 7 dwelling units for visitor parking | 22 required visitor stalls |
| | | Total Required Stalls | 115 Stalls |
| | | 25% Reduction by Variance | **- 29 Stalls** |
| | | **Required Parking After Variance** | **86 Stalls** |

### *Proposed Parking – Downtown, 75% Affordable Units*

A 150-unit apartment complex in the Downtown District with 75% affordable non-market housing units, and 10% studio units, would be able to provide as few as 81 parking stalls, if granted a variance. Please see Table 10 below for details.

*Table 10: Approximately 75% Affordable Non-Market Rental Units*

| | *Number of Units* | *Parking Ratio* | *Required Stalls* |
|---|---|---|---|
| *Studio Units* | 15 units | 0 stalls per dwelling unit (for the first 10%) | 0 required stalls |
| *Affordable Non-Market Housing Units* | 113 units | 0.60 stalls per affordable non-market housing dwelling unit | 68 required stalls |
| *Market Units* | 22 units | 0.80 stalls per dwelling unit | 18 required stalls |
| *Visitor Parking* | 150 units | 1 stall per 7 dwelling units for visitor parking | 22 required visitor stalls |
| | | Total Required Stalls | 108 Stalls |
| | | 25% Reduction by Variance | **- 27 Stalls** |
| | | **Required Parking After Variance** | **81 Stalls** |

### *Proposed Parking – Downtown, 90% Affordable Units*

A 150-unit apartment complex in the Downtown District with 90% affordable non-market housing units, and 10% studio units would be able to provide as few as 77 parking stalls, if granted a variance. Please see Table 11 below for details.

*Table 11: 100% Affordable Non-Market Rental Units*

| | *Number of Units* | *Parking Ratio* | *Required Stalls* |
|---|---|---|---|
| *Studio Units* | 15 units | 0 stalls per dwelling unit (for the first 10%) | 0 required stalls |
| *Affordable Non-Market Housing Units* | 135 units | 0.60 stalls per affordable non-market housing dwelling unit | 81 required stalls |
| *Market Units* | 0 units | 0.80 stalls per dwelling unit | 0 required stalls |
| *Visitor Parking* | 150 units | 1 stall per 7 dwelling units for visitor parking | 22 required visitor stalls |
| | | Total Required Stalls | 103 Stalls |
| | | 25% Reduction by Variance | **- 26 Stalls** |
| | | **Required Parking After Variance** | **77 Stalls** |

# APPENDIX 3

## Parking Scenarios for Motion 2 – Other Districts

The following scenarios look at a 150-unit apartment building in the High-Density Residential (HDR) District, based on a reduced parking ratio for affordable non-market housing units. The calculations are only for the residential component. Any commercial uses would be assessed additional parking, based on use.

These proposed calculations would also apply to apartments or mixed-use buildings in the Medium Density Residential (MDR), Mixed-Use Level 1 (MU1), Mixed-Use Level 2 (MU2), Trail Corridor Commercial (TCC), and Integrated Care Community (ICC) Districts.

These proposed calculations were also added to the Midtown (MID) District, as that district has its own parking regulations contained within the district.

In summary, Table 12 below shows an estimate of how many parking stalls would be required, and how much parking could be reduced, if a variance is applied for. Please note that parking reductions for studio units were also applied to the below summary table. It was assumed that a proposed building would contain 10% studio units, rented at market rate, which would not require any parking stalls.

*Table 12: Summary Table of Affordable Non-Market Housing in the HDR District*

| Percentage of Affordable Non-Market Housing | Required Parking | Possible Variance | Required Parking After Variance |
|---|---|---|---|
| 25% | 142 stalls | -36 stalls | 106 stalls |
| 50% | 127 stalls | -32 stalls | 95 stalls |
| 75% | 112 stalls | -28 stalls | 84 stalls |
| 90% | 103 stalls | -26 stalls | 77 stalls |

Further details of how this summary table was calculated are shown in Table 13, Table 14, Table 15, and Table 16.

### *Proposed Parking – HDR District, 25% Affordable Units*

A 150-unit apartment complex in the High-Density Residential District with 25% affordable non-market housing units, and 10% studio units, would be able to provide as few as 106 parking stalls, if granted a variance. Please see Table 13 below for details.

*Table 13: 25% Affordable Non-Market Rental Units in the HDR District*

| | *Number of Units* | *Parking Ratio* | *Required Stalls* |
|---|---|---|---|
| *Studio Units* | 15 units | 0 stalls per dwelling unit (for the first 10%) | 0 required stalls |
| *Affordable Non-Market Housing Units* | 38 units | 0.60 stalls per affordable non-market housing dwelling unit | 23 required stalls |
| *Market Units* | 97 units | 1.0 stalls per dwelling unit | 97 required stalls |
| *Visitor Parking* | 150 units | 1 stall per 7 dwelling units for visitor parking | 22 required visitor stalls |
| | | Total Required Stalls | 142 Stalls |
| | | 25% Reduction by Variance | **- 36 Stalls** |
| | | **Required Parking After Variance** | **106 Stalls** |

### *Proposed Parking – HDR District, 50% Affordable Units*

A 150-unit apartment complex in the High-Density Residential District with 50% affordable non-market housing units, and 10% studio units, would be able to provide as few as 95 parking stalls, if granted a variance. Please see Table 14 below for details.

*Table 14: 50% Affordable Non-Market Rental Units in the HDR District*

| | *Number of Units* | *Parking Ratio* | *Required Stalls* |
|---|---|---|---|
| *Studio Units* | 15 units | 0 stalls per dwelling unit (for the first 10%) | 0 required stalls |
| *Affordable Non-Market Housing Units* | 75 units | 0.60 stalls per affordable non-market housing dwelling unit | 45 required stalls |
| *Market Units* | 60 units | 1.0 stalls per dwelling unit | 60 required stalls |
| *Visitor Parking* | 150 units | 1 stall per 7 dwelling units for visitor parking | 22 required visitor stalls |
| | | Total Required Stalls | 127 Stalls |
| | | 25% Reduction by Variance | **- 32 Stalls** |
| | | **Required Parking After Variance** | **95 Stalls** |

### *Proposed Parking – HDR District, 75% Affordable Units*

A 150-unit apartment complex in the High-Density Residential District with 75% affordable non-market housing units, and 10% studio units, would be able to provide as few as 84 parking stalls, if granted a variance. Please see Table 15 below for details.

*Table 15: 75% Affordable Non-Market Rental Units in the HDR District*

| | *Number of Units* | *Parking Ratio* | *Required Stalls* |
|---|---|---|---|
| *Studio Units* | 15 units | 0 stalls per dwelling unit (for the first 10%) | 0 required stalls |
| *Affordable Non-Market Housing Units* | 113 units | 0.60 stalls per affordable non-market housing dwelling unit | 68 required stalls |
| *Market Units* | 22 units | 1.0 stalls per dwelling unit | 22 required stalls |
| *Visitor Parking* | 150 units | 1 stall per 7 dwelling units for visitor parking | 22 required visitor stalls |
| | | Total Required Stalls | 112 Stalls |
| | | 25% Reduction by Variance | **- 28 Stalls** |
| | | **Required Parking After Variance** | **84 Stalls** |

### *Proposed Parking – HDR District, 100% Affordable Units*

A 150-unit apartment complex in the High-Density Residential District with 100% affordable non-market housing units, and 10% studio units, would be able to provide as few as 77 parking stalls, if granted a variance. Please see Table 16 below for details.

*Table 16: 100% Affordable Non-Market Rental Units in the HDR District*

| | *Number of Units* | *Parking Ratio* | *Required Stalls* |
|---|---|---|---|
| *Studio Units* | 15 units | 0 stalls per dwelling unit (for the first 10%) | 0 required stalls |
| *Affordable Non-Market Housing Units* | 135 units | 0.60 stalls per affordable non-market housing dwelling unit | 81 required stalls |
| *Market Units* | 0 units | 1.0 stalls per dwelling unit | 0 required stalls |
| *Visitor Parking* | 150 units | 1 stall per 7 dwelling units for visitor parking | 22 required visitor stalls |
| | | Total Required Stalls | 103 Stalls |
| | | 25% Reduction by Variance | **- 26 Stalls** |
| | | **Required Parking After Variance** | **77 Stalls** |

# APPENDIX 4

## Density Bonusing Scenario for Motion 3 – Main Core of Downtown

An existing sample site that was looked at to see how the density bonusing may impact the unit count achievable on the site. Currently, 3 Perron Street is used as a residential apartment, that is approximately 4 storeys high. The site currently has 61 dwelling units, on a 0.4 ha parcel, for a density of 153 du/ha.

With a proposed density band of 70 du/ha to 300 du/ha for Downtown the site could be redeveloped as is, without needing to use density bonusing. If, however, it was desired to redevelop the site at a higher density, there would need to be affordable non-market housing units provided, as shown in Table 17.

*Table 17: 3 Perron Street Density Example*

| | | |
|---|---|---|
| Parcel Address: | 3 Perron Street | |
| Parcel Area: | 0.4 | ha |
| Affordable Non-Market Housing % | 5% | |
| Maximum Site Density: | 300 | du/ha |
| Total Dwelling Units on Site: | 120 | dwelling units |
| Affordable Non-Market Housing Units: | 0 | dwelling units |
| Market Housing Units: | 120 | dwelling units |
| Proposed Site Density (with bonusing): | 350 | du/ha |
| Total Dwelling Units on Site: | 140 | dwelling units |
| Affordable Non-Market Housing Units: | 7 | dwelling units |
| Market Housing Units: | 133 | dwelling units |
| Proposed Site Density (with bonusing): | 400 | du/ha |
| Total Dwelling Units on Site: | 160 | dwelling units |
| Affordable Non-Market Housing Units: | 8 | dwelling units |
| Market Housing Units: | 152 | dwelling units |
| Proposed Site Density (with bonusing): | 450 | du/ha |
| Total Dwelling Units on Site: | 180 | dwelling units |
| Affordable Non-Market Housing Units: | 9 | dwelling units |
| Market Housing Units: | 171 | dwelling units |
| Proposed Site Density (with bonusing): | 500 | du/ha |

| | | |
|---|---|---|
| Total Dwelling Units on Site: | 200 | dwelling units |
| Affordable Non-Market Housing Units: | 10 | dwelling units |
| Market Housing Units: | 190 | dwelling units |

Please note, other limiting factors for redevelopment of this site include maximum building heights, parking requirements, and parcel setbacks.

Within the draft Land Use Bylaw, this lot is identified as a part of the Main Core of the Downtown District, with building heights a minimum of 15.0 m to a maximum of 25.0 m. This is approximately 4.5 storeys to approximately 12 storeys, using a floorplate of 3.3 m. Essentially, the building could be taller than it is now, to accommodate increased density.

# APPENDIX 5

## Density Bonusing Scenario for Motion 3 – Downtown Gateway A

An existing sample site that was looked at to see how the density bonusing may impact the unit count achievable on the site. Currently, 32 St. Anne Street is under construction, and proposed to be a mixed-use building, with ground floor commercial and residential units above. The site currently proposes 119 dwelling units, on a 0.27 ha parcel, for a density of approximately 442 du/ha.

With a proposed density band of 70 du/ha to 300 du/ha the site would need to use density bonusing, and affordable non-market housing units would be required to be provided, as shown in Table 18.

*Table 18: 32 St. Anne Street Density Example*

| | | |
|---|---|---|
| Parcel Address: | 32 St. Anne Street | |
| Parcel Area: | 0.27 | ha |
| Affordable Non-Market Housing % | 5% | |

| | | |
|---|---|---|
| Maximum Site Density: | 300 | du/ha |
| Total Dwelling Units on Site: | 81 | dwelling units |
| Affordable Non-Market Housing Units: | 0 | dwelling units |
| Market Housing Units: | 81 | dwelling units |

| | | |
|---|---|---|
| Proposed Site Density (with bonusing): | 350 | du/ha |
| Total Dwelling Units on Site: | 95 | dwelling units |
| Affordable Non-Market Housing Units: | 5 | dwelling units |
| Market Housing Units: | 90 | dwelling units |

| | | |
|---|---|---|
| Proposed Site Density (with bonusing): | 400 | du/ha |
| Total Dwelling Units on Site: | 108 | dwelling units |
| Affordable Non-Market Housing Units: | 5 | dwelling units |
| Market Housing Units: | 103 | dwelling units |

| | | |
|---|---|---|
| Proposed Site Density (with bonusing): | 440 | du/ha |
| Total Dwelling Units on Site: | 119 | dwelling units |
| Affordable Non-Market Housing Units: | 6 | dwelling units |
| Market Housing Units: | 113 | dwelling units |

| Proposed Site Density (with bonusing): | 450 | du/ha |
|---|---|---|
| Total Dwelling Units on Site: | 122 | dwelling units |
| Affordable Non-Market Housing Units: | 6 | dwelling units |
| Market Housing Units: | 115 | dwelling units |

| Proposed Site Density (with bonusing): | 500 | du/ha |
|---|---|---|
| Total Dwelling Units on Site: | 135 | dwelling units |
| Affordable Non-Market Housing Units: | 7 | dwelling units |
| Market Housing Units: | 128 | dwelling units |

Please note, other limiting factors for development of this site include maximum building heights, parking requirements, and parcel setbacks.

Within the draft Land Use Bylaw, this lot is identified as a part of the Downtown Gateway A of the Downtown District, with building heights a minimum of 15.0 m to a maximum of 46.0 m. This is approximately 4.5 storeys to approximately 14 storeys, using a floorplate of 3.3 m.

# Land Use Bylaw Update
## List of Interested Party Engagement Events

1. **Cultivate the Conversation (CTC) Page**
   A *Cultivate the Conversation* page was set up for the project, and went live in March 2022. The page can be found here: https://conversation.stalbert.ca/land-use-bylaw-update-2022 . The page featured general information about the project, and a question-and-answer feature that allowed residents to ask questions about the project. Interested parties could also register for updates, and newsletters were released to subscribers to encourage attendance at public feedback events or participation in public feedback opportunities.

   A summary of all questions asked, or feedback received from the CTC question and answer tool, will be summarized and included within the final Agenda Report to Council at the time of the public hearing.

2. **Stakeholder Engagement Sessions (Information In)**
   On April 5, 2022, internal and external stakeholder engagement sessions were held by ISL Engineering and Urban Strategies Inc. Members of the development industry, as well as other government agencies, community groups, and local businesses were invited to participate.

3. **Community Growth and Infrastructure Standing Committee (CGISC)**
   On June 13, 2022, the core team presented an interim update on the project to the CGISC.

4. **Pop-Up Event at the Farmers' Market**
   On October 1, 2022, the team held a pop-up event at the St. Albert Farmers' Market.

5. **Online Survey #1**
   To provide further opportunities for engagement, an online survey was held from November 14 to 27, 2022, on the Cultivate the Conversation page.

6. **UDI Meeting**
   On December 12, 2022, Administration hosted a stakeholder meeting with the Urban Development Institute.

7. **Council Slot Memo**
   On February 7, 2023, Council was updated on the project via a slot memo.

8. **Standing Committee of the Whole (SCOW)**
   On July 11, 2023, the core team presented an interim update on the project to the SCOW.

**9. CHBA Meeting**

On August 23, 2023, the LUB team was included in the standing Canadian Home Builders' Association meeting, to provide an interim update on the LUB project, and answer questions.

**10. Indigenous Partner Engagement**

A letter was sent to Indigenous Partners on October 10, 2023. The letter introduced the project and invited partners to the public open house, or virtual open house and survey.

**11. Draft LUB Circulation #1**

The first draft of the LUB was released to the public on October 31, 2023.

**12. Public Open House**

On November 7, 2023 the public open house was held in Progress Hall from 5 p.m. to 8 p.m. It was a drop in style, and presentation boards on parking, suites, development not requiring a permit, residential districts, and commercial/industrial districts were shown to the public. Staff and the consultant were on hand to answer questions. There were hardcopy surveys on hand to record feedback, or residents could choose to take the survey online.

**13. Virtual Open House & Online Survey #2**

To provide further opportunities for engagement, a virtual open house, and online survey was held from October 31 to November 19, 2023 on the Cultivate the Conversation page. The virtual open house contained the same presentation boards as the public open house.

A summary of the feedback received will be presented when this file goes to Council.

**14. UDI Meeting**

On November 14, 2023, Administration hosted a stakeholder meeting with the Urban Development Institute.

**15. CHBA Meeting**

On November 16, 2023, Administration hosted a stakeholder meeting with the Canadian Home Builders' Association.

**16. Spot Redistricting Amendment Mailouts**

As part of this project, several parcels have been proposed to be redistricted. Letters to property owners and adjacent properties were mailed out in late 2023 and early 2024.

**17. Standing Committee of the Whole**

On April 9, 2024, the core team presented an interim update on the project to SCOW. Several motions were made that provided direction to the team.

**18. Joint Public Information Session**

On April 25, 2024, the core team held an in person public information session with the St. Albert West ASP project in Progress Hall.

**19. Draft LUB Circulation #2**

The second draft of the LUB was released to the public on May 1, 2024. The document circulated for four weeks, and the feedback window closed on May 31, 2024.

**20. CHBA & UDI Meeting**

On May 30, 2024, Administration hosted a stakeholder meeting with BILD (formerly the Canadian Home Builders' Association & the Urban Development Institute).

# What We Heard

## Land Use Bylaw Update – Farmers' Market Pop-Up Event

## LAND USE BYLAW UPDATE

Thank you to everyone who was involved in reviewing or providing input at the Farmers' Market Pop-Up Event. The event was held on October 1, 2022, from 10 a.m. to 3 p.m. There were six presentation boards to introduce the project to the public and ask for feedback on specific topics, including advertising and signage, home-based businesses, new districts, secondary suites, and parking.

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




## PROJECT SUMMARY

The Land Use Bylaw (LUB) is a document that is adopted by City Council that manages development within St. Albert limits. The LUB covers a wide range of development regulations, including the following:

- Establishing the development permit process and the process for redistricting (rezoning) and LUB text amendments.
- Regulating the size and use of land and buildings.

- Classifying land use districts (zones) and determining minimum development standards for each of these districts.
- Determining the appropriate permitted and discretionary uses for each land use district.

### Current Bylaw

The current Land Use Bylaw 9/2005 was approved in 2005, and requires an update. Although amendments to the LUB have been enacted since, evolving development trends illustrate the need for more flexible and responsive development regulations.

### Strategic Priorities

The St. Albert Strategic Plan includes five strategic priorities. Strategic Priority #1 is Economic Prosperity, which includes supporting plans and agreements that foster development in St. Albert, including mature neighbourhoods, and build affordability in all new development. This strategy includes an update to the Land Use Bylaw.

Additionally, the City of St. Albert Corporate Business Plan 2022-2025 Strategic Priority One: Economic Prosperity directs administration to complete the update of the Land Use Bylaw to modernize and align the LUB with the new Municipal Development Plan.

With these priorities in mind, the goals for this project include the following:

- Aligning the LUB with *Flourish*, the City's Municipal Development Plan.
- Updating and modernization of the document.
- Creating an accessible and web-friendly LUB.

## METHODOLOGY

Feedback from Council, internal stakeholders, external stakeholders, and the general public will be documented through in-person and online engagement meetings, a session with Council, and emailed responses. Below is a summary of the meetings held to date. Future events will be held prior to this file going to Council.

- April 5, 2022: Online meeting with internal stakeholders 10 a.m. to noon.
- April 5, 2022: Online meeting with external stakeholders from 2 p.m. to 4 p.m.
- June 13, 2022: Present to Community Growth and Infrastructure Standing Committee (CGISC) for feedback from Council.
- October 1, 2022: Public Pop-up Event at the St. Albert Farmers' Market from 10 a.m. to 3 p.m.

## NOTIFICATION METHODS FOR POP-UP EVENT

### *1.1 Newspaper*

An ad was taken out in the St. Albert Gazette on September 28, 2022 advertising the event. Please see Appendix 1 on page 12 for a copy of the ad.

### *1.2 Social Media*

Advertisements regarding the event were posted on the City of St. Albert's Facebook and Twitter accounts on September 15, and September 27, 2022. Please see Appendix 2 on page 13 to view copies of select social media posts.

### *1.3 City Website*

Notification of the Farmers' Market Pop-Up Event was posted on the project's Cultivate the Conversation (CTC) website at conversation.stalbert.ca/land-use-bylaw-update-2022. A newsletter was sent out to project subscribers on September 15, 2022, and a public newsfeed item was posted on September 15, 2022. Please see Appendix 3 on page 15 to view a copy of the newsletter and public posting. The CTC website provides up to date information about the Land Use Bylaw project.

## COMMUNICATION MATERIALS FOR POP-UP EVENT

At the Farmers' Market Pop-Up, six display boards were provided that explained what a Land Use Bylaw is, the purpose of the project, and asked for feedback on several topics. The topics included parking, secondary suites, home based businesses, and advertising and signage. Please see Appendix 4 on page 17 to view pictures of the presentation boards.

Pens and post it notes were available for the public to write notes and place them on the boards. City representatives were also available to take notes from conversations and post the feedback.

Additionally, a QR code was posted on one of the boards and the project banner which provided a link to the City's Cultivate the Conversation website. Participants were encouraged to visit the website and provide any additional feedback they have about the project.

## POP-UP EVENT FEEDBACK

Below is a summary of question asked at the event, and a summary of the responses provided.

### 1. Advertising and Signage

*1.1 Attention getting devices such as mascots, sign spinners and flag signs are currently prohibited. How do you feel about this?*

Public Comments

- I feel it could be a bit more open access.
- Keep St. Albert clean from clutter.

*1.2 Digital display signs are currently restricted to commercial corridor and industrial districts. Where in the city, or what types of development (such as recreation centres, churches or schools), do you think digital display signs are appropriate?*

Public Comments

- Not supportive of digital signs – power consumption. Not supportive of small advertising signs either – clutter.
- Restricted to commercial corridor only.

*1.3 Third-party advertising, which is the advertising of a good or service offered elsewhere than on the site upon which the sign is located, is currently prohibited (except on billboards). How do you feel about this?*

Public Comments

- None.

*1.4 What We Heard*

There were mixed responses. Some responses were in favour of allowing attention getting devices, and some are not. The overall theme seems to be that signage should be regulated to ensure that the streetscape is not cluttered, and signage should be focused on commercial areas. Digital display signs are not supported by some residents due to power consumption.

## 2. Home Based Businesses

*2.1 How do you feel about allowing employees in Level 2 and 3 home-based businesses?*

Public Comments

- Home businesses should be limited to two per household.
- Home businesses = allow employees, relax rules.
- Home based businesses okay. Not a fan of employees in residential areas.
- Many home based businesses that posses a risk (i.e. fire) should be limited or enforced/regulated and have proof that has been disclosed to their home insurance provider.
- If the house has adequate parking for employees, yes!
- Level 1 only, should ever be allowed.
- Okay with home based business, but parking needs to be a consideration. It makes neighbours mad.

*2.2 How do you feel about the intensity of uses amongst the three types of home-based business?*

Public Comments

- No, if there is a higher number of visitors.

*2.3 Where in the City do you think home-based businesses are appropriate?*

Public Comments

- Should be able to provide accessory commercial units (ACUs) on property.
- Should be a limit per crescent or street so the neighbours don't have issues parking.

*2.4 What We Heard*

Many commenters were supportive with allowing home-based businesses in residential neighbourhoods. A concern of residents is whether employees are permitted. Some residents were supportive of permitting employees, some felt that home-based businesses should not be able to have employees. Parking for employees was also a concern mentioned.

## 3. New Districts

*3.1 New Industrial District – created to accommodate new industry and logistics uses with impacts that are felt beyond the site and may include a significant amount of open storage.*

Public Comments

- More real industrial zones. Current CIS district is not true industrial. Compete with tax rates.
- Get'er done.

*3.2 Consolidating eight commercial districts into three:*

*Low-Intensity Commercial – for use in neighbourhood settings and along the periphery of corridor commercial areas.*

*Corridor Commercial Mixed-Use – commercial areas with the added opportunity for residences above commercial components.*

*Downtown Mixed-Use Commercial – a single mixed-use commercial district with high quality design regulations.*

Public Comments

- Treating cannabis consumption the same as liquor consumption zoning.
- No commercial in established neighbourhoods – different than home based businesses.

3.3 *New Natural Areas District – created to preserve environmentally sensitive lands, and wetlands.*

Public Comments

- 100 per cent need a plan to protect our environment and green spaces in St. Albert.
- Yes, more fireplaces, open shelters, picnic areas.
- Definitely need to protect current natural areas and older established trees even on private property.

3.4 *Simplifying nine residential districts into four:*

*Low Density Residential – consolidates existing low-density development into one district.*

*Mixed Residential – a mix of residential uses and densities for use in developing/greenfield areas.*

*Midrise Residential – provides a framework for medium-density residential development types.*

*High Density Residential – more intensive development with greater density and building height.*

Public Comments

- Need clarity on height regulations in high density residential and midrise residential.
- Likes larger, more traditional lots and homes in majority of existing neighbourhoods.
- Like low urban density.

*3.5 What We Heard*

- There is support for an expansion of an industrial district with more or heavier industrial uses.
- There is a desire to regulate cannabis similar to liquor, and to keep commercial uses in commercial zones.
- There is strong support for the new natural areas district.
- There is a public focus on low density in our established neighbourhoods. There is clarity needed on how high buildings would be able to be in higher density districts.

## 4. Parking

*4.1 Most St. Albert residents will still require a car for day-to-day travel. However, the City may consider a targeted approach to reducing parking requirements. In certain areas, such as the future north Transit Oriented Development area on St. Albert Trail, parking maximums might be applied. What are your thoughts about setting parking maximums?*

Public Comments

- Parking maximums and paid parking in high traffic areas, with support from transit, seem like the inevitable path of how our city is built.
- Yes, enforce limited parking and organize park and ride.
- 100 per cent should be parking maximums to better use space.

*4.2 Edmonton and Calgary both recently moved to an "Open Option" parking model, in which parking minimums are removed and developers, homeowners and businesses decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle. Do you have any thoughts on this approach?*

Public Comments

- As long as it does not impact residents' traffic in and out, I'd say enforce by the hour. So the vendor could have X amount of visitors per house on residential areas.
- How is this done? Is historical info used? Have they been to Vancouver?

*4.3 Reviewing and designing parking requirements for St. Albert will require consideration of the local context. In your opinion, are there areas in the city where there is too much, or too little parking provided?*

Public Comments

- Too much parking in Commercial Corridor (CC). No areas with too little parking.
- Apartments and close to core.
- Need to look at over providing road (i.e. Grandin) to improve multi-modal transportation (reduce need for parking).

*4.4 What We Heard*

Some responses indicated that too much parking is provided. Some responses indicated a focus on improving transit, cycling, and walking would reduce some of the need for parking, as less vehicles would be on the road while other respondents mentioned charging for street parking or questioned the methodology for open-option parking models.

## 5. Secondary Suites

*5.1 What types of dwellings do you think should be allowed to have secondary suites (single detached homes, duplexes, semi-detached, townhouses, or something else)?*

Public Comments

- Pro-suites. All dwellings (depends on built form for max number).
- All types where the laws and ownership accommodate secondary suites.
- I think duplexes should be allowed to have secondary suites.
- All types.

*5.2 How do you feel about a single property having multiple suites (for example an internal suite, and a garden suite in addition to the primary residence)?*

Public Comments

- In support of garden suites in backyards.
- We support more than one suite (basement and garage/garden) but only if regular driveway length is maintained and parking is adequate for the number of dwellings.
- Absolutely in favour!
- I think a single property should have the option to have multiple suites on the primary residence.
- 100 per cent in favour. In transit rich areas there should also be no consideration of parking requirements.
- An excellent use of space.
- Proper parking needs to be a huge factor! This is hard in most areas as it is.

*5.3 Where in the City do you think secondary suites are appropriate?*

Public Comments

- Suites okay if on-site parking is provided.
- Everywhere!
- Parking is required for the tenant.
- Anywhere that there is a spot for parking available.
- Everywhere??
- Everywhere!

*5.4 What We Heard*

There is support for secondary suites in more housing forms than just single-detached dwellings. There is also support for more than one suite per lot. Parking was identified several times as a consideration for secondary suites.

## 6. Other Feedback

Public Comments

- Noise attenuation fence should be built along busy roads like Boudreau.
- Parks and greenspaces are very important. We also need places for everyone, including condos, duplexes, apartments in the housing mix.
- Public facilities (like pools) need to be designed for everyone to access.
- Shopping places shouldn't just be downtown. Want to be able to walk and bike to shopping.
- Previously, it was easier to see the Northern Lights, but with more development/lighting it is harder now. Lighting regulations could help with this.
- Mossleigh Cannabis hotel, cannabis tourism. Cannabis consumption bylaws are in place in Edmonton and Sylvan Lake. Smoking Bylaw currently limits cannabis and hookah lounges.

# WHAT'S NEXT

There will be another round of public participation beginning in the first quarter of 2023.

Later, the LUB will be presented to Council at a public hearing which is open to everyone to attend. Further details on how to sign up will be provided on the Cultivate the Conversation page, closer to the date of the hearing.

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

# APPENDICES

## Appendix 1: Notification Methods, Newspaper Ad

### *CityLights Ad*



**HAVE YOUR SAY!**

**OAKMONT TRAIL DETAILED DESIGN PUBLIC ENGAGEMENT**

The City is finalizing plans for the completion of the east to west Red Willow Trail system along and into the Oakmont neighbourhood. The Oakmont Trail Feasibility Study is complete and the City is moving forward on design and the project team is seeking your input. Your thoughts and ideas will inform design choices, help manage identified concerns and support the City in making sustainable decisions for this project.

There are multiple ways to participate at upcoming sessions on **September 27 and 28**. Learn more by visiting **conversation.stalbert.ca/Oakmont-Trail**.

**LAND USE BYLAW UPDATE – POP-UP EVENT**

The Land Use Bylaw (LUB) is one of the most important land use planning documents for a municipality. It guides day-to-day review planning and development activities. The last major update to the City's LUB was in 2005. Since then, the document has been revised and amended in response to emerging issues. The City now wants to update the LUB to reflect the vision and goals set out in Flourish, the City's Municipal Development Plan and to create a document that reflects evolving development trends and the need for more flexible and responsive development regulations.

**Get Involved**

Visit the pop-up event booth to learn more about the LUB and to provide your feedback:

- **October 1: 10 a.m. to 3 p.m.**
  St. Albert Farmers' Market

Residents and stakeholders will have more opportunities in **fall 2022** including online surveys and open houses.

To learn more, visit **conversation.stalbert.ca** and search **Land Use Bylaw Update**.

## Appendix 2: Notification Methods, Social Media

### *Facebook*



***Twitter***

**City of St. Albert** @CityofStAlbert · Sep 27

The City of St. Albert is inviting you to join us at the St. Albert Farmers' Market for a pop up for the Land Use Bylaw Update Project.

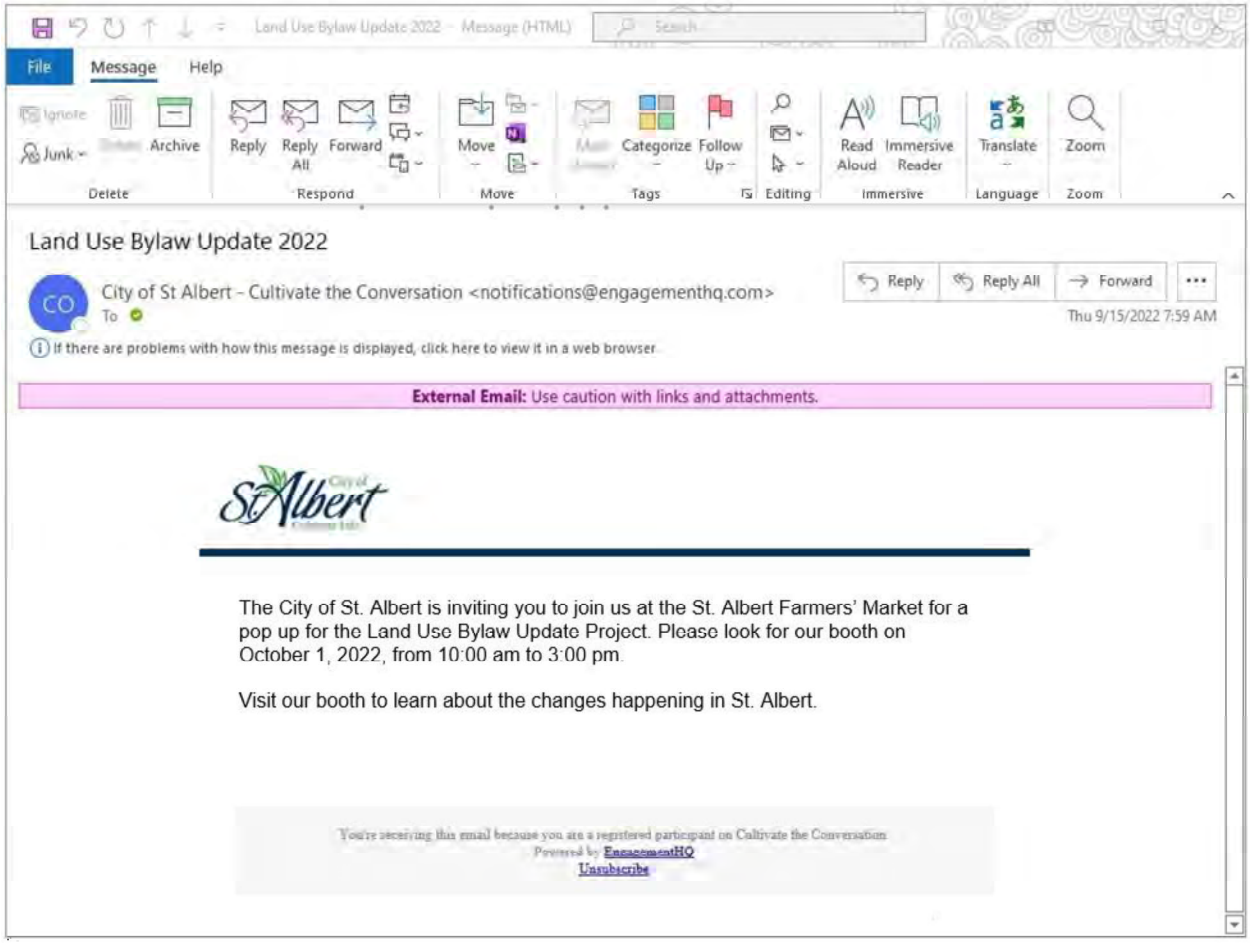
Please look for our booth on October 1 from 10 a.m. to 3 p.m.

Learn more about the project here: loom.ly/VIKfMiO #T8N #stlabert

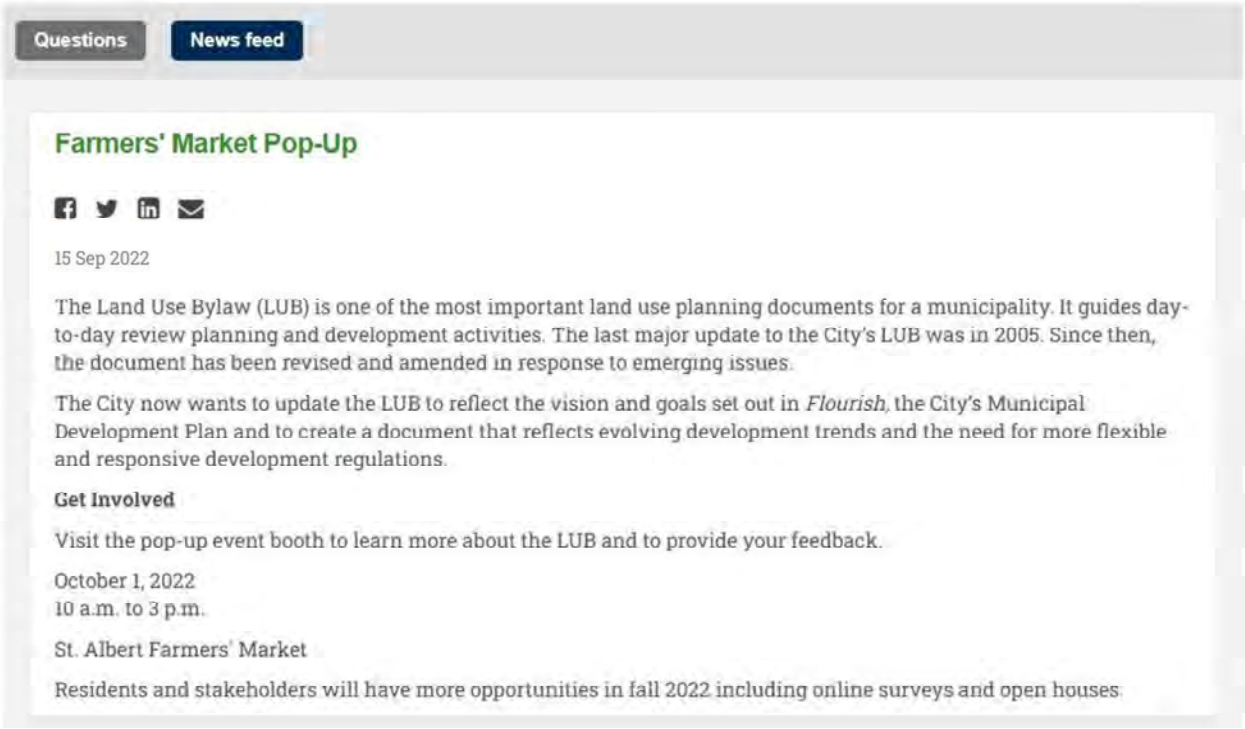


# Appendix 3: Notification Methods, CTC Website

## *Newsletter Emailed to Subscribers*

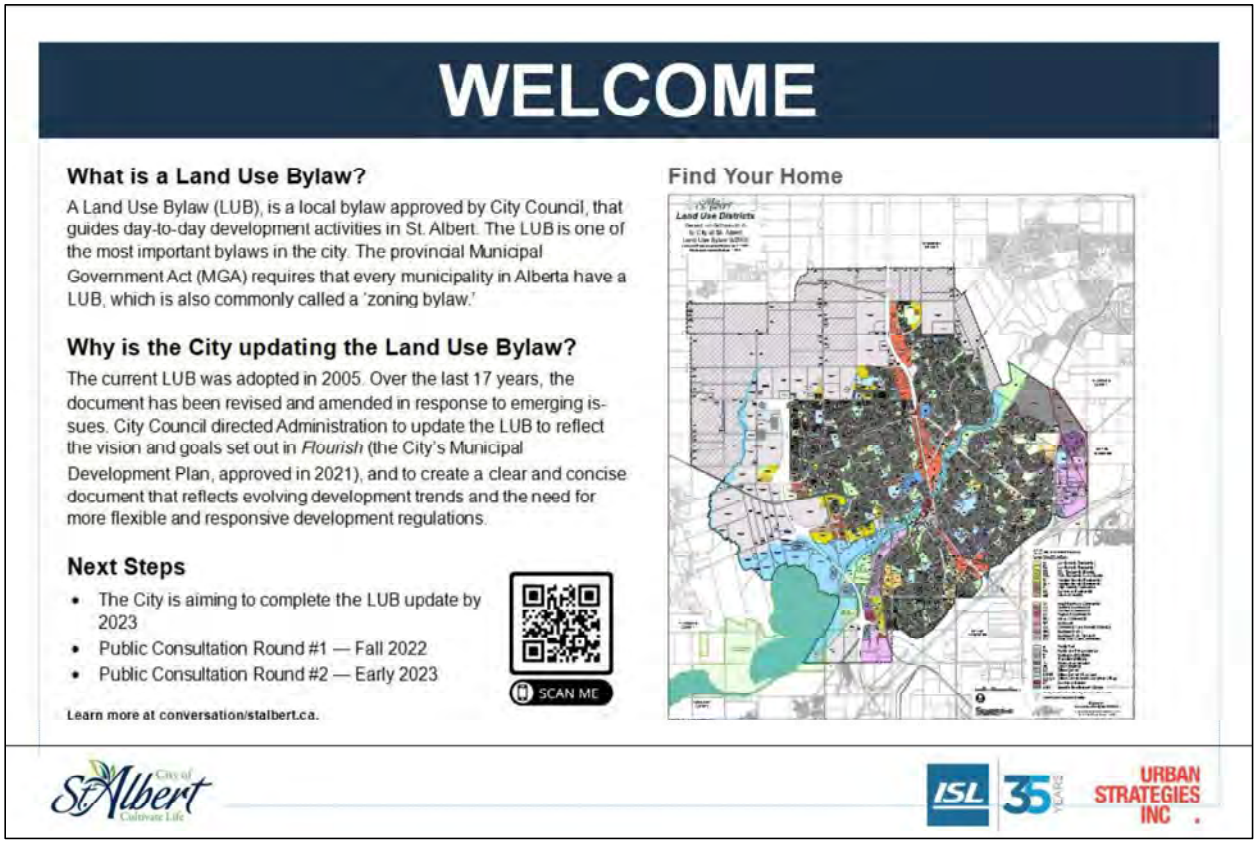


## *Public Newsfeed Post*



## Appendix 4: Communication Material

### *Presentation Boards*



# St. Albert Land Use Bylaw

## Advertising and Signage — What Are Your Thoughts?

Signs are a vital tool for the advertising of our business community and there are currently numerous options for sign types within the LUB. Please review the high-level ideas below and use a Post-it note to provide your feedback to help inform possible changes to the LUB.

| Attention getting devices such as mascots, sign spinners and flag signs are currently prohibited. How do you feel about this? | Digital display signs are currently restricted to commercial corridor and industrial districts. Where in the city, or what types of development (such as recreation centres, churches or schools), do you think digital display signs are appropriate? | Third-party advertising, which is the advertising of a good or service offered elsewhere than on the site upon which the sign is located, is currently prohibited (except on billboards). How do you feel about this? |
|---|---|---|
| | | |



# St. Albert Land Use Bylaw

## Home-Based Businesses — What Are Your Thoughts?

The COVID-19 pandemic has changed the way we work and the City is looking at creating three levels of home-based businesses:

- Level 1: No customer visits, no non-resident employees, no onsite advertising, no development permit would be required. Potential activities could be a home office.
- Level 2: Limited visitors (maximum of five at any time), one non-resident employee, limited on-site advertising. Potential activities could be a hair salon, small yoga studio, or music lessons.
- Level 3: Visitors, up to two non-resident employees, outside storage and commercial vehicles (up to three), on-site advertising. Potential activities could be a small workshop, auto repair, or a contractor. Typically supported on larger, rural parcels.

| How do you feel about allowing employees in Level 2 and 3 home-based businesses? | How do you feel about the intensity of uses amongst the three types of home-based business? | Where in the City do you think home-based businesses are appropriate? |
|---|---|---|
| | | |

City of St. Albert Cultivate Life
ISL 35 YEARS URBAN STRATEGIES INC.

# St. Albert Land Use Bylaw

## New Districts — What Are Your Thoughts?

We are looking at consolidating several current land use districts and creating some new ones. Please review the high level ideas below and use a Post-it note to provide your feedback, to help inform possible changes to the LUB.

**New Industrial District** — created to accommodate new industry and logistics uses with impacts that are felt beyond the site, and may include a significant amount of open storage.

**Consolidating eight commercial districts into three:**
**Low-Intensity Commercial** — for use in neighbourhood settings and along the periphery of corridor commercial areas.
**Corridor Commercial Mixed-Use** — commercial areas with the added opportunity for residences above commercial components.
**Downtown Mixed-Use Commercial** — a single mixed-use commercial district with high quality design regulations.

**New Natural Areas District** — created to preserve environmentally sensitive lands, and wetlands.

**Simplifying nine residential districts into four:**
**Low Density Residential** — consolidates existing low density development into one district.
**Mixed Residential** — a mix of residential uses and densities for use in developing/greenfield areas.
**Midrise Residential** — provides a framework for medium density residential development types.
**High Density Residential** — more intensive development with greater density and building height.

City of St. Albert Cultivate Life

ISL 35 YEARS URBAN STRATEGIES INC.

# St. Albert Land Use Bylaw

## Parking — What Are Your Thoughts?

We are looking at requiring less parking in St. Albert. Please review the high-level ideas below and use a Post-it note to provide your feedback to help inform possible changes to the LUB.

Most St. Albert residents will still require a car for day-to-day travel. However, the City may consider a targeted approach to reducing parking requirements. In certain areas, such as the future north Transit Oriented Development area on St. Albert Trail, parking maximums might be applied. What are your thoughts about setting parking maximums?

Edmonton and Calgary both recently moved to an "Open Option" parking model, in which parking minimums are removed and developers, homeowners and businesses decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle. Do you have any thoughts on this approach?

Reviewing and designing parking requirements for St. Albert will require consideration of the local context. In your opinion, are there areas in the city where there is too much, or too little parking provided?

City of St. Albert Cultivate Life

ISL 35 YEARS URBAN STRATEGIES INC.

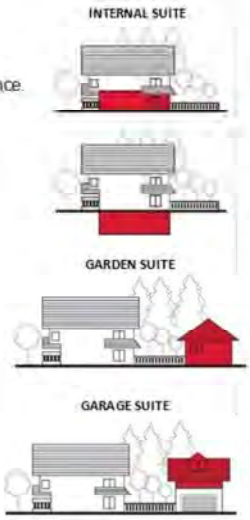
# St. Albert Land Use Bylaw

## Secondary Suites — What Are Your Thoughts?

There are three types of secondary suites currently allowed in St. Albert:

- Internal Suite - is within or attached to a dwelling. An example would be a basement suite.
- Garden Suite - is a single-storey freestanding secondary dwelling located in a separate building from the primary residence.
- Garage Suite - is attached to or above a detached garage.

| What types of dwellings do you think should be allowed to have secondary suites (single detached homes, duplexes, semi-detached, townhouses, or something else)? | How do you feel about a single property having multiple suites (for example an internal suite, and a garden suite in addition to the primary residence)? | Where in the City do you think secondary suites are appropriate? |
|---|---|---|
| | | |




City of St. Albert Cultivate Life

ISL 35 YEARS URBAN STRATEGIES INC

# What We Heard

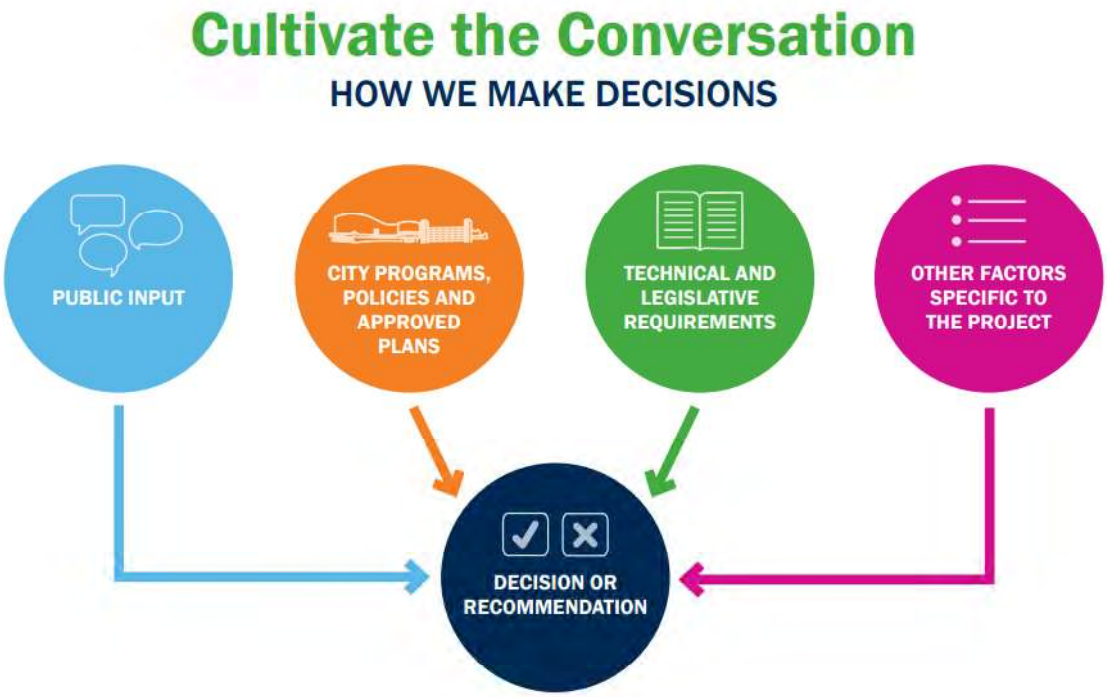
## Land Use Bylaw Update – Online Survey 1

December 8, 2022

## LAND USE BYLAW UPDATE

Thank you to everyone who was involved in providing input for the online survey. The survey was open for submissions from November 14 to 27, 2022. There were 19 questions, which asked for feedback on specific topics, including signage, home-based businesses, secondary suites and parking.

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




## PROJECT SUMMARY

The Land Use Bylaw (LUB) is a document that is adopted by City Council that manages development within St. Albert limits. The LUB covers a wide range of development regulations, including the following:

- Establishing the development permit process and the process for redistricting (rezoning) and LUB text amendments.
- Regulating the size and use of land and buildings.
- Classifying land use districts (zones) and determining minimum development standards for each of these districts.

- Determining the appropriate permitted and discretionary uses for each land use district.

### Current Bylaw

The current Land Use Bylaw 9/2005 was approved in 2005 and requires an update. Although amendments to the LUB have been enacted since the last update, evolving development trends illustrate the need for more flexible and responsive development regulations.

### Strategic Priorities

The St. Albert Strategic Plan includes five strategic priorities. Strategic Priority #1 is Economic Prosperity, which includes supporting plans and agreements that foster development in St. Albert, including mature neighbourhoods, and build affordability in all new development. This strategy includes an update to the LUB.

Additionally, the City of St. Albert Corporate Business Plan 2022-2025 Strategic Priority One: Economic Prosperity directs administration to complete the update of the LUB to modernize and align the LUB with the new Municipal Development Plan.

With these priorities in mind, the goals for this project include the following:

- Aligning the LUB with *Flourish*, the City's Municipal Development Plan.
- Updating and modernization of the document.
- Creating an accessible and web-friendly LUB.

## METHODOLOGY

Feedback from Council, internal stakeholders, external stakeholders and the general public will be documented through in-person and online engagement meetings, a session with Council and emailed responses. Below is a summary of the meetings held to date. Future events will be held prior to this file going to Council.

- April 5, 2022: Online meeting with internal stakeholders 10 a.m. to noon.
- April 5, 2022: Online meeting with external stakeholders from 2 p.m. to 4 p.m.
- June 13, 2022: Present to Community Growth and Infrastructure Standing Committee (CGISC) for feedback from Council.
- October 1, 2022: Public Pop-up Event at the St. Albert Farmers' Market from 10 a.m. to 3 p.m.
- November 14 to 27, 2022: Online Survey 1

# NOTIFICATION METHODS FOR ONLINE SURVEY 1

## *1.1 Newspaper*

Two ads were taken out in the St. Albert Gazette on November 16, and November 23, 2022, advertising the survey. Please see Appendix 1 on page 19 for a copy of the ad.

## *1.2 Social Media*

Advertisements regarding the survey were posted on the City of St. Albert's Facebook and Twitter accounts on September 14, September 21, and September 27, 2022. Please see Appendix 2 on page 19 to view copies of select social media posts.

## *1.3 City Website*

Notification of the survey was posted on the project's Cultivate the Conversation (CTC) website at conversation.stalbert.ca/land-use-bylaw-update-2022. A newsletter was sent out to project subscribers on November 14, 2022, and a public newsfeed item was posted on November 14, 2022. Please see Appendix 3 on page 21 to view a copy of the newsletter and public posting. The CTC website provides up to date information about the Land Use Bylaw project.

## *1.4 Email*

An email was sent to stakeholders on November 14, 2022, which provided a link to the survey. The stakeholder list included representatives from:

- Alberta Environment and Parks
- Alberta Health Services
- Alberta Transportation
- Canadian Home Builders' Association
- Chamber of Commerce
- City of Edmonton
- Community Services Advisory Committee
- Economic Sustainability Advisory Board
- Edmonton Metropolitan Region Board

Environmental Advisory Committee

Policing Services

St. Albert Catholic School Board

St. Albert Public School Board

Strategy and Mobilization Committee (SAM)

Francophone School Board

Sturgeon County

Subdivision and Development Appeal Board (SDAB)

Urban Development Institute of St. Albert

## COMMUNICATION MATERIALS FOR SURVEY

The survey asked 19 questions and took approximately 10 to 15 minutes to complete.

Eight questions were radio button questions, where a respondent could only choose one of the responses. Six questions were checkbox questions, where a respondent could select more than one response. Five questions were essay questions, where a respondent could add more detailed feedback for the team to review.

Each radio or checkbox question had a possible response of *Other (please specify)*. This would allow a respondent to write one or two lines of text as their response to provide additional feedback.

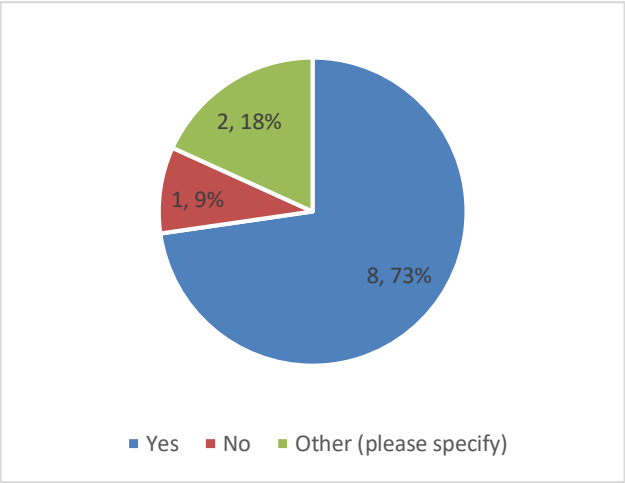
None of the questions were mandatory, and some respondents chose to skip questions. Below is a summary of questions asked, and the responses provided.

# ONLINE SURVEY 1 FEEDBACK

## 1. Home-Based Businesses

*1.1 Currently the Land Use Bylaw allows for home-based businesses, but not for employees who do not reside at the property. Should non-resident employees be permitted to work at a home-based business?*

| Response Choices | Number of Responses |
|---|---|
| Yes | 8 |
| No | 1 |
| Unsure | 0 |
| Other (please specify) | 2 |

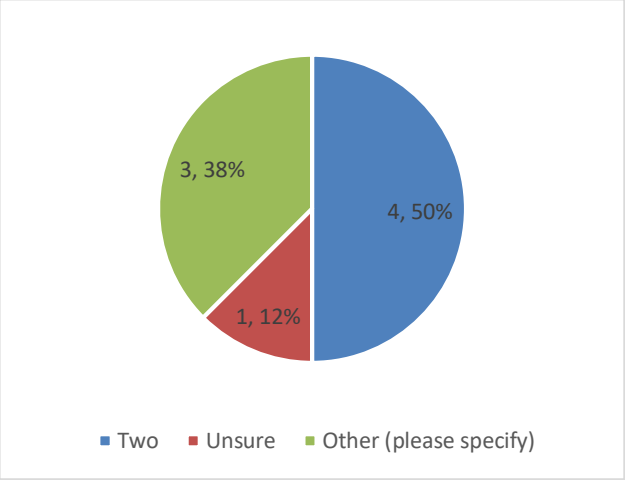



Other (please specify)

- Depends on nature of business and number of persons on-site.
- Depends. Day homes may require employees, but things like nail salons, etc should be restricted to the resident.

1.2 *How many non-resident employees would you support being allowed to work at a home-based business?*

| Response Choices | Number of Responses |
|---|---|
| One | 0 |
| Two | 4 |
| Unsure | 1 |
| Other (please specify) | 3 |




Other (please specify)

- 3
- Up to 5
- 3

1.3 *Do you have any other feedback on home-based businesses?*

- There is confusing collection of definitions concerning businesses operating in a residential area. Need to consolidate and refine definition.
- Two employees, assuming they're generally present when most nearby residents are not (e.g. 8ish to 5ish).
- None.
- Businesses that have one client at a time do not impact neighbors, but businesses that have multiple clients parking at the same time should be discouraged.
- Totally support. Residential areas are quiet during the day so should be minimal impact from additional traffic or parking from a home based business.

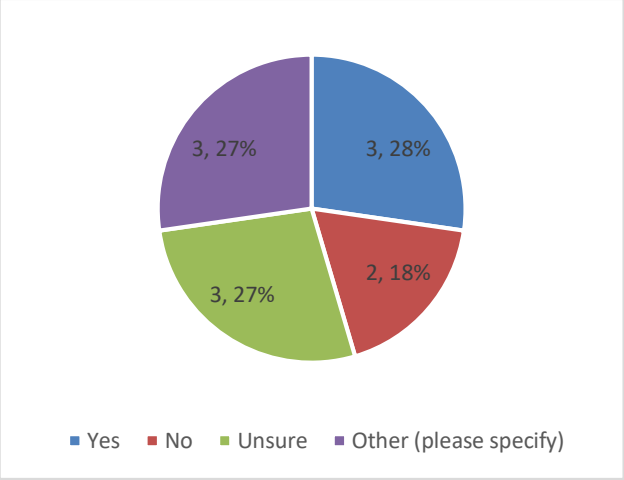
### *1.4 What We Heard: Home-Based Businesses*

There is public support for permitting non-resident employees in home-based businesses. Most respondents supported two or three non-resident employees. The feedback received indicated that the impact that a home-based business has on the neighbourhoods should be considered when reviewing home-based business application.

## 2. Parking

*2.1 The City currently requires a minimum number of parking stalls for all development types. Some municipalities are now setting parking maximums instead. Should St. Albert transition to setting parking maximums?*

| Response Choices | Number of Responses |
|---|---|
| Yes | 3 |
| No | 2 |
| Unsure | 3 |
| Other (please specify) | 3 |

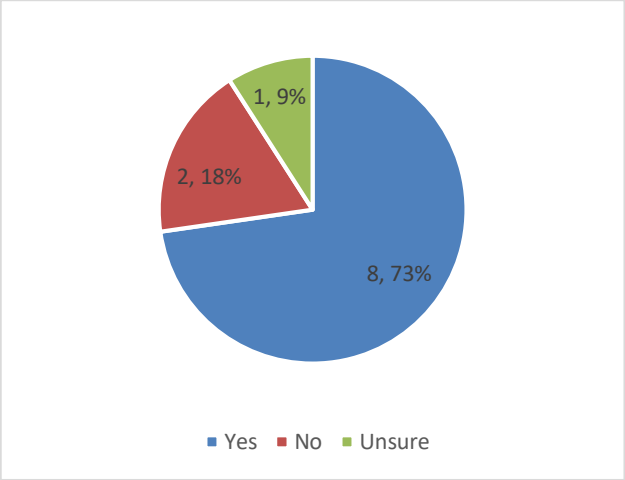



Other (please specify)

- I don't think St Albert needs minimums or maximums.
- The City should not mandate parking maximums or minimums in non-residential land uses. This should be the choice of the landowner.
- This is dangerous. A quality developer will provide the right number, but others may create a situation where street parking is out of control.

2.2 *Edmonton and Calgary both recently moved to an "Open Option" parking model, in which parking minimums are removed and developers, homeowners, and businesses decide how much on-site parking to provide on their properties based on their operations, activities or lifestyle. Should St. Albert transition to this approach?*

| Response Choices | Number of Responses |
|---|---|
| Yes | 8 |
| No | 2 |
| Unsure | 1 |
| Other (please specify) | 0 |

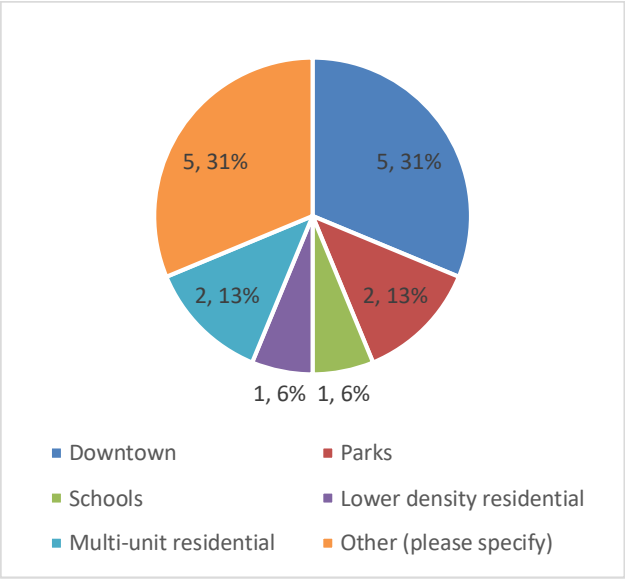



Other (please specify)

- N/A.

2.3 *Reviewing and designing parking requirements for St. Albert will require consideration of the local context. What areas of the city have* ***insufficient*** *parking?*

| Response Choices | Number of Responses |
|---|---|
| Commercial areas | 0 |
| Downtown | 5 |
| Parks | 2 |
| Schools | 1 |
| Lower density residential | 1 |
| Multi-unit residential | 2 |
| Other (please specify) | 5 |

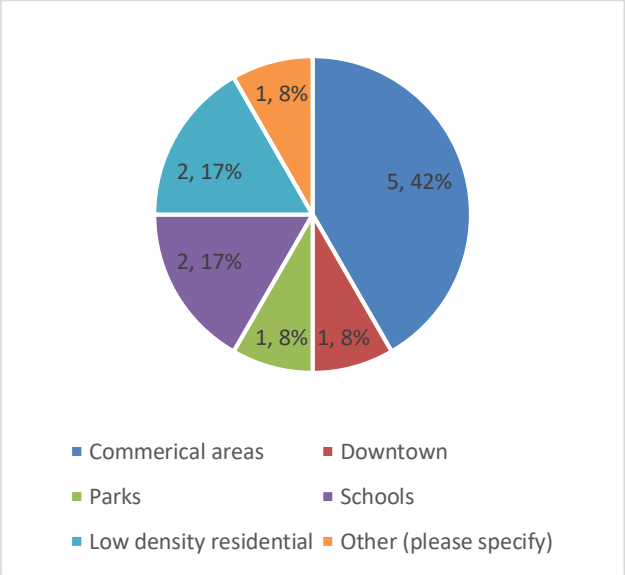



Other (please specify)

- As efforts are directed at increasing density per developable area, parking issues are inherently magnified. Parking, either surface or underground needs to be better defined in the LUB. Further, until such time as St Albert has a functional public transit system with long operating hours within 300 m of multi-unit residential bldg, surface and underground parking should continue to be set out in LUB more stringently than at present.
- None. All areas have adequate parking within a reasonable walk, even for busy occasions (e.g. Boxing Day, Farmers Market, school pick-ups, etc).
- None if people actually use their garages for parking. To me, that is the real issue. People who buy houses with garages and then don't park any of their cars in them are abusing the system. Maybe more should be done to curb this practice.
- Currently there is sufficient parking in all areas, generally.
- No areas have insufficient parking.

2.4 *What areas of the City have **too much** parking?*

| Response Choices | Number of Responses |
|---|---|
| Commercial areas | 5 |
| Downtown | 1 |
| Parks | 1 |
| Schools | 2 |
| Lower density residential | 2 |
| Multi-unit residential | 0 |
| Other (please specify) | 1 |




Other (please specify)

- Only some commercial areas have too much. I think it speaks well to some commercial businesses working to offer options to smooth out their busy times. Things like click and collect make a big difference to parking needs.

2.5 *Do you have any other feedback on parking?*

- High density residential areas have inherently significant on-street and adjoining neighborhood parking issues that give rise to access issues during periods of greatest demand for parking, i.e., 3pm to 8 am on work days and weekends. Service roads have limitations accommodating two way traffic and emergency vehicles.
- Cost-savings suggestion: road widths could be narrower if parking was banned on one side of the road. This means some roads could be 3 lanes wide, not 4.
- Parking is a challenging issue. Providing too much is very costly, but providing not enough creates problem areas in neighbourhoods. I think there have been many changes as of late in how people look at their transportation, and more will come in the future. We need to anticipate and not overbuild infrastructure that the City and taxpayers will be left paying to maintain in the future.

- Except for downtown, parking is good.
- There is too much landed devoted to parking. This is very expensive and unnecessary.
- Existing parking space must become more useful such as requiring all existing parking lots to install a % of solar generation on the parking lot.

*2.6 What We Heard: Parking*

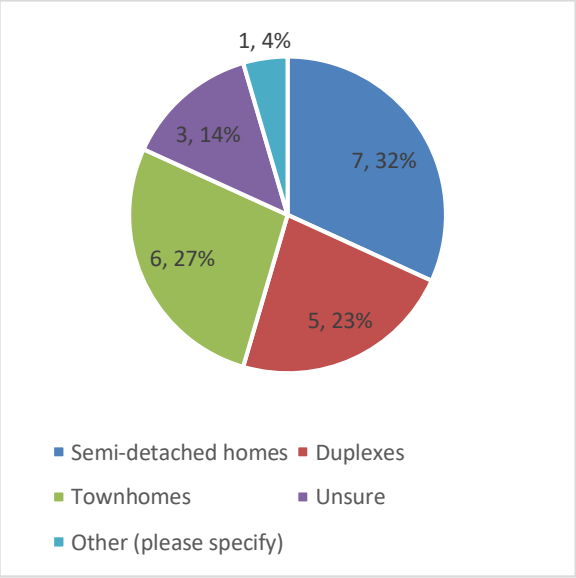
The key themes that appeared in this section were: cost of providing parking, utilization of parking, long term costs of parking maintenance, and ability to 'green' parking spaces.

There is support for maintaining some parking requirements, balanced with the costs of providing and maintaining this infrastructure over the long term.

## 3. Secondary Suites

*3.1 Currently, secondary suites are allowed on a lot with a single-detached dwelling. A secondary suite may be within a single-detached dwelling (such as a basement suite), or a garden suite, or a garage suite. What additional dwelling types should be allowed to have secondary suites? (Select all that apply).*

| Response Choices | Number of Responses |
|---|---|
| Semi-detached homes (two attached dwelling units on two lots) | 7 |
| Duplexes (two attached dwelling units on one lot) | 5 |
| Townhomes | 6 |
| Unsure | 3 |
| Other (please specify) | 1 |

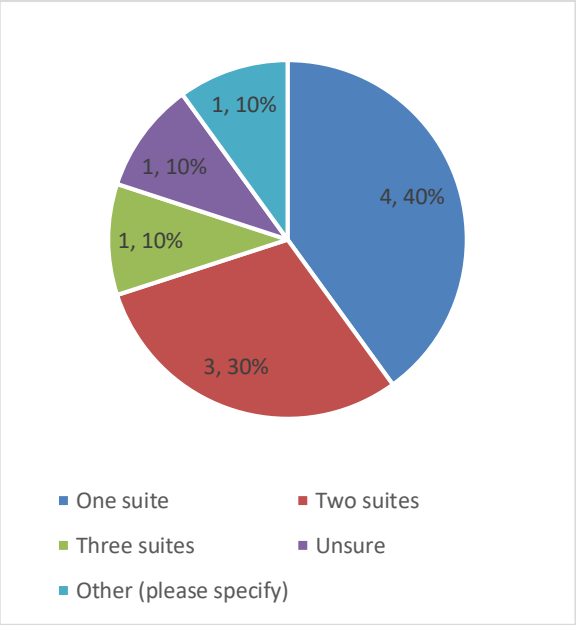


Other (please specify)

- I think that innovation in this area makes it difficult to draw a line. People keep coming up with new and creative ways to provide housing.

3.2 *Currently, the Land Use Bylaw allows one secondary suite per lot. How many suites per lot would you support?*

| Response Choices | Number of Responses |
|---|---|
| One suite | 4 |
| Two suites | 3 |
| Three suites | 1 |
| Unsure | 1 |
| Other (please specify) | 1 |

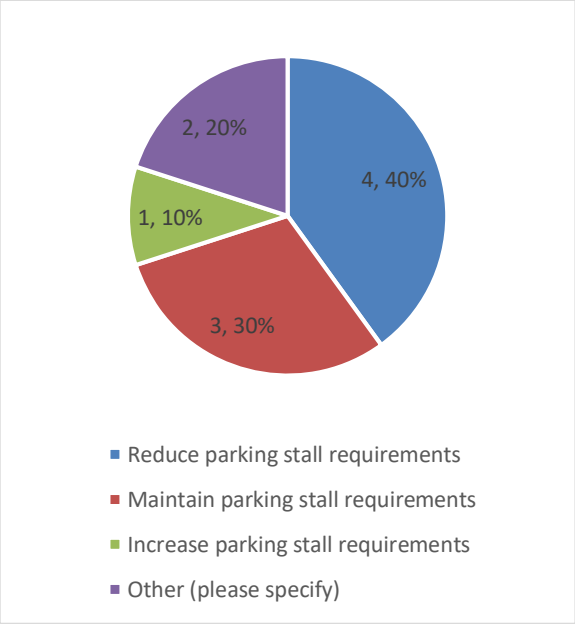



Other (please specify)

- I support this being left to the homeowner to decide.

3.3 *Currently the Land Use Bylaw requires one parking stall for secondary suites with two bedrooms or less, and two parking stalls for suites with three bedrooms or greater. What should the City do with secondary suite parking?*

| Response Options | Number of Responses |
|---|---|
| Reduce parking stall requirements | 4 |
| Maintain parking stall requirements | 3 |
| Increase parking stall requirements | 1 |
| Unsure | 0 |
| Other (please specify) | 2 |




Other (please specify)

- Reduce requirements. There's always room to park on the street - which is highly underutilized city-wide.
- I think that the parking needs should be determined by the owner. If it is insufficient that is who will primarily suffer. Also I think creative solutions for on lot parking should be allowed (like permeable surface parking).

3.4 *Do you have any other feedback on secondary suites?*

- Current standards for limiting secondary suites and parking as set out in the LUB are adequate.
- Affordable housing is one of Canada's biggest challenges, and will get tougher with the aging population. Please make secondary suites easy to obtain approval for, with minimal requirements (e.g. parking).

- Secondary suites, in my opinion, should be allowed throughout the city particularly for families that are in multi dwelling homes to assist in affordable living in the current economy.
- Again, I think it is difficult for a LUB to keep pace with the innovation happening in the market. St Albert should be keeping the LUB flexible enough to encourage creative solution, not policing and quashing creative solutions.

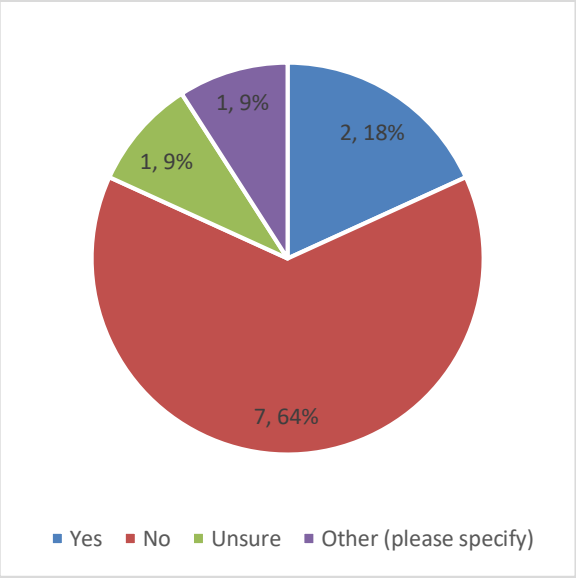
### *3.5 What We Heard: Secondary Suites*

The key themes that appeared in this section were: affordability and flexibility. There is support for suites, as a way to provide affordable housing within the City. Some respondents thought that current suite regulations are adequate, and other respondents would like them to be expanded to support affordability.

## 4. Advertising & Signage

*4.1 Advertising practices such as roadside mascots, sign spinners, and vertical flag signs are currently not permitted in St. Albert. Should this change?*

| Response Choices | Number of Responses |
|---|---|
| Yes | 2 |
| No | 7 |
| Unsure | 1 |
| Other (please specify) | 1 |

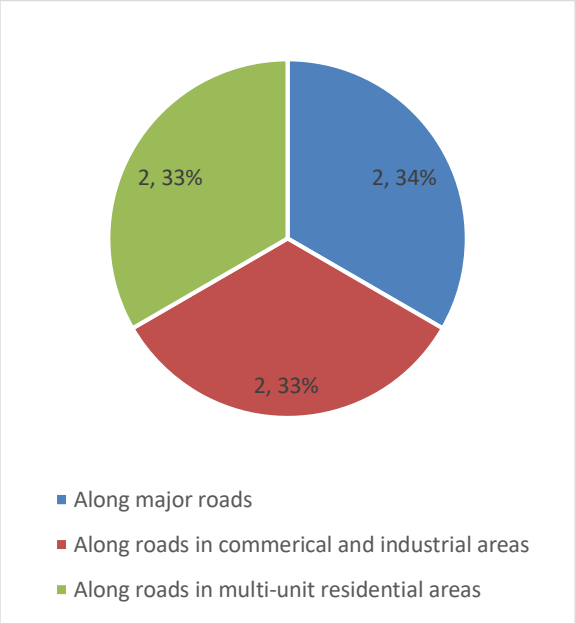


Other (please specify)

- No opinion.

*4.2 Where should the city permit such advertising?*

| Response Options | Number of Responses |
|---|---|
| Along major roads | 2 |
| Along roads in commercial and industrial areas | 2 |
| Along roads in multi-unit residential areas | 2 |
| Unsure | 0 |
| Other (please specify) | 0 |

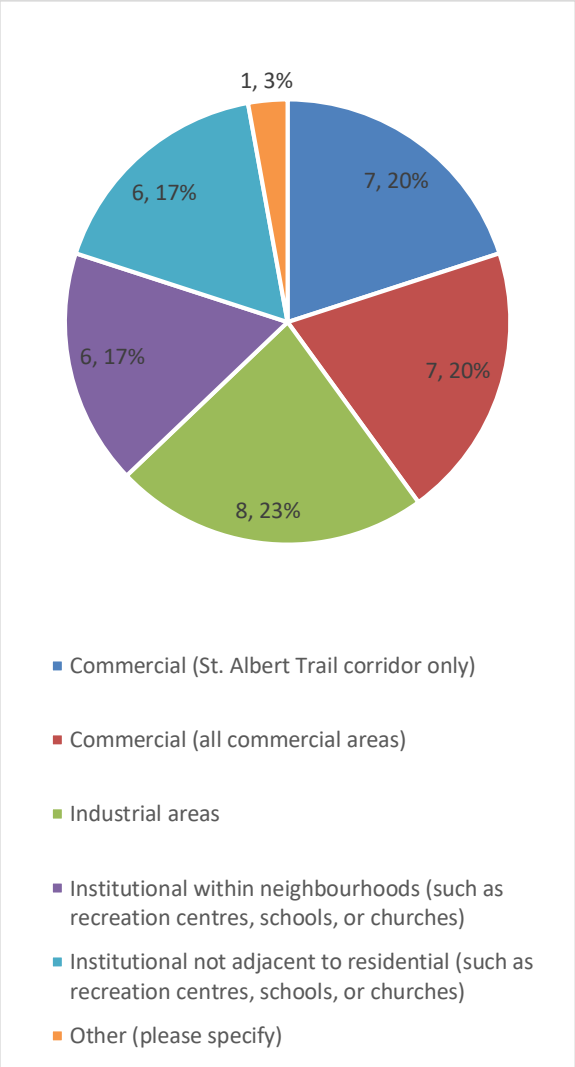



Other (please specify)

- N/A.

4.3 *Digital display signs are currently restricted to commercial corridors and industrial districts. Where in the City do you think digital display signs are appropriate? (Select all that apply).*

| Response Options | Number of Responses |
|---|---|
| Commercial (St. Albert Trail corridor only) | 7 |
| Commercial (all commercial areas) | 7 |
| Industrial areas | 8 |
| Institutional within neighbourhoods (such as recreation centres, schools or churches) | 6 |
| Institutional not adjacent to residential (such as recreation centres, schools, or churches) | 6 |
| Unsure | 0 |
| Other (please specify) | 1 |

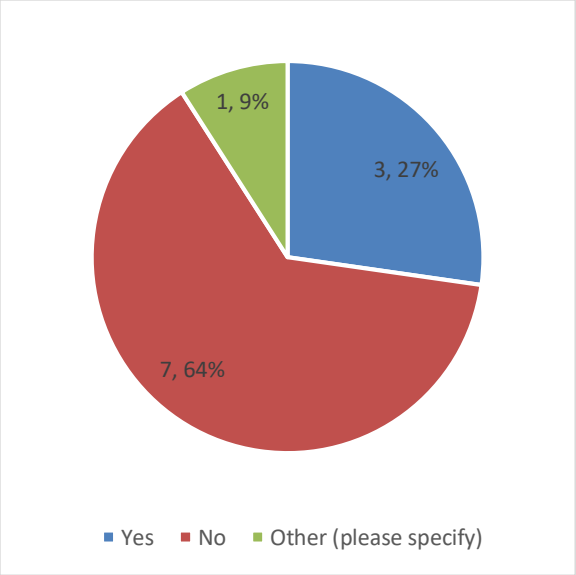



Other (please specify)

- All of the above locations (and more!) could work, assuming the sign doesn't point directly towards somebody's home, and if technology allows dimming during overnight hours. There is clear precedent for this in most municipalities, assuming the right mitigative regulations are in place.

4.4 *Third-party advertising, which is the advertising of a good or service offered elsewhere than on the site upon which the sign is located, are currently not permitted (except on billboards). Should this change?*

| Response Options | Number of Responses |
|---|---|
| Yes | 3 |
| No | 7 |
| Unsure | 0 |
| Other (please specify) | 1 |

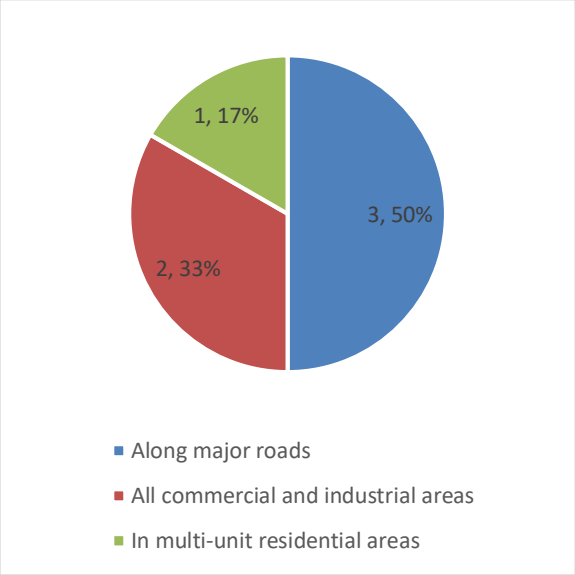



Other (please specify)

- Wayfinding to new neighborhoods is important.

4.5 *Where should the City permit such third-party advertising? (Select all that apply).*

| Response Options | Number of Responses |
|---|---|
| Along major roads | 3 |
| All commercial and industrial areas | 2 |
| In multi-unit residential areas | 1 |
| Unsure | 0 |
| Other (please specify) | 0 |




Other (please specify)

- N/A.

4.6 *Do you have any other feedback on advertising and signage?*

- There exits an explosion of legal and illegal road signage to the detriment of ensuring safe transit. Bylaw enforcement is complaint based and in-effective. The priority should be ensuring safe transit to ensure traffic signage does not get missed.
- Needs to balance visual sign clutter, traffic safety, economic development, tax revenue, etc.
- There really needs to be more allowance along major roads for directional signage supporting new communities. People looking to buy in these communities, and contractors working in these communities are generally not from the City, and if wayfinding is not clear they create real safety hazards. The wayfinding should be consistent and clear. Some other Cities in the region have set signage areas and formats to achieve this. St Albert should as well. Buyers and contractors going to new communities are key economic growth drivers for our City.

- Signage is critical to the business community. It is pertinent to the economic health of a community.
- Advertising and signage is visual pollution and disruptive. Eliminate it all except what is needed for critical or emergency use.
- Digital signs are eyesores. Magnet signs are eyesores. Too much signage in this city already. Why do businesses with signs need secondary signs?

### *4.7 What We Heard*

The key themes that were raised in this section include: visual clutter and distraction, wayfinding, enforcement, and support for businesses.

There are some respondents who prefer less signage and visual distraction or clutter along roadways. Other respondents emphasized wayfinding, and the promotion of business.

## 5. General Feedback

### *5.1 Do you have any other feedback regarding the Land Use Bylaw?*

- I have concerns situating high density towers and developments in or adjacent to primarily low density residential development because of the accompanying problem to accommodate vehicle storage and movement outside of normal working hours. Much as minimum provisions are defined for parking space by unit type, the same should apply to the provision of green space. There is insufficient recognition in the existing LUB to the need for more green space in close proximity to higher density development. This space is critical to the well being for the residents inhabiting higher density development.
- The majority of St. Albert is comprised of houses. As they approach the end of their lifecycle, they should be allowed to subdivide in order to facilitate two houses in their place. This will further help with the affordable housing crisis, and help to reduce suburban sprawl in the decades ahead.
- The MDP has a vision for the City that represents significant change from how growth has been shaped in the past. Real and significant changes to the LUB are necessary for this vision to be achieved. Not

only should the City be looking to what has been successful in other regional municipalities and trying to keep pace, but the City should be thinking about how to increase flexibility to be prepared for the innovations of the future.

- Allow digital signs and ban the ugly old portable sign boards with movable letters that litter the roadsides on St. Albert Trail. It's 2022/23.
- Everything is good in moderation.
- May have to strengthen walking, biking, scooting routes if you reduce parking.

### *5.2 What We Heard*

The key themes that have come up in the feedback are managing the impacts of density, innovation, affordability, infill and greenspace. There were also comments related to parking and signage.

## WHAT'S NEXT

There will be another round of public participation in 2023.

Later, the LUB will be presented to Council at a public hearing which is open to everyone to attend. Further details on how to sign up will be provided on the Cultivate the Conversation page, closer to the date of the hearing.

# APPENDICES

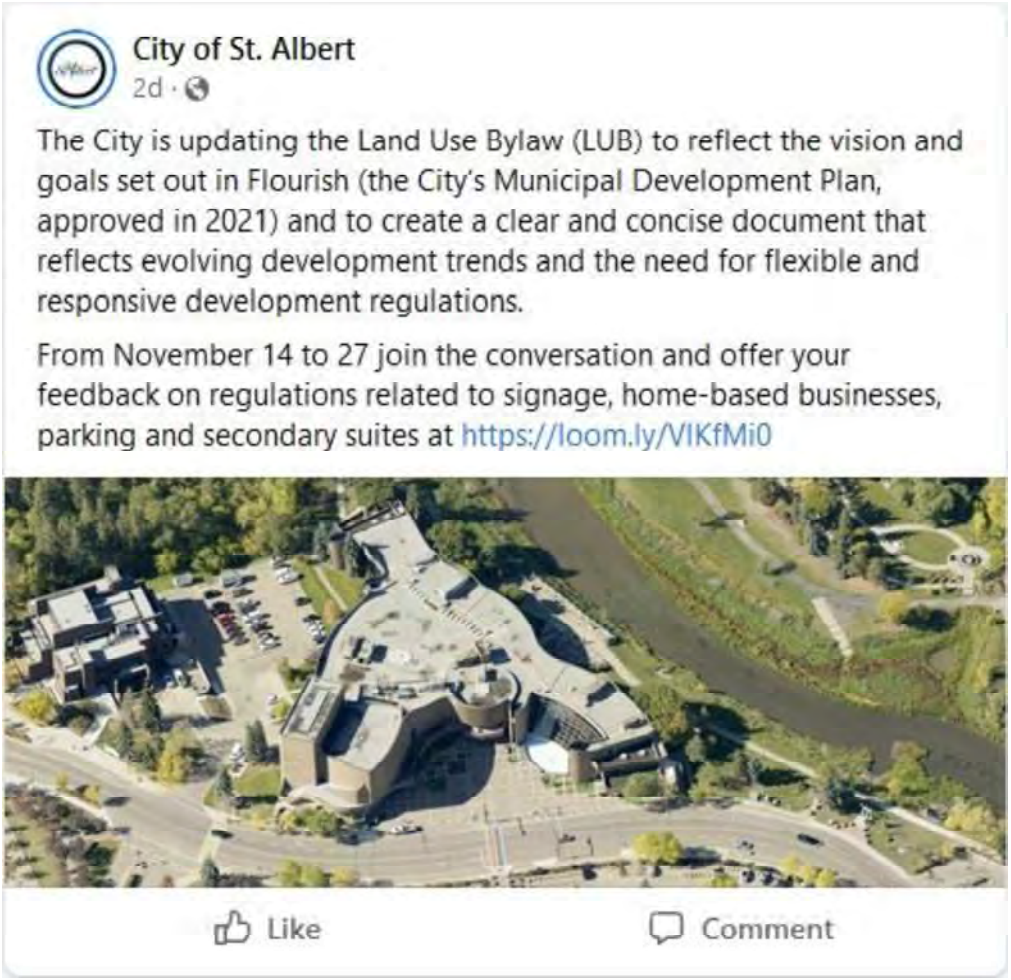
## Appendix 1: Notification Methods, Newspaper Ad

### *CityLights Ad*



## Appendix 2: Notification Methods, Social Media

### *Facebook*



***Twitter***

**City of St. Albert** @CityofStAlbert · 20h

The City is updating the Land Use Bylaw (LUB) to reflect the vision and goals set out in Flourish (the City's Municipal Development Plan, approved in 2021) and to create a clear and concise document that reflects evolving development trends and the need for flexible and... (1/2)



1

Show this thread

**City of St. Albert** @CityofStAlbert · 20h

responsive development regulations.

From November 14 to 27 join the conversation and offer your feedback on regulations related to signage, home-based businesses, parking and secondary suites at: loom.ly/VlKfMi0 (2/2)



conversation.stalbert.ca

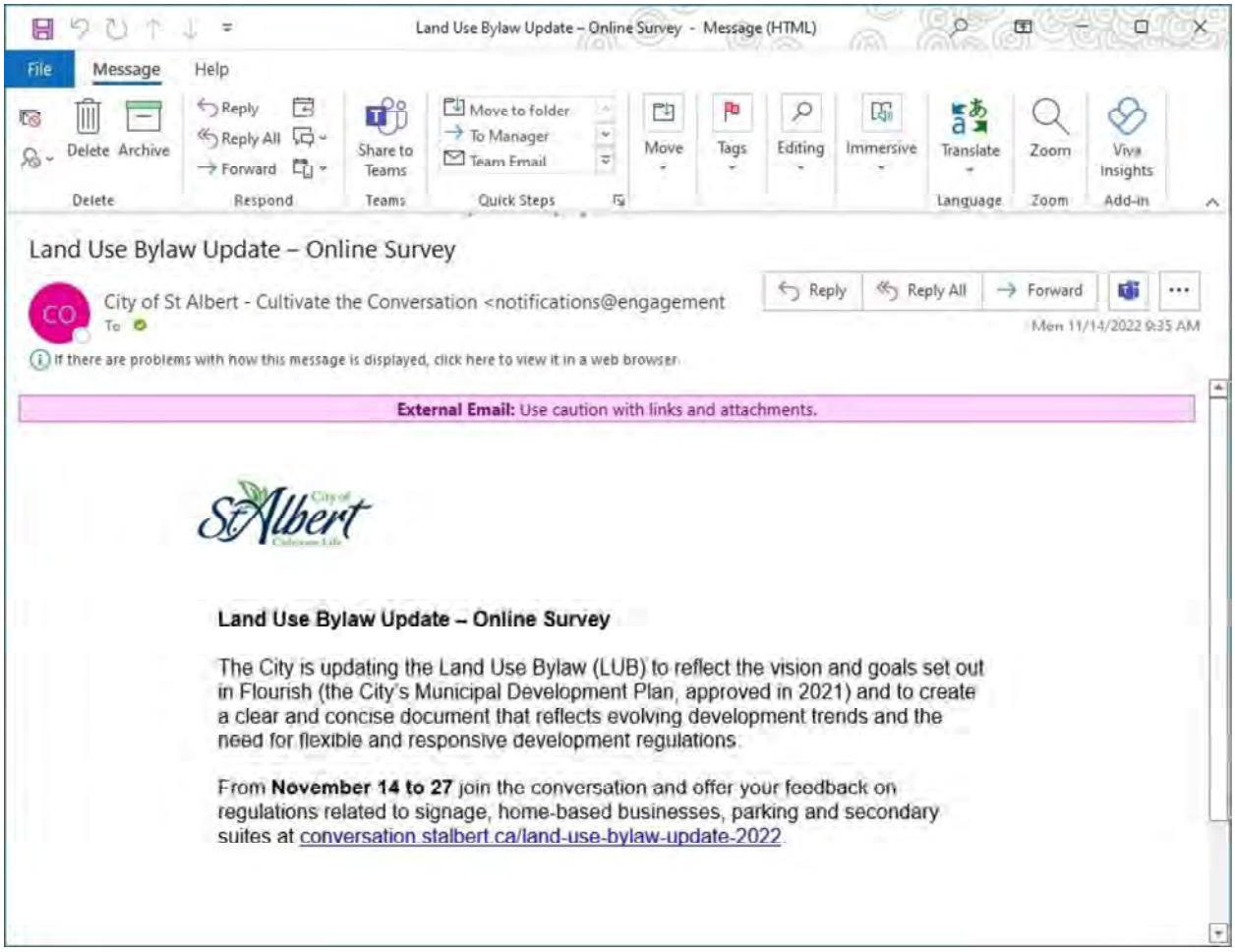
Land Use Bylaw Update 2022

The City of St. Albert is Updating the Land Use Bylaw (LUB). The LUB is a document that is adopt...

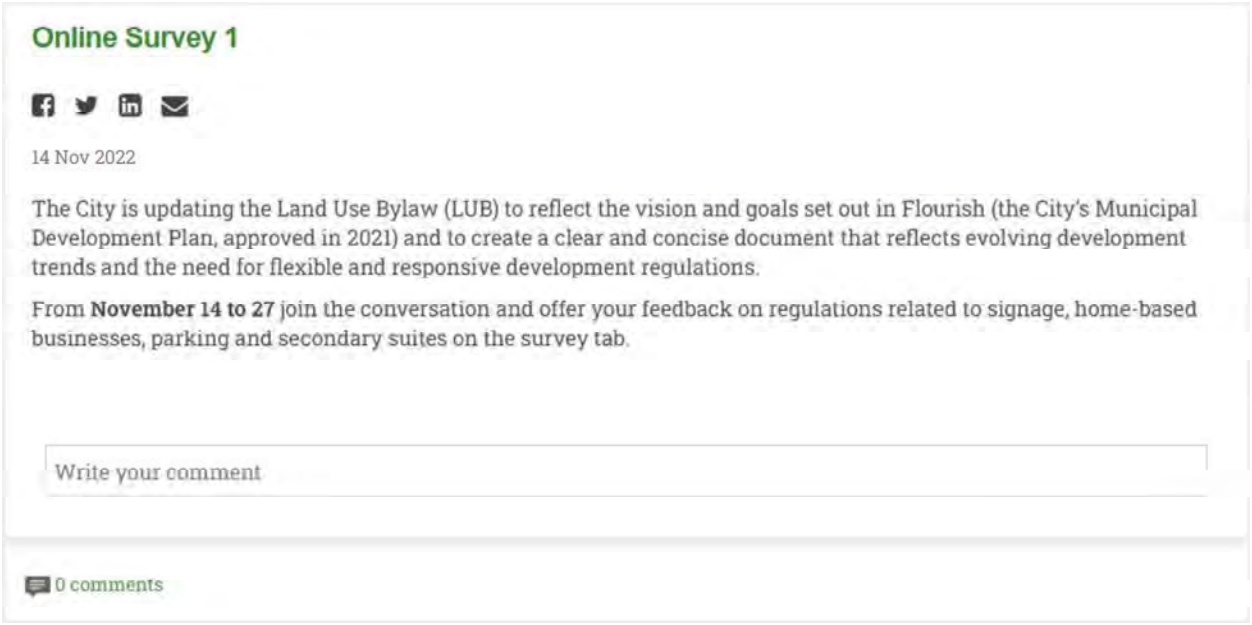
Show this thread

## Appendix 3: Notification Methods, CTC Website

### *Newsletter Emailed to Subscribers*



## *Public Newsfeed Post*



# What We Learned

## Land Use Bylaw Update – Open House and Online Survey 2

**December 4, 2023**

## LAND USE BYLAW UPDATE

Thank you to everyone who was involved in reviewing or providing input at the Open House Event and Online Survey. The open house event was held on November 7, 2023, from 5 to 8 p.m. A virtual open house tool was also used to share the display boards from the event and the online survey, which ran from October 31 to November 19, 2023. There were 15 presentation boards to introduce the project and share proposed changes to the Land Use Bylaw (LUB) to the public and ask for feedback on specific topics, including advertising and signage, home-based businesses, new districts, secondary suites, and parking.

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




## PROJECT SUMMARY

The Land Use Bylaw (LUB) is a document that is adopted by City Council that manages development within St. Albert limits. The LUB covers a wide range of development regulations, including the following:

- Establishing the development permit process and the process for redistricting (rezoning) and LUB text amendments.
- Regulating the size and use of land and buildings.

- Classifying land use districts (zones) and determining minimum development standards for each of these districts.
- Determining the appropriate permitted and discretionary uses for each land use district.

### Current Bylaw

The current Land Use Bylaw 9/2005 was approved in 2005 and requires an update. Although amendments to the LUB have been enacted since, evolving development trends illustrate the need for more flexible and responsive development regulations.

### Strategic Priorities

The St. Albert Strategic Plan includes five strategic priorities. Strategic Priority #1 is Economic Prosperity, which includes supporting plans and agreements that foster development in St. Albert, including mature neighbourhoods, and build affordability in all new development. This strategy includes an update to the Land Use Bylaw.

Additionally, the City of St. Albert Corporate Business Plan 2022-2025 Strategic Priority One: Economic Prosperity directs administration to complete the update of the Land Use Bylaw to modernize and align the LUB with the new Municipal Development Plan.

With these priorities in mind, the goals for this project include the following:

- Aligning the LUB with *Flourish*, the City's Municipal Development Plan.
- Updating and modernization of the document.
- Creating an accessible and web-friendly LUB.

## METHODOLOGY

Feedback from Council, internal and external interested parties, and the general public will be documented through in-person events and online engagement, a session with Council, and emailed responses. Below is a summary of the meetings held to date. Future events will be held prior to this file going to Council.

- April 5, 2022: Online meeting with internal interested parties 10 a.m. to noon.
- April 5, 2022: Online meeting with external interested parties from 2 p.m. to 4 p.m.
- June 13, 2022: Present to Community Growth and Infrastructure Standing Committee (CGISC).
- October 1, 2022: Public Pop-up Event at the St. Albert Farmers' Market from 10 a.m. to 3 p.m.
- November 14 to 27, 2022: Online Survey 1
- October 31 to November 19, 2023: Virtual Open House and Online Survey 2

- November 7, 2023: In-person Open House from 5 to 8 p.m.

## NOTIFICATION METHODS FOR IN-PERSON OPEN HOUSE, VIRTUAL OPEN HOUSE AND ONLINE SURVEY

### *1.1 Newspaper*

Two ads were taken out in the St. Albert Gazette on October 19 and 26, 2023, advertising the event. Please see Appendix 1 on page 20 for a copy of the ad.

### *1.2 Social Media*

Advertisements regarding the event were posted on the City of St. Albert's Facebook, Instagram, and Twitter accounts on October 31, 2023. Please see Appendix 2 on page 21 to view copies of select social media posts.

### *1.3 City Website*

Notification of the In-Person Open House, Virtual Open House, and Online Survey was posted on the project's Cultivate the Conversation (CTC) website at conversation.stalbert.ca/land-use-bylaw-update-2022. A newsletter was sent out to project subscribers, and a public newsfeed item was posted on October 31, 2023. Please see Appendix 3 on page 24 to view a copy of the newsletter and public posting.

## COMMUNICATION MATERIALS FOR IN-PERSON AND VIRTUAL OPEN HOUSE

At the in-person open house event and on the virtual open house tool, sixteen display boards were provided that explained what a Land Use Bylaw is, the purpose of the project, and shared proposed updates and asked for feedback on several topics. The topics included parking, secondary suites, home based businesses, and advertising and signage. Please see Appendix 4 on page 26 to view pictures of the presentation boards.

City representatives were available to provide information and answer questions. Participants were invited to share their feedback via the online survey or paper copy of the survey available at the event. Approximately 46 people attended the in-person open house, 110 people visited the virtual open house, 43 people responded to the online survey and one paper survey was submitted.

## OPEN HOUSE AND ONLINE ENGAGEMENT FEEDBACK

Below is a summary of the responses provided.

# Development Permits

*What We Learned*
*There were some concerns raised about the types of permitted uses that did not require a development permit as well as concerns about signage costs/permits, telecommunication towers, commercial vehicle and business parking, and home-business parking/uses. Some respondents noted concern about the size of vehicles parked in residential neighbourhoods and that large vehicles can cause parking and safety issues in neighbourhoods with narrow streets. Some respondents noted that hot tubs should not require a development permit and others.*

**1. Are there any types of development listed under 'Development Not Requiring a Permit' that should require a Development Permit or stricter regulation?**

Public Comments

- Election signs, construction signs, real estate signs just to name a few. Why is that only portable signs require permits for signs that are non-permanent. Next, the permit fees for portable signs are discriminatory. The MGA states a municipality can only charge the amount it cost to deliver that service. How is it that permit fees in Fort Saskatchewan are $144/yr and Leduc is $100 for 3 years.
- Kind of a confusing question since there are a range of land uses managed under Bylaw, e.g., chicken houses etc. that do not appear on the list yet can raise concerns of adjoining property owner. Suggest there is need to clarify development controlled by Bylaw yet not requiring a "development permit".
- Very large pick-up trucks are increasingly replacing smaller SUVs and passenger cars creating impassable traffic lanes and reduced visibility on narrow residential streets. Safety issues result. Limit parking to one side? Not sure both this is a sea change in personal vehicle size in past decade or so.
- You should not be able to park commercial vehicles in an undeveloped commercial lot.
- Constructing, widening, altering, redesigning a public roadway should require a permit.
- Residential landscaping and commercial business parking
- Shipping containers, driveway extensions, garage sale signs not allowed
- Home based businesses that require customers to arrive daily or hourly should require a permit and parking available on property
- All recreational vehicles should not be allowed to be stored on property between October 1 and May 1
- Commercial Vehicle Parking - some of the vehicles parked on the streets are massive. This needs to be enforced if no permits are required.
- Telecommunication Tower - permit should be required.

- Recreation Vehicle and Recreation Equipment Parking and Storage - many people are in violation of this, very often impeding the sidewalks.

**2. Are there any types of development currently requiring a Development Permit that should be added to the list of 'Development Not Requiring a Development Permit'?**

Public Comments

- Hot tubs x2
- Portable signs. How is it fair that every other type of non-permanent signs don't require permits. Tell how this is fair.
- Skateboard 1/2 pipes 4 feet and under should not require permits
- Not that I can see but many should be taken off the list, why would you allow a telecommunications tower without a permit?

**3. Do you have any other comments regarding 'Development Not Requiring a Permit'?**

Public Comments

- Land stripping in advance of development. With St. Albert proposing to modify drainage levy based on permeable area I believe the LUB needs to address the need for sufficient "topsoil" being set aside to ensure a minimum depth of top soil is replaced on developed property to improve the permeability of the undeveloped land to retain and slow water release.
- Please add placement of large trees from residential property lines.
- Most of this list should require a permit! We already have issues with our neighbour illegally widening their driveway and running their home-based business with total disregard for bylaws and rules. There has been toxic spills, complete disregard for TDG, noise bylaws broken at 2am, and numerous complaints go almost unanswered by authorities. Now you want to say people can do just about anything without permits. Rules exist because of people like my neighbour given free reign will destroy our neighborhoods.
- St. Albert is known for its single-family living. I chose to move here 10 years ago because I wanted out of the high-density urban setting that Edmonton has become. I pay higher taxes for that choice. Don't start making neighborhoods high density, thinking we are some big city, because we are not.
- Without active enforcement, not just responding to bylaw complaints, on parking recreation vehicles and commercial vehicles, people regularly don't comply with the standards in place.

## Secondary Suites

*What We Learned*
*Most respondents were in favour of the changes proposed regarding secondary suites as a means to provide more housing options and increase density. However, many respondents were concerned about the impact that secondary suites would have on*

*parking in residential neighbourhoods noting it is an issue in many areas. Some suggested limiting secondary suites to areas with back-alley access only and limiting the number of bedrooms in order to reduce the impacts on parking. A few respondents were generally opposed to allowing secondary suites.*

**4. Do you have any comments on the proposed changes to Secondary Suite regulations?**

Public Comments

- Good changes I think. Should promote more secondary suites to increase density. Eliminating or reducing parking requirements will help reduce needless sprawl caused by having empty parking spaces all over the place.
- I have concerns with the reduction of parking requirements. Until such time as there is a meaningful reduction of vehicles per population the existing minimum parking requirements should be retained.
- I like the changes
- No issues other than on street parking in congested areas as more units are added.
- You've set up a future parking problem for the city by reducing the required parking. Not good.
- No secondary suites please
- The number of parking spaces should not be reduced. All developments, independent of bedrooms should be required a minimum of 2 parking spaces.
- So does this mean renters will be parking on the street? My neighbour is currently constructing a basement suite, unknown bedrooms an upstairs apartment, unknown bedrooms and a garage suite, unknown bedrooms, he might as well build an apartment building with no parking!
- Additional suites on one residential property should only be allowed if additional parking is provided on that property and is clearly demonstrated.
- No. These are very good changes
- Removal of the required provision of parking to secondary is just going to clog street parking. Not in favour.
- What is considered low density residential? I disagree with secondary suite. Parking is already an issue in most places. This also creates possibility for illegal rental situations.
- Secondary suites should be in areas with back-alley access only. My backyard is my sanctuary, away from people. I need that. Don't allow secondary suites in areas unless they have direct alley access.
- Increase the amount of bedrooms allowed.
- I think this is great. I like removing the parking restrictions from before and that individuals could have one internal and one external suite.
- Great, allow for more density and more innovation in future.
- The parking requirements seems reasonable in old neighbourhoods however in newer areas there is almost no street parking to begin with and during the winter even less area to put your snow. It's not reasonable for these suites to not have parking on their property for tenants.

- In favour of changes
- As long as parking is addressed. Whatever makes it harder for crummy people to move to our city and increase crime rates.
- These are excellent changes!
- I disagree with secondary suites but more specifically I disagree with reducing the amount of parking spaces you are required to have. You are allowing areas not built to have multi-family dwellings and worse yet you are creating parking issues and needless use of bylaw to manage those who are not respectful of an area. Example a homeowner will rent their basement have all their belongings in the garage. They now do not park in the garage and have a boat, utility trailer, 5 cars on the driveway plus have a home-based business that does not have any room for client parking nor the actual renter.
- Maximum of two bedrooms should apply.
- Maintain one secondary suite per principal. You are asking for parking nightmare scenarios.
- Do it.

## Parking

*What We Learned*
*Many respondents noted concern about the proposed changes to parking especially in downtown, residential neighbourhoods that already experience parking challenges and in areas with secondary suites or multi-family housing. Some respondents were supportive of the proposed changes to parking, especially in more dense areas, and noted that less parking may encourage the use of other travel modes.*

**5. Do you have any comments on the proposed minimum parking reductions?**

Public Comments

- Good. Reduce or eliminate parking spaces. Do people really need vehicles? reducing or eliminating parking will inadvertently help to encourage ride share or use of public transportation. The next step is to reduce the size of our streets. Stop building so many roads, all it does is induce and encourage more use of individual vehicles.
- How does this affect downtown parking during events such as Farmers' Market and Arden Theatre usage? Will 2hr parking now be enforced?
- I like where this is going. Furthermore, the City should consider allowing neighboring developments to share parking lots where appropriate. This would also help leave more space for development, rather than for underused parking lots.
- Similar concern as noted for Question 4; until such time as there is marked decline in number of vehicles per adult population, St Albert should retain the existing minimum parking standards.
- Really more of a site planning issue, fast food restaurants with drive thru often don't have adequate spots for cars to wait for orders, creating blocked lanes and congestion.

- Seems worse in newer developments.
- Residential apartment and suite parking should not be reduced parking on some developments have already been forced on to the streets. This would not be a problem if the streets where plowed more and or wider.
- Next up St Albert will be pulling a Calgary and charging for street parking.
- Secondary suites should have dedicated parking, the streets are already too dense in the neighbourhoods.
- Apartment parking should remain at one per bedroom. Secondary suites should require dedicated parking. In general parking requirements should not be reduced, this creates congestion and a safety risk for the public.
- This is not well thought out.
- That is unacceptable. Secondary suites must have parking space provided on the property for that additional suite. Nothing can inflame residence anger more than additional parking space being used up.
- This just pushes parking to be someone else's issue. The cars don't just magically go away. We are a suburb and people live here to get away from the high density of the city. Let's remember who we are and why we exist.
- Right direction for higher density areas.
- The clogged streets in Edmonton are something to avoid though.
- If the community isn't walkable and there isn't transit, allow for parking. Nice thought to reduce parking, but truly enable it.
- This is a winter province, something Edmonton council doesn't get… be smarter than them. Parking is already an issue in many places and you want to lower the number of spots?? Stop thinking like accountants and remember you are here to better the community needs.
- Expect builders to have parking spaces otherwise residents of these units will park on streets, creating a problem for existing residents.
- Very good. Not all need or want vehicles. Allows for more flexibility. Future shows less individual vehicle ownership especially for middle class.
- Agree with changes.
- Good idea. To reduce parking though, must also reduce reliance on vehicles. Are protected bike lanes, safe bike parking infrastructure and safe walking routes available to allow people to choose not to drive use other means of getting around?
- As mentioned earlier I think lowering the restrictions is ludicrous as you are needlessly creating issues in areas that are not built for it and you are needlessly changing what makes St. Albert special. You are making it an extension of Edmonton.
- You will be creating parking chaos with these changes.
- These are not easy decisions.
- The residential portion of this concerns me. It seems as though this will lead to a severe lack of parking for many people. I'm also unsure what is meant by, "Downtown parking requirements have been relaxed."

# Residential Districts

*What We Learned*
*Many respondents were opposed to the proposed changes to residential districts that allow for smaller lots, reduced lot separation spacing and higher density housing options due to concerns about fire safety, reduced green/outdoor space, and parking. It was also noted by a few respondents that promoting higher density housing does not align with St. Albert's larger lots and why people want to be in St. Albert. A few respondents were generally supportive of the proposed changes to residential districts.*

**6. Do you have any comments on the changes proposed for Residential Districts?**

Public Comments

- Good changes. Accommodating larger decks is good....also can reduce grass area which helps to reduce water demand
- Your minimum lot widths for LDR haven't changed in comparison to R1 in the old land use bylaw (10m wide). Wouldn't reducing that width help to increase density too? This district makes up the City's largest land mass.
- Increasing density results in diminished area for outdoor use. LUB needs to address the need for additional green space in zoning as density increases. The current set aside of 10% under the MGA needs to be revisited as municipalities move to increase development density in residential areas. Habitation needs to remain livable. It is also complementary to the city's effort to achieve the forest canopy objectives it is striving to meet.
- 18 meters or 7 stories seems to high for MDR
- Cool it or the whole city will burn down. Please keep build footprints to a minimum ratio to allow for yards and space between dwellings.
- What is the feedback from the fire department on the reduction of spacing? This looks like a massive risk on the fire safety front.
- You are taking away all of the draw to living in a suburb and thus in St. Albert. I have lived here nearly all of my 40 years and St. Albert is losing it's draw of a small town family feel in favour of developer green and density. Oppose increased building heights. We are a "botanical city" of what good is that if the buildings start to all be taller than the trees.
- This is a good change
- Why? Why are you trying to pack people into tight spaces. It reminds me of ghettos from World War 2. We don't needs high density dwellings that are even more compact, in St. Albert, which is known for its single family spaces.
- Nudge economics can become administrative dictates easily. Carefully draft green practices rule.
- Out buildings should be included in small lot setback changes.
- Agree with changes
- I would never live in these new developments with zero lot lines - so dangerous if there is a fire and where do people put their AC unit. The residential lots

should be increased to be more like Northridge spacing!

- You have already made lot sizes smaller and building one on top of the other, again you are making this city like Edmonton and losing what makes it special, there isn't a need to always be the "flavour" of the week and follow everyone, maybe keep St. Albert special and place people want to be not just another new area that is like North Edmonton
- Separation distances relaxation may cause a mass fire event.
- I do not agree with a lot of this. People don't move to St Albert for things like more compact sites & taller buildings. I believe that this will move us away from the botanical loving city that we are. On a side note, "green practices" is very vague.

## Commercial Districts

*What We Learned*
*Most respondents were supportive of the proposed changes to Commercial and Industrial Districts and supporting businesses in St. Albert.*

**7. Do you have any comments on the changes proposed for Commercial or Industrial Districts?**

Public Comments

- Business diversity is good.
- Seems reasonable yet Unsure - no comment.
- DARP was a waste of taxpayer money. Sounds like the dream will continue.
- Sounds fine.
- New economy dictates more flexibility in business, retail and commercial zoning required. Respect existing neighbourhoods while balancing lifestyle and business viability (earning a living) needs.
- No issues
- "The Development Officer shall review each development permit application to determine what type of use the development constitutes" THAT is a lot of power in the hands of one person.
- Sounds good

## Mixed-Use Districts

*What We Learned*
*Most respondents were supportive of the proposed changes to Mixed-Use Districts. One respondent noted the importance of promoting walkability and another noted the importance of protecting historic sites in mixed use areas. A few respondents noted concerns about allowing uses such as health/professional services and animal services in a mixed-use area.*

**8. Do you have any comments on the changes proposed for Mixed-Use Districts?**

Public Comments

- Mixed and flexible is good....people should be able to work where they live....makes things walkable, take cars out of the equation. A great deal of the city budget is spent catering to cars and transportation....lets stop the sprawl and discourage the use of individual car movement and encourage movement by human and / or non-emitting methods.
- Remove health services, professional services from permitted uses in the Downtown District to promote a walkable, vibrant downtown.
- Seems reasonable yet unsure - no comment
- DARP. What a blinkity blink JOKE! Still waiting for that eyesore at the former Grandin Mall to be torn down and maybe turned into a park.
- This is fine as long as it respects historical sites
- Downtown is an expected and excellent place to try out city council's pet projects.
- Good.
- Sounds good.
- No issue.
- THIS discretionary use must be severely restricted.
- Animal Service without outdoor kennels, pens, runs, or other similar enclosures.
- Inadequate parking for "physical Handicapped" persons.
- Thank you for listening – talking/inviting feedback and responding.

## Public, Private and Institutional Service (PSI) District

*What We Learned*
*Some respondents were supportive of the proposed changes to PSI Districts and allowing tall buildings such as those up to 15 meters in height.*

**9. Do you have any comments on the changes proposed for the PSI District?**

Public Comments

- Why are these not integrated into residential neighbourhoods? A lot of these buildings could be used after hours for community groups for meetings and gatherings. Need to think about how to maximize the use of all buildings being built in the city of St. Albert.
- Seems reasonable, yet unsure - no comment
- The 15m height should still be limited to 3 floors maximum.
- Bylaws requiring maintenance and upkeep should be added furthermore, buildings that are in severe disrepair or derelict should be considered for

demolition.

- House and PSI requirements should be the same.
- Good
- I do not think that any building in St. Albert should be taller than 6 stories high which is around 15 meters.
- Tall buildings should be allowed, yes. This is a city.
- I agree with this initiative.

## Home-Based Business

*What We Learned*
*Most respondents were supportive of the proposed changes for Home-Based Businesses and of permitting home-based businesses in general. Some respondents noted concern about home-based businesses that may cause noise or visual disturbances (e.g., signs or commercial trucks/equipment) to neighbours or negatively impact on-street parking. Some respondents requested that hours of operation be applied to Home-Based Businesses.*

**10. Do you have any comments on the proposed Home-Based Business regulations?**

Public Comments

- Definitely should have more home-based business. residential areas in st albert are ghost towns during the weekdays so additional movement and activity in residential areas should be embraced
- Didn't see any hours of operation regulations. Should there be?
- Principal concern with Home-based Level Three - as worded it seems to imply that those areas in transition are open to this level of development, but unclear about what happens as the area is developed. Are residents resigned to the fact because these home-based businesses got going first they have to be accepted hence forth? I understood the idea behind the transition and future urban development were just that, transitional. Some provision has to be made to deal with these districts as they mature.
- I like them
- Noise from home-based biz can disturb neighbours. Quiet times established or some sort of noise mitigation required.
- Home business should not be allowed window signs, there should be no commercialization of residential areas.
- I will be moving.
- If a home-based business is a construction type of business, there needs to be strict rules about what type of equipment related to that business are parked in that residential area. E.g. - no backhoes, gooseneck trailers, etc. also restrict number of employees who can leave their vehicles on that residential street.
- I absolutely disagree with industrial style businesses being allowed in residential. We are already fighting this battle on Dayton crescent and we have almost no enforcement here. We need to respect people's rights to live in a

neighbourhood where you don't have to fight for parking, where you aren't woken up at all hours, where toxic chemicals aren't stored and spilled.

- Also if there is a complaint by several neighbours than enforcement agencies shouldn't deflect responsibilities but rather help to get the issue resolved.
- Any home-based business that has any clients coming to and from the residence should get 100% clearance from neighbors.
- I think this is great and supports those who are operating a home-based business that doesn't impact neighbours or parking.
- Good
- In favour
- As long as the work like auto repairs does not spill onto the street/yard
- I have a concern with this regulation as a home based business level 1 makes sense but the more people you have working out of a home you are creating a huge nuisances in the neighborhood because of parking for the employees, plus clients that now have no where to park because the business generally has the garage being used and therefore the home owners park on the street plus business clients in addition to deliveries to a business where there is a unnecessary amount of deliveries to the business. A sign I do not think helps I believe having appropriate parking on property provides some help and guidance on this
- City should require proof of insurance required for the home-based businesses. Some insurers do not allow them and people just go ahead. This is a liability issue. Ie. you sue everyone.
- No, this sounds good to me.

## Signage

*What We Learned*
*There was mixed comments regarding the proposed changes to signs. Some respondents noted concern about the brightness of digital signs, the number of signs permitted in an area, and the cost and regulations for portable signs. A few respondents suggested that the City conduct additional engagement regarding signage.*

**11. Do you have any comments on proposed changes to digital signage regulations?**

Public Comments

- I agree with churches schools and hospitals using them to convey information. I do not agree with the use of digital signs for any form of advertising.
- Digital signage should be included as a discretionary use in the PS districts as well.
- The maximum number of signs should vary dependent upon property size, not just be limited to 1 everywhere. For example, smaller properties with one road access should have one sign. However, for larger properties and/or for corner

lots, 2 signs may be advantageous in some circumstances.

- if there are any restrictions placed on portable signs on a site at uses a digital sign and no other restrictions applied to any other type of sign this would be unfair and discriminatory. As I can not see all of the content and since you did not direct us to the exact section it is impossible to find this section and therefore provide better feedback
- Need to address the sign's "luminescence and flashing of lighting"
- should be increased from 20 to 100 meters from a residential
- At a minimum there should be a limit on the lumens a digital sign can emit. Digital signs should also require specific approval for each residential property within line of sight of the sign. Ideally there should be no digital signs.
- Anything to limit brightness? Some of the existing ones are ridiculously bright near intersections
- There should be a restriction of lumens during dark hours and restrictions on flashing and ads that distract drivers
- Greater flexibility while respecting residents. Careful of bright lighting flooding adjacent residents. Some discussion of this is required.
- In favour. Long overdue.
- The information requirements currently are very expensive without knowing if the sign will be allowed. Currently stamped engineering and surveys are required with the application. There is no issue with requiring them but it would be nice to go through the sign permit process first and see if the sign conforms or allowed through discretionary use. The documents can run into the thousands of dollars depending on the projects.
- Once we know the project will be approved, we can provide the documents require prior to permit issuance.
- No issue
- Yes, and thanks for inviting conversation with the community in a timely and professional manner. This development is encouraging for our church, which seeks to participate in the community where we are located.

## Green Initiatives

*What We Learned*

*Most respondents were generally supportive of the proposed changes to Green Initiatives. There was support for electric vehicles and charging stations but some concern over how existing stations were developed and the perception of losing stalls to charging stations in future where less stalls would be provided. There was broad support for solar; however, there was a preference noted for roof-top only and concern about height of freestanding solar panels. Strong support was expressed for the new conservation park district and related park area policies. Some respondents noted that wind energy, carpool spaces, tree protection, and topsoil replacement and conservation requirements were ideas that could be considered further by the City.*

**12. Do you have comments on the proposed green initiatives?**

Public Comments

- All good. More green space good. More EV charging to encourage low or zero emitting vehicles good. Better would be to discourage use of private vehicles including EV's. We need to stop inducing more traffic by building wider and more convenient streets. More solar is good. mini grids are good. Roof tops and all available space should be allowed to install solar....community gardens very good.....grow and produce as much food as possible locally.....a community garden should be looked at as a better alternative than the food bank.
- Like the idea of this, but think the bicycle parking minimums might be too optimistic in the Downtown and remain under-utilized (i.e. 1 bike space per 3 apartment units seems high). Then again, if data supports this, fantastic!
- Strongly support the Conservation Park District, but the list is far from complete. The CP district seems directed as naturalized areas of the city's existing park and recreation zoning. Recommend all those land areas having principally naturalized areas be added to the CP and those existing and future land areas offering principally structured recreational use, e.g., playing fields, playgrounds would fall in the Park District. There are glaring absences of significant areas that should be in the new CP district. They include the lands adjacent to the Sturgeon River, Carrot Creek, Big Lake, Riverlot 56 etc. I will offer to send a list outside of this survey.
- Might start by asking what criteria were used to identify the 9 that were identified.
- Community garden change is a great idea, as is the bicycle parking change.
- Not ONE taxpayer dollar should be spent building charging stations. Not ONE! This will be an election issue. Count on it.
- free standing solar is too high, reduce from 3.7 to 2.5, should be 1.5 from side and back fence line. Solar on a wall should have glare requirements similar to free standing, and projection out from wall should not encroach on property line min setback requirements. I could not find a definition of EV charging i.e. level 1 110 15amp plug can charge a EV or level 2?
- Solar panels should be limited to roof top mounting only.
- EV charging station costs should be born by the EV users.
- All green initiatives need to be held to the same standards as oil and gas. Just because it is currently branded as green doesn't make it extremely damaging to the environment and wildlife.
- This is great. I love making community gardens allowed in all communities I would be curious about what this might look like. It's also positive to have minimum bicycle parking so it's supportive of those who want to use alternate transportation.
- Good
- If you are reducing parking everywhere for charging stations, it's going to be very difficult for people to support our businesses if there is nowhere to park
- In favour

- Absolute no to solar panels anywhere but on a roof. The city would look like a dump if this is allowed.
- These are great!
- Good! Like the direction.
- I have no specific issue with this other than maybe plan a little better than you did at Servus place where you provided 8 charging station in PRIME parking that is already limited. Only one car is ever there charging and maybe to comply with the “flavour” of the week was to put changing station on the NORTH side of Servus. You meet the criteria and the 1 person with a BMW electric car can go there to charge their car near the pool.
- Against EV and Solar. These so called "Green" energy system are not, you know that. How much slave mining in Africa do you want?
- This sounds good other than I'm not sure what's meant by "permitted use" for community gardens.

**13. Do you have any ideas for additional green initiatives that could be integrated into the LUB?**

Public Comments

- Front yard gardens, boulevards as garden space, power generation needs to be considered on a much higher government level.
- Bladeless wind energy generation for residential and commercial buildings
- Carpool spaces? (e.g., 2+ people per vehicle can park closer to a building entrance)?
- Establish a minimum amount of green space area, exclusive of walkways, per resident. Further set out a minimum distance a resident should have to go to experience a green space. This might be similar to what is set out for transit use where in distance has been identified for a person wanting to access public transit.
- Establish a minimum standard of topsoil to be replaced on the undeveloped portion for the residential districts.
- Treat the setbacks set out in the MDP 5.1.13 a) for the Sturgeon River, Carrot Creek and conserved wetlands as a "minimum" and not subject to reduction as possible under Section 5.1.13 b)
- Identify significant natural landscapes in existing undeveloped lands within St Albert and subject them to requiring a permit prior to any treed removal or land stripping.
- No, but this area is important.
- A simple and much promised green initiative is synchronizing traffic lights. The less time a vehicle is idling the less pollution, and the faster people get where they are going the less time the vehicle runs. This is true for electric vehicles as well, electricity is going to be more and more of a commodity.
- What does EV charging requirements have anything to do with Conservation Parks. Bad idea.
- Funding for home efficiency upgrades (more than token).

- Stop wasting money on stuff like this.
- Windmills.
- money spent on EV and Solar could be used to renovate any old city buildings to improve heat/energy efficiency.
- I would like to see a program in place, not only for community gardens, but also for encouraging gardens on private property.

## Additional Comments

**14. Do you have any additional comments about the Draft LUB you would like to share?**

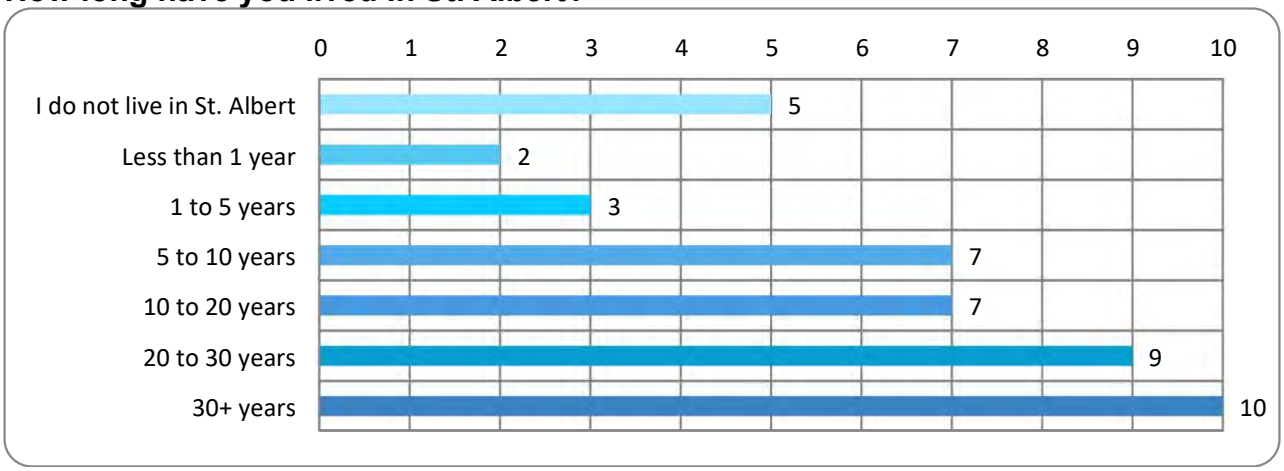
Public Comment

- Yes, anything to stop this endless sprawl. stop inducing traffic by building more and wider streets existing subdivisions in St. Albert take up way too much space for the small amount of people that live in them with immigration at an all time high and housing availability and affordability at an all time low we need to be creative on how we can get families into some of these half empty houses in these developed neighbourhoods. Anything to encourage house sharing with more than one family or extended family should be encouraged. going through the older neighbourhoods its not surprising to see old, retired couples or single people in large houses. Need to figure out how to unlock these living spaces to make the city more efficient.
- This is not a public-friendly survey.
- This is a great draft!
- The city of St. Albert is using zoning to restrict the use of portable signs. for example, the enjoy centre has been recently rezoned and now restricts the use of portable signs and to my knowledge no other non-permanent signs have be restricted. this is discriminatory and unfair. how do i file a formal complaint against the city for doing this.
- Proposed changes appear reasonable. My principal area of concern is the provision of green space as the city endeavors to increase population density; it is an issue of ensuring livability. At the same time as the city endeavors to retain and improve its forest canopy it can benefit more from ensuring the developed lands retain their water permeability and storage to lessen storm water surges and demands on drainage infrastructure.
- It would be great to see a more robust land protection rules around carrot creek and especially immediately adjacent to / south of Meadowview to protect the land around Big Lake from any development. The land south of Meadowview should not be developed at all. Once green space by the lake is developed it is gone forever.
- I am not in favour of multiple rental suites at one address with no parking.
- Do not restrict people's movements to any area if the city that they wish to visit.
- Stop using the tiny roundabouts. If using traffic, roundabouts make them the

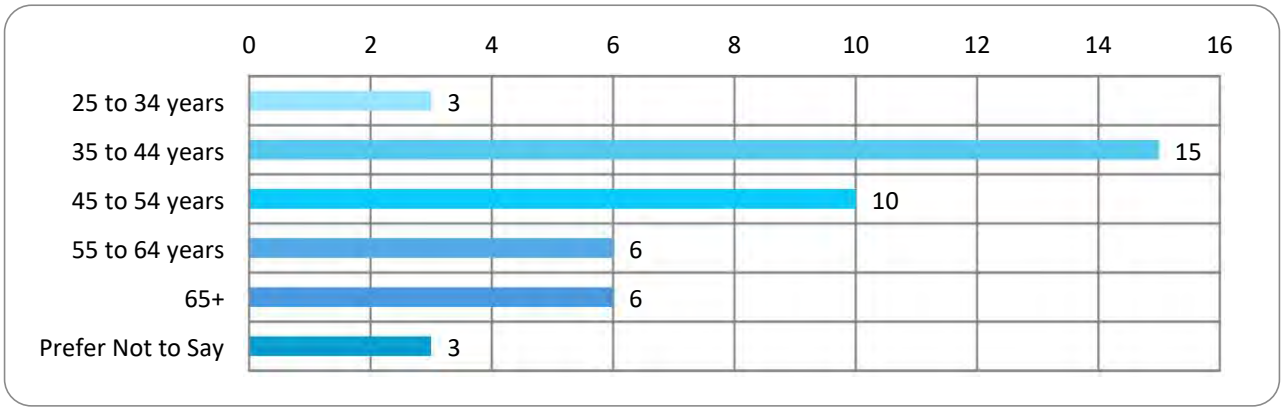
bigger size that they use in the city of Edmonton. They are much more functional.

- Thanks for opportunity to provide feedback.
- I don’t expect council to remotely listen to residents. Council has a history of going in the opposite direction of what residents have said. Not holding my breath.
- Current setback regulations do not allow for landscape development in smaller lot sized communities (north St Albert and new developments). Setbacks should be reconsidered for new communities where lot sizes are less than 12m wide.
- Need to increase the total site coverage for zll rear laned homes. Currently it's 45% for the principal building and garage and 47% with any accessory buildings. City of Edmonton's is 56% (rear lane home). The biggest issue we have right now is that a lot of our rear laned homes are exceeding that 45% because 1. its so low and 2. it is including the parking pad as total site coverage.
- Rules need to be more strict so this city looks less dumpy and has less crime.
- What happened to Millenim Park?
- Tough choices but sounds like progress.
- I'm concerned about the push that is happening across our country around 15-minute cities. While I understand that this sounds like a positive thing, as we have seen in China & the UK, it can lead to restrictions on our movement & our freedoms. I feel that our city should be very careful with the wording and reasoning behind these bylaws because, in the wrong hands, they can be misused. Thank you.
- Am impressed with the process and progress to date! Thank you.

**How long have you lived in St. Albert?**




**How old are you?**




## WHAT'S NEXT

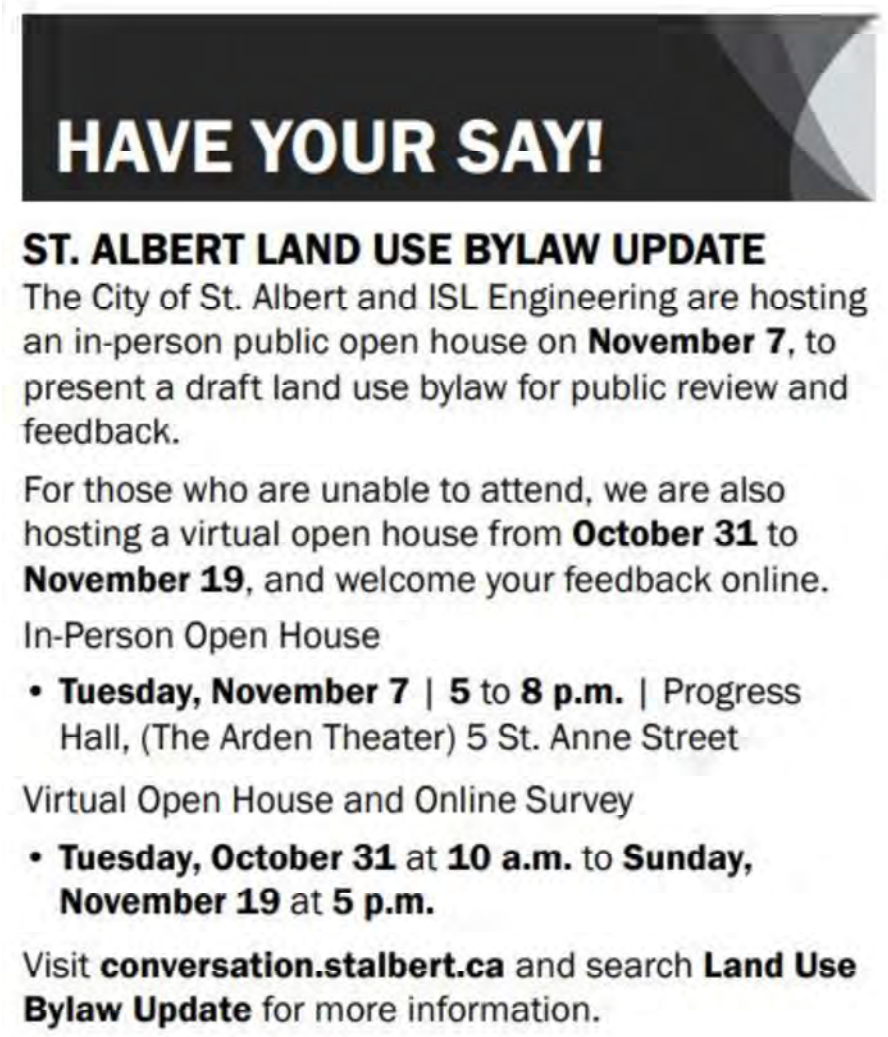
Feedback received will be considered as the City finalizes the LUB. The LUB will be presented to Council for approval in 2024 at a public hearing which is open to everyone to attend. Further details on how to sign up will be provided on the Cultivate the Conversation page, closer to the date of the hearing.

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

# APPENDICES

## Appendix 1: Notification Methods, Newspaper Ad

### *CityLights Ad*



**HAVE YOUR SAY!**

**ST. ALBERT LAND USE BYLAW UPDATE**

The City of St. Albert and ISL Engineering are hosting an in-person public open house on **November 7**, to present a draft land use bylaw for public review and feedback.

For those who are unable to attend, we are also hosting a virtual open house from **October 31** to **November 19**, and welcome your feedback online.

In-Person Open House

- **Tuesday, November 7** | **5** to **8 p.m.** | Progress Hall, (The Arden Theater) 5 St. Anne Street

Virtual Open House and Online Survey

- **Tuesday, October 31** at **10 a.m.** to **Sunday, November 19** at **5 p.m.**

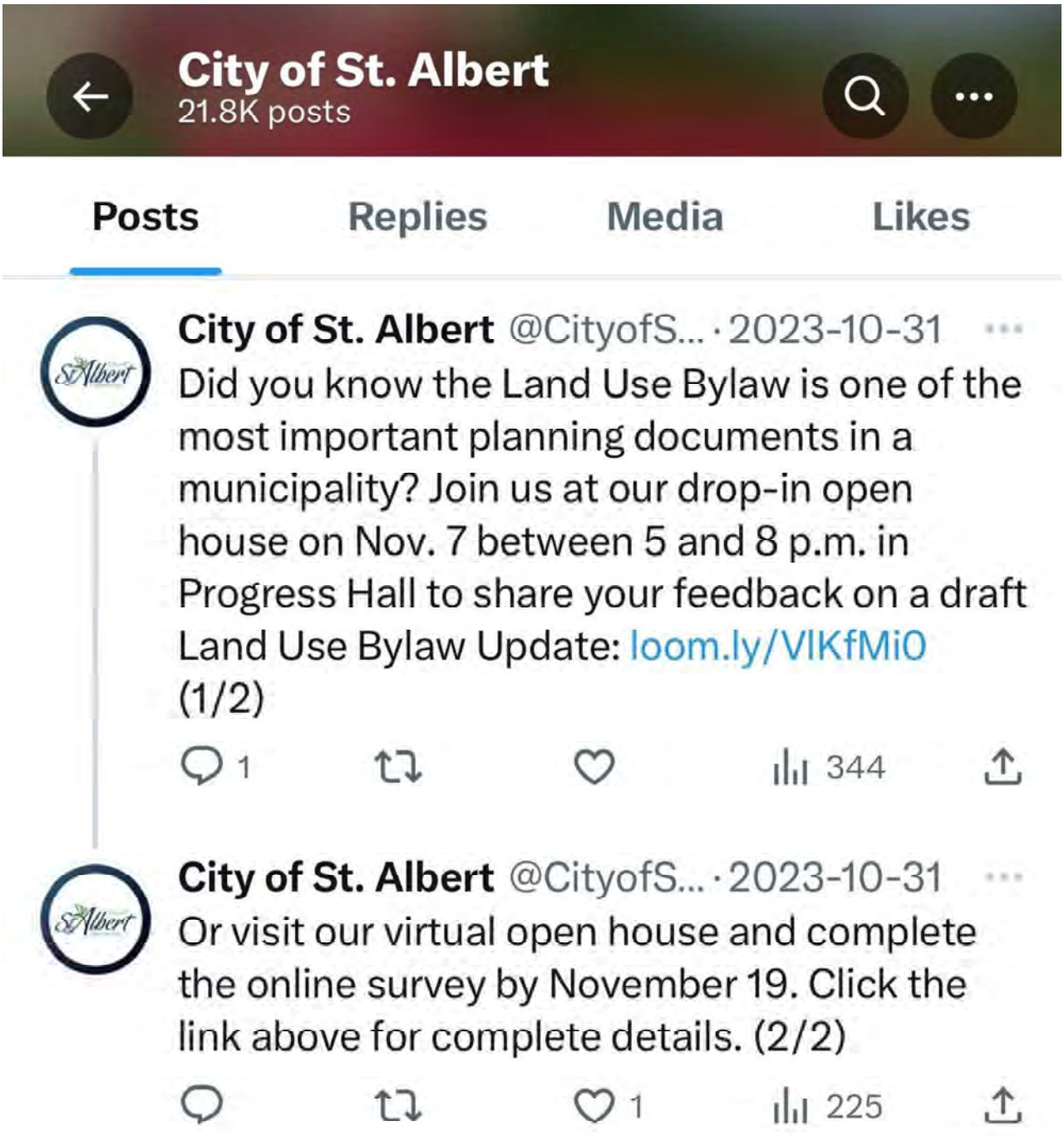
Visit **conversation.stalbert.ca** and search **Land Use Bylaw Update** for more information.

## Appendix 2: Notification Methods, Social Media

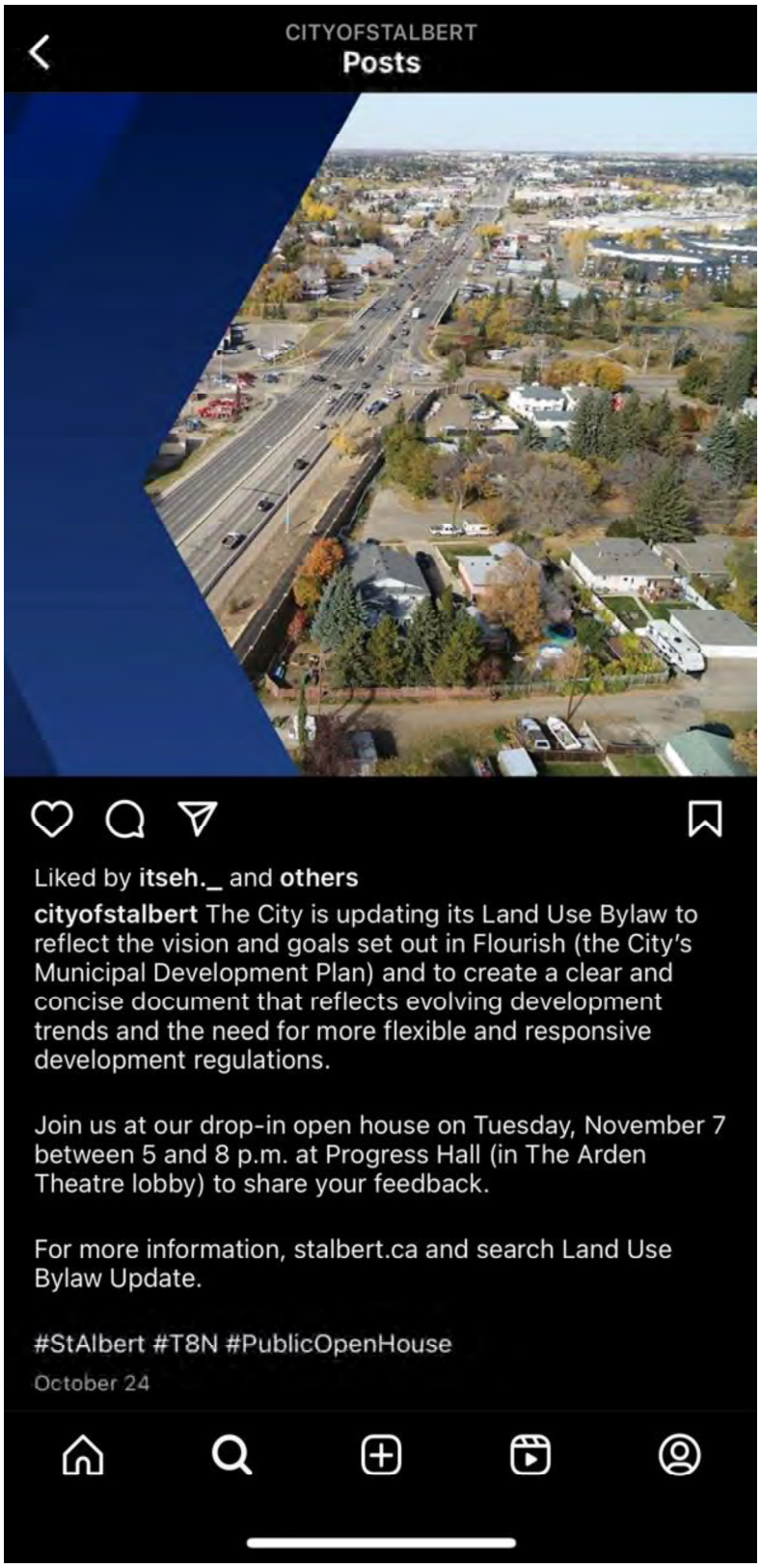
### *Facebook*



*Twitter*

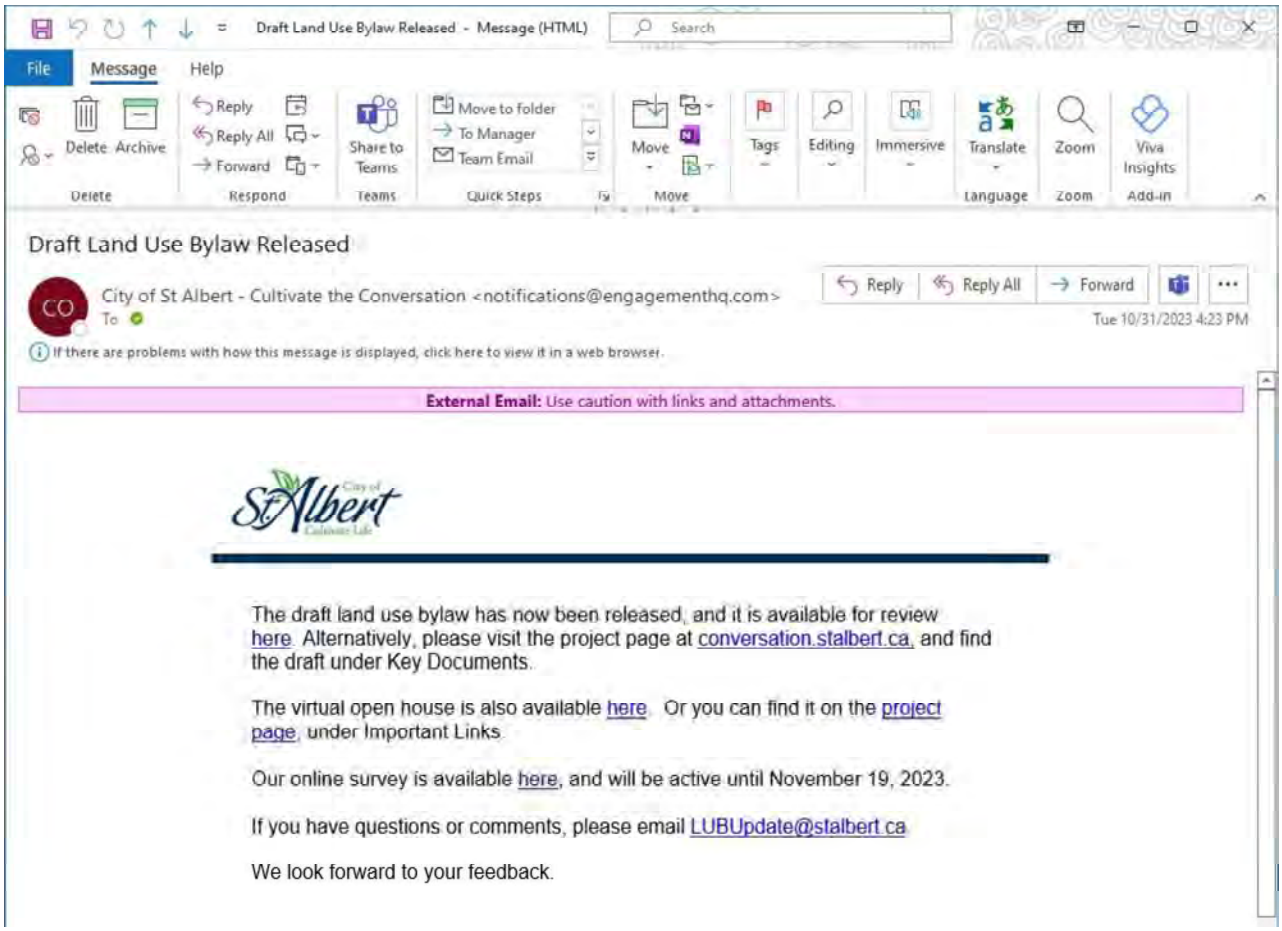

City of St. Albert
21.8K posts
Posts
Replies
Media
Likes
City of St. Albert @CityofS... · 2023-10-31
Did you know the Land Use Bylaw is one of the most important planning documents in a municipality? Join us at our drop-in open house on Nov. 7 between 5 and 8 p.m. in Progress Hall to share your feedback on a draft Land Use Bylaw Update: loom.ly/VlKfMi0 (1/2)
1
344
City of St. Albert @CityofS... · 2023-10-31
Or visit our virtual open house and complete the online survey by November 19. Click the link above for complete details. (2/2)
1
225

### *Instagram*

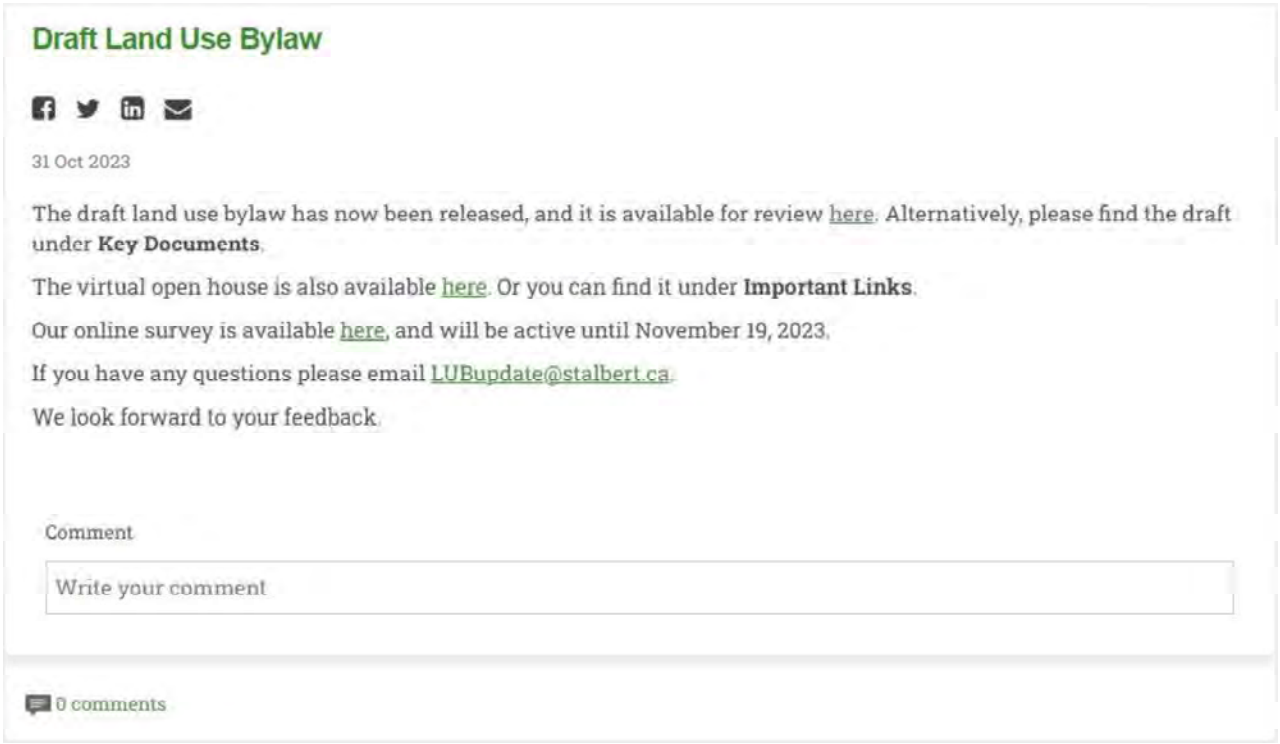

CITYOFSTALBERT
Posts
Liked by itseh._ and others
cityofstalbert The City is updating its Land Use Bylaw to reflect the vision and goals set out in Flourish (the City's Municipal Development Plan) and to create a clear and concise document that reflects evolving development trends and the need for more flexible and responsive development regulations.
Join us at our drop-in open house on Tuesday, November 7 between 5 and 8 p.m. at Progress Hall (in The Arden Theatre lobby) to share your feedback.
For more information, stalbert.ca and search Land Use Bylaw Update.
#StAlbert #T8N #PublicOpenHouse
October 24

# Appendix 3: Notification Methods, CTC Website

## *Newsletter Emailed to Subscribers*



## *Public Newsfeed Post*



### Draft Land Use Bylaw

31 Oct 2023

The draft land use bylaw has now been released, and it is available for review here. Alternatively, please find the draft under **Key Documents**.

The virtual open house is also available here. Or you can find it under **Important Links**.

Our online survey is available here, and will be active until November 19, 2023.

If you have any questions please email LUBupdate@stalbert.ca.

We look forward to your feedback.

Comment

Write your comment

0 comments

## Appendix 4: Communication Material

### *Presentation Boards*






# Development Not Requiring A Permit

**The Draft LUB proposes some development will not require a permit, as long as it complies with the specific regulations of this section:**

| Development |
|---|
| A Development Subject to a Valid Development Agreement |
| A Government Project |
| Address Pillar |
| Agriculture Accessory Building |
| Commercial Vehicle Parking |
| Driveway |
| Dugout |
| Election or Census Use |
| Fence, Wall, Gate |
| Garage Sale |
| Home-Based Business (Level One) |
| Lodger |

| Development |
|---|
| Maintenance |
| Private Pool or Pond |
| Radio Antenna |
| Recreation Vehicle and Recreation Equipment Parking and Storage |
| Residential Accessory Building |
| Residential Landscaping |
| Retaining Wall |
| Shipping Container |
| Sign |
| Solar Collector (Attached) |
| Telecommunication Tower |
| Temporary Building |

City of St. Albert Cultivate Life

ISL URBAN STRATEGIES INC

# Secondary Suites

**The Draft LUB outlines regulations for three types of Secondary Suites:**

**Secondary Suite (Garage)**

Means a secondary dwelling unit that is located above a detached garage. A garage suite is accessory to the principal dwelling (single-detached house), dwelling (semi-detached), or dwelling (duplex), and has an entrance separate from the vehicle entrance to the garage. This use does not include a Secondary Suite (Internal) or Secondary Suite (Garden).

**Secondary Suite (Garden)**

Means a single-storey freestanding secondary dwelling unit that is located in a building separate and accessory to the principal dwelling (single-detached house), dwelling (semi-detached), or dwelling (duplex). This use does not include Secondary Suite (Internal) or Secondary Suite (Garage).

**Secondary Suite (Internal)**

Means an accessory secondary dwelling unit that is located within a dwelling (single-detached house), dwelling (semi-detached), or dwelling (duplex). A secondary suite includes the development or conversion of basement space, or where all, or a portion of the suite is located at, or above grade. This use does not include a Secondary Suite (Garage) or Secondary Suite (Garden).

## What has changed from the current LUB?

1. The current LUB only allows one Secondary Suite per principal dwelling. The Low Density Residential (LDR) District is proposed to allow two Secondary Suites (one internal and one garage or garden) per detached dwelling.
2. The maximum floor area for Secondary Suites (Garden) increased from 50 $m^2$ to 75 $m^2$.
3. The number of required parking spots for a Secondary Suite has been reduced from one parking stall for bachelor, one bedroom, and two bedroom suites and two parking stalls for three bedroom suites, to zero parking stalls for when there is one secondary suite (and one parking stall when there are two secondary suites in the LDR District).
4. We are now proposing suites in duplex and semi-detached homes.

City of St. Albert Cultivate Life

ISL URBAN STRATEGIES INC

# Residential Districts

## Proposed Districts

### Low Density Residential (LDR)

The City is proposing to consolidate R1 and R2 together into the LDR District. The purpose of the LDR District is to provide an area that allows for a range of low-density housing options, including triplexes & fourplexes, that meet the housing supply needs of St. Albert and are compatible with the residential nature of the District.

### Small Lot Residential (SLR)

The purpose of the SLR District is to provide an area for a mix of single family and two family dwellings in new neighbourhoods. Vehicular access shall be provided from the front or side of the lot. Proposing to remove zero lot-line, and townhousing products from this district. This was previously called the RX District.

### Laned Lot Residential (LLR)

The purpose of the LLR District is to provide an area for a mix of single family and multiple family dwellings, and other development compatible with supporting diverse streetscapes in new neighbourhoods. Vehicular access shall only be provided from a rear lane. Some single-detached houses may be developed with a zero lot-line to allow for increased density. Proposing a smaller lot width to allow for narrower homes. This was previously called the RXL District.

### Front Back Residential (FBR)

The purpose of the FBR District is to provide an area for a residential mix of small-scale dwelling forms, that enable quality streetscapes in new neighbourhoods. Vehicular access is primarily provided from the rear lane, with limited allowance for front-back split access, to maximize on-street parking. Proposing a smaller lot width to allow for narrower homes. This was previously called the RFB District.

## Proposed Districts

### Medium Density Residential (MDR)

The City is proposing to consolidate R3 and R3A together into the MDR District. The purpose of the MDR District is to provide an area that allows for a range of medium density housing options, including townhousing and apartments, to meet the housing supply needs of St. Albert.

### High Density Residential (HDR)

The purpose of the HDR District is to provide an area that allows for a range of high-density housing options (apartments) that meet the housing supply needs of St. Albert. This was previously called the R4 District.



City of St. Albert

ISL URBAN STRATEGIES INC.

# Residential Districts

## What has changed from the current LUB?

1. R1 & R2 have been combined into one LDR District.
2. R3 & R3A have been combined into one MDR District.
3. Housing diversity in some of the Districts has been increased allowing for more choice. This includes triplexes and fourplexes in established neighbourhoods.
4. Some lot widths are proposed to be reduced in the LLR District to accommodate narrower homes.
5. Some building heights are proposed to be increased.



City of St. Albert

ISL URBAN STRATEGIES INC.

# Commercial & Industrial Districts

## Proposed Commercial Districts

### Neighbourhood Commercial (NHC)

The City is proposing to consolidate C1 and C2 together into the NHC District. The purpose of the NHC District is to provide for the sale of goods and services to the local community.

### Trail Corridor Commercial (TCC)

The purpose of the TCC District is to provide the opportunity along the trail corridor areas for the exchange of the widest variety of goods and services to the community and to the surrounding region. This area may also include professional offices, or high-density housing. The City is proposing increased building height in this District.

### Regional Commercial (RCC)

The purpose of the Regional Commercial (RC) Land Use District is to provide for the sale of a wide range of goods and services to the region, with high quality design, and a pleasant and walkable pedestrian environment.



## Proposed Industrial Districts

### Business Park 1 (BP1)

The purpose of the BP1 District is to provide a mixed-use employment area, that accommodates light industrial, office, and other commercial uses that benefit from being in proximity to one another and include businesses that require easy public access and no outdoor storage.

### Business Park 2 (BP2)

The existing BPT lots are proposed to be converted to the BP2 District, and BPT will no longer exist. The purpose of the BP2 District is to provide an architecturally consistent working environment for a mixture of commercial and light industrial uses. The intent of this District is to achieve development in a park-like setting that is an economic asset to the owners, neighbours, and the community.

### Industrial and Commercial Service (ICS)

The purpose of the ICS District is to provide for a number of light industrial and complementary commercial and service uses. Uses in the District are to contain all nuisance and impacts on-site, with outdoor storage as accessory to the principal use of the site, or of the building.

### Industrial (IND)

The purpose of the IND District is to provide for industrial development that may present impacts in the form of noise, vibration, odour, or any other adverse condition. The intent is to allow for a broad range of industrial and office uses that support employment growth. This District should be applied on sites that are separated from residential and natural areas by a buffer.

City of St. Albert

ISL URBAN STRATEGIES INC

# Commercial & Industrial Districts

## What has changed from the current LUB?

1. C1 & C2 have been combined into one Neighbourhood Commercial (NCC) District.
2. A new Business Park 1 (BP1) District supports a mix of commercial and light industrial uses for employment areas.
3. A new Industrial (IND) District supports a broader range of local development opportunities & municipal tax base.



City of St. Albert

ISL URBAN STRATEGIES INC

# Mixed-Use Districts

## Proposed Districts

### Downtown (DTN)

The City is proposing to consolidate these four districts into one, cohesive, Downtown (DT) District. The purpose is to provide for a vibrant downtown that includes a mixture of employment, commercial, institutional, government, and medium to high-density residential land uses, with a focus on high-quality development which engage the public realm.

The proposal is also to streamline regulations, and provide an expanded list of uses for development. There are proposals to increase building heights, provide design criteria for taller development, and reduce minimum parking requirements in the Downtown core.

### Mixed-Use 1 (MU1)

The purpose of the MU1 District is to allow suburban mixed-use development that provides access to compact, pedestrian-friendly sites, and a variety of commercial, institutional, and residential uses. This District allows medium-density built forms where multiple-unit dwellings can be arranged side-by-side or stacked, while permitting lower storey non-residential uses. This District promotes a range of small scale commercial uses that support the day-to-day needs of residents and the surrounding area.

### Mixed-Use 2 (MU2)

The Direct Control component of the existing DCMU district has been removed. The purpose of the renamed MU2 District is to provide for a mixture of commercial, institutional, and medium to high density residential land uses. Such areas should be compact, attractive, pedestrian-friendly, and reasonably compatible with surrounding developments. Development within this District should provide a variety of housing options, the provision of commercial and residential uses within the same structure, and an appropriate ratio of non-residential uses to create a community where residents can live and work.



City of St. Albert Cultivate Life

ISL URBAN STRATEGIES INC

# Mixed-Use Districts

## What has changed from the current LUB?

1. Downtown, Downtown Residential, Mixed Commercial, and Boardwalk have been combined in a comprehensive Downtown (DTN) District.
2. A new Mixed-Use 1 (MU1) District has been created, offering more opportunities for development at a suburban scale.
3. The unique mix of commercial and residential uses in the DCMU have been updated, and the district renamed to the Mixed-Use 2 (MU2) District.






Downtown (DTN) District Map

City of St. Albert Cultivate Life

ISL URBAN STRATEGIES INC

# Special Districts

## What has changed from the current LUB?

1. A new Conservation Park (CPK) District protects the City's natural assets, both existing and future (see map at right).
2. The consolidation of the PS and IF Districts creates a comprehensive Public, Private and Institutional Services (PSI) District. Propose adding digital signs to this district.
3. Minor edits are proposed to the Public Park (PRK), Alternative Jurisdiction (ALT), Future Urban Development (FUD), and Transitional (TRN) Districts.






Conservation Park (CPK) District Map

City of St Albert

ISL URBAN STRATEGIES INC

# Parking

## What has changed from the current LUB?

1. Most commercial and industrial parking ratios have been reduced to allow more space for development.
2. Residential apartment parking minimums are proposed to be reduced to one stall per dwelling unit.
3. Secondary Suites no longer require a minimum number of dedicated parking stalls, for one suite.
4. Downtown parking requirements have been relaxed.

Note: Existing minimum parking requirements for low-density residential development remains at two stalls per dwelling unit.





City of St Albert

ISL URBAN STRATEGIES INC

# MDP Alignment

## Flourish Municipal Development Plan Goals

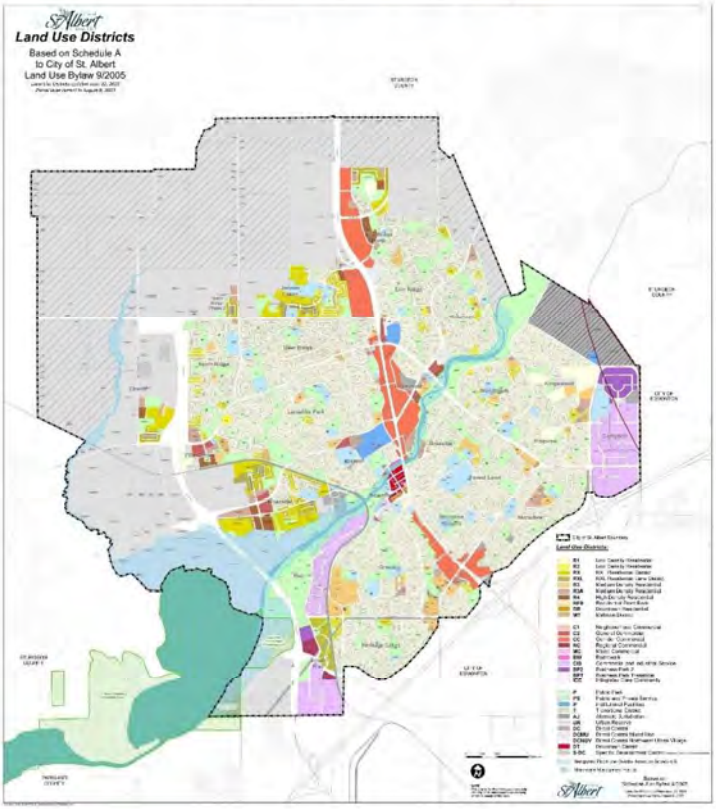
| | | |
|---|---|---|
| Green Environment | Mobility Choices | Community Well-Being |
| Robust Economy | Cultural Richness | Great Places |
| Housing Options | Resilient Infrastructure | Sustainable Growth |

## How has the LUB been updated to align with MDP goals?

- Reductions in the minimum number of required parking stalls for many uses.
- Increased diversity of housing types permitted in residential districts.
- Creation of more opportunities for mixed-use development.
- Introduction of electric vehicle charging station regulations, and expansion of solar collectors.
- Increase of use opportunities in many districts to reduce barriers to development.
- Introduction of employee(s) to level 2 & 3 home-based businesses.

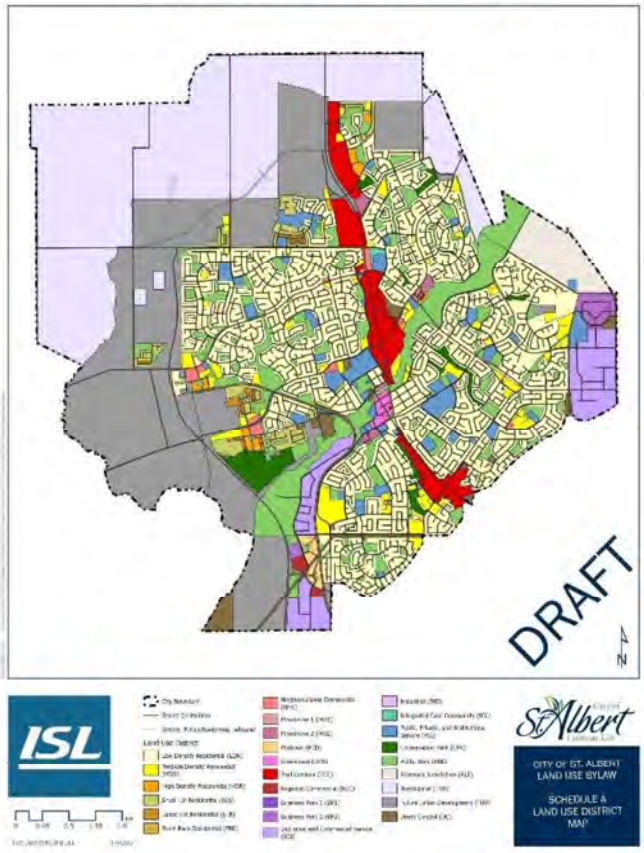
# Land Use Map

## Current Land Use Map



# Land Use Map

## Proposed Land Use Map




City of St. Albert Celebrate Life

ISL URBAN STRATEGIES INC.

# What We Learned – Public Feedback

## Land Use Bylaw Update

**September 9, 2024**

# LAND USE BYLAW UPDATE

Thank you to everyone who was involved in reviewing or providing input into the Land Use Bylaw Update. Residents chose to engage with us via email, phone, and website contributions. Thank you for your feedback.

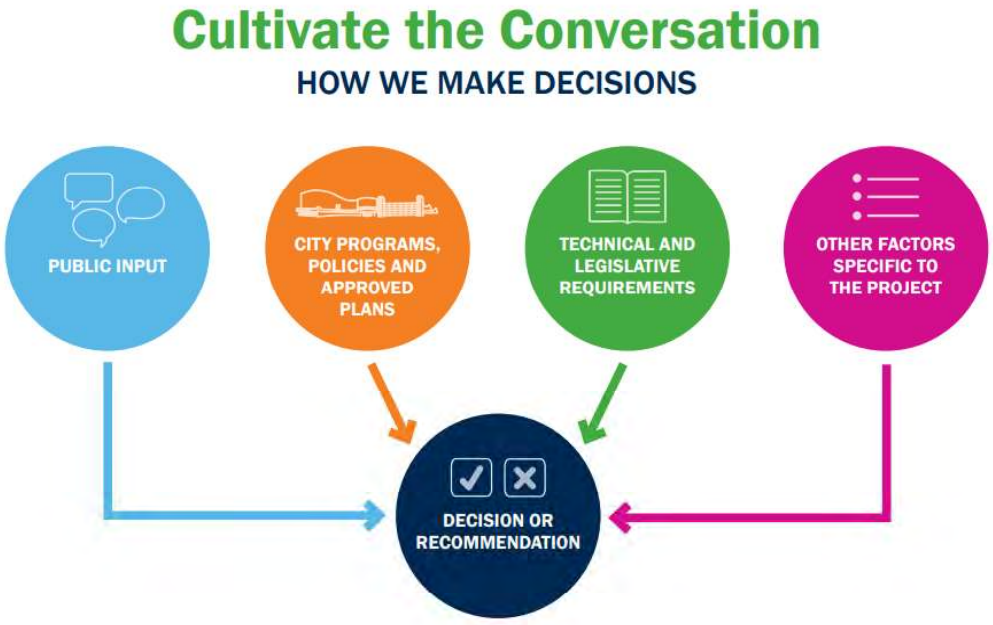
This report collects written comments and feedback sent to LUBUpdate@stalbert.ca, individual project team members, or submitted through the Cultivate the Conversation webpage from March 1, 2022, to September 9, 2024.

As of September 9, 2024, when the feedback period closed, there were a total of 4,173 visitors to the project CTC page.

This report is intended to provide an anonymous record of emails, letters, and website comments made by public 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.

In some cases, personally identifying details have been redacted or removed with the intent of keeping the feedback anonymous.

This report focuses on public feedback only. Other interested party feedback from industry partners may be found in the *What We Learned – External Interested Party Feedback* report.



## PUBLIC FEEDBACK SUMMARY

In total, the project team received 36 public comments during the life of the Cultivate the Conversation page, from March 1, 2022, to September 9, 2024.

In tracking the response to each comment, the project team found that the majority of feedback was focused on change requests, as shown in Table 1 and Figure 1. In response to these change requests, the project team made some

changes to the draft Land Use Bylaw, as shown on Table 2 and Figure 2.

A detailed list of comments, and the response to each from Administration can be found in Table 3, starting on page 5.

*Table 1: Type of Public Feedback Received*

| Feedback Type | Number | Percentage[1] |
|---|---|---|
| Feedback for Future Projects | 0 | 0% |
| General Feedback | 5 | 14% |
| Objection / Change Request | 17 | 47% |
| Out of Scope | 6 | 17% |
| Request for Clarification | 8 | 22% |
| Total | 36 | 100% |

[1] Percentage values are approximate, due to rounding.

*Figure 1: Type of Public Feedback Received – Pie Chart*

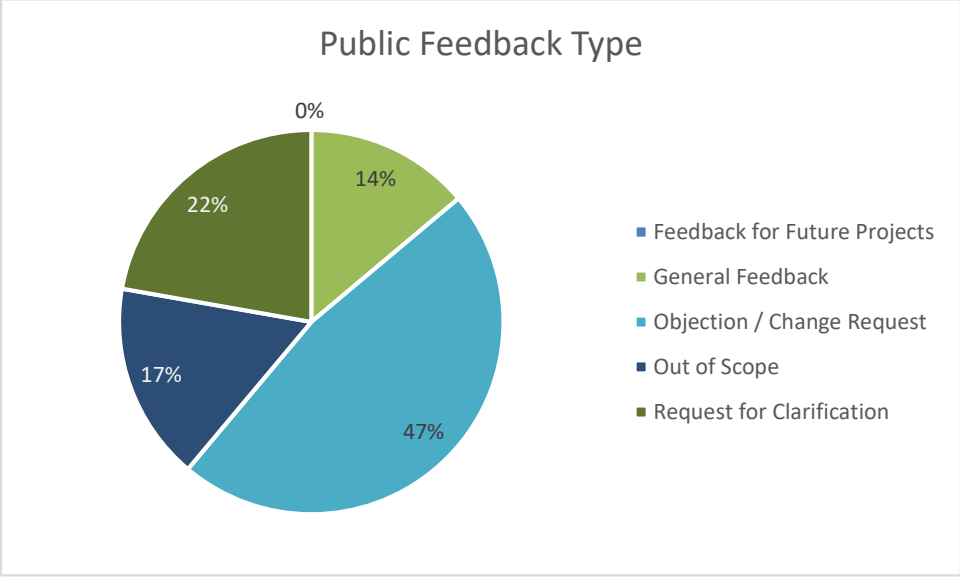
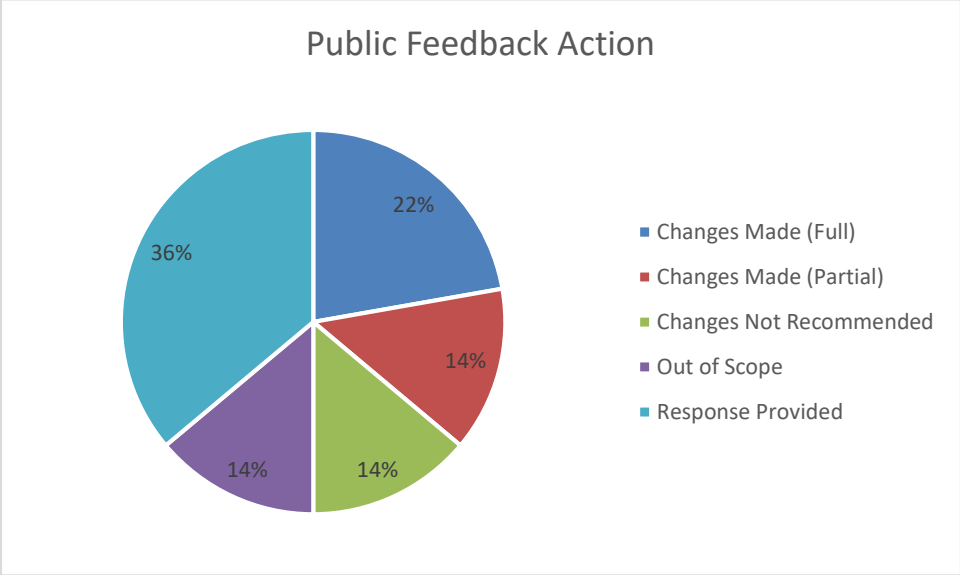



*Table 2: Administration's Response to Public Change Requests*

| Comment Action | Count | Percentage[2] |
|---|---|---|
| Changes Made (Full) | 8 | 22% |
| Changes Made (Partial) | 5 | 14% |
| Changes Not Recommended | 5 | 14% |
| Out of Scope | 5 | 14% |
| Response Provided | 13 | 36% |
| Totals | 36 | 100% |

[2] Percentage values are approximate, due to rounding.

*Figure 2: Administration's Response to Public Change Requests – Pie Chart*



## PUBLIC FEEDBACK DETAILS

*Table 3: Public Feedback & Response*

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 3, 2022 | How successful was the erosion control project that the city implemented in Grandin ravine and now that Grandin ravine is almost impassable, even on foot, who is responsible for cleaning up of the accumulating garbage in the ravine? Please respond by email or phone [redacted]. Thankyou. | Out of Scope | This feedback relates to a different project, and is out of scope of the Land Use Bylaw. Administration forwarded the request to a colleague to respond to. | Out of Scope |
| May 12, 2022 | Regarding responsible land use and providing more affordable housing options, should we be developing neighbourhoods that include tiny homes? I am not referring to homes on a trailer base. I mean homes, built in a specific part of each neighbourhood, creating a community of like-minded people. It could serve older adults who are downsizing, singles, and young couples. Why are we continuing to build only 1) Large, gargantuan single family houses and 2) apartment or duplex style condos? | Objection / Change Request | There are currently several barriers to tiny home development. There may be issues with servicing connections, meeting on-site parking requirements, and in some cases, construction that doesn't meet Alberta Building Code.<br><br>There may be an opportunity to apply for a Direct Control request, for a project of this type. | Changes Not Recommended |

[3] Please note that the information in the Feedback column has been copied from emails and has not been edited for spelling or grammar. Some personal information has been redacted.

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | We need to be more progressive. I want to live in a tiny home but there is no opportunity to do so, and stay in a city in Alberta. | | | |
| June 2, 2022 | My name is [redacted]. I was sent this link https://conversation.stalbert.ca/land-use-bylaw-update-2022 on the upcoming land use bylaw update from [redacted]. I have corresponded with [redacted] as well as with [redacted].<br><br>It was suggested that if I was interested that maybe I could give some feedback into my thoughts/concerns in regards in basement/income suites in St. Albert. I am not good at speaking in front of a crowd but I am very interested in giving my feedback on this issue.<br><br>I am wondering if you could give me some suggestions on how to go about in giving my feedback. I do not have a direct question at this time but wanted to give feedback on the issues/struggles my [redacted] and I are encountering in regards to wanted to purchase a home and have an income suite in the basement.<br><br>Thank you for your time. | General Feedback | Administration provided an email response to this inquiry. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | I can be contacted by phone [redacted] or via email. | | | |
| July 15, 2022 | Thank you for the opportunity to give some feedback on income suites in St. Albert. My feedback is going to be based on our experiences only, which hopefully will give the opportunity for more discussion on this matter. Our situation may be unique, but I am sure there are others that could be in a similar situation.<br><br>I have done as much research as I can regarding the bylaws St. Albert has in place as to what would be allowed as a legal suite. I have also had a few conversations with planning and development to get clarification, so I am sure I understand the bylaw requirements. This is where we have kind of hit a wall.<br><br>The main challenge is the bylaw on parking.<br>• Parking required: 1 on-site parking stall is required for a basement suite unless it is a 3-bedroom suite, in which case 2 parking stalls are required (note: 2 parking stalls are required for a single detached house; required parking for basement suites is in addition to these 2 stalls).<br>As I am sure you are aware, in a lot of the | Objection / Change Request | Under LUB 9/2005, one suite was allowed for a single-detached dwelling.<br><br>Under the draft LUB, suites are now being proposed in more housing types - including semi-detached and duplex housing product. In addition, two suites per lot is proposed for the LDR district, for a single-detached dwelling.<br><br>Parking requirements for suites are also proposed to be reduced. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | older neighborhoods, most garages are detached but are accessed from a front driveway. This makes it very challenging to add extra parking since you cannot widen a driveway on the side of a house and not all houses will allow widening in the front of the house. This itself limits the houses we have been able to look at. The three main requirements are the first things we look at. This includes parking, a separate side or back entrance, and location of basement stairs.<br><br>I understand there must be some rules in place, but I do believe this is what will hold St. Albert back from being able to accommodate more income suites.<br><br>I just recently became aware that there were some lots in Jensen Lakes that are zoned for Garden/Garage suites but because of the parking bylaw it has limited the number of lots that were allowed. I have been told that the lots were limited and sold very quickly. This should also be an indication of how many people are interested in having an income suite as an option. | | | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | Unfortunately, not everyone can afford to build new, so this leads back to looking at purchasing a previously owned house.<br><br>[redacted]<br><br>We cannot be in a situation of purchasing a house and then not getting the approval for a basement suite. We have only been looking at homes that parking would be approved but as you are probably aware these are limited. I do feel confident that if we took it to the appeals board we could be approved since [redacted], but we are not willing to take the risk of the application being denied. We would not be looking at selling our house other than to help family.<br><br>I understand that parking should be a requirement, but I can confidently comment and say parking is an issue in every area of St. Albert. Even in [redacted] where we have double/triple garages several people park on the street, and we even have issues with people parking in front of mailboxes.<br><br>Other than letting you know our situation and what challenges we have come across I am not sure what the answer is regarding being able to have more income suites in | | | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | St. Albert. If I can think if anything else to add I will send it along.<br><br>To be an all-inclusive city I do believe finding better ways to help anyone on a lower income is important. I know there are some low-income apartments in Northridge, we looked at them but due to my [redacted] they would not do very well in an apartment environment.<br><br>Please feel free to reach out if you have any questions or need clarification on anything. | | | |
| July 27, 2022 | I wonder whether it is time to address the Rv/Holiday trailer bylaw limiting parking on a "Highway" to 24 hours. I understand the intent for which this was passed was implemented due to issues near St. albert trail but had widespread implications for residential owners across St Albert neighborhoods.<br><br>For residents who bring their RV/trailer home and park it primarily on the street in front of their property, it is onerous to attempt to prepare for a camping weekend in such a short time frame. As an example if someone were to bring a trailer home on a Thursday so it can be packed/cleaned etc. and | Out of Scope | This request is outside of the project scope, as this request is asking to change the regulations in a different bylaw (the Traffic Bylaw). | Out of Scope |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | prepared for a Friday afternoon trip 24 hrs later, much of the available time in the 24 hours is used up by returning to the workplace Friday instead of utilizing the time on the recreational vehicle. Essentially an owner then has about 4 -6 hours to prepare not 24 hours.<br><br>Additionally the haul vehicle may be required for transportation to the workplace and simply cannot be left attached to a trailer during the workday.<br><br>In our neighborhood most residents are very neighbor conscious and respectful. However, it seems that in order to abide by the requirements it is guaranteed that all neighboring rv owners have to break at least some aspect of the bylaw in order to prep for their holiday. These neighborhoods are not collector roads, neither are they high traffic areas, so it seems unreasonable that such a bylaw be applied. It seems that the time constraints need to be a minimum of 72 hours so that conscientious citizens can practically accommodate the parking restrictions.<br><br>Unfortunately in our neighborhood it seems there is an overly zealous home owner who | | | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | likes to report on all the neighbors with RV/trailers and who may be over the 24 hr limit bylaw. It seems the peace officers who attend, understand how onerous the bylaw is and to my knowledge have only ever given a kind and thoughtful warning. It seems a terrible waste of tax payers money for a complaint to made and then officers be dispatched when I imagine there are many more important issues they could be addressing.<br><br>Thank you for your consideration in hopes that this bylaw will be amended to practically address the actual needs of rv owners. | | | |
| July 27, 2022 | Please advise how I can contribute some thoughts about some updates to the bylaws. | General Feedback | Administration provided instructions for how to use the Cultivate the Conversation question widget, and an email address for a project team member to email feedback directly. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| August 15, 2022 | 1. I thought you might be interested in a recent update to the City of Edmonton Zoning Bylaw - Main Streets Overlay, particularly with respect to the standard Bylaw zone CB3 – 370 (CB3) Commercial Mixed Business Zone, focused on locations near high capacity transportation nodes.<br><br>The purpose of this Zone is to create a mixed-use zone to provide for a range of medium intensity Commercial Uses as well as enhance opportunities for residential development in locations near high capacity transportation nodes, including Transit Avenues or other locations offering good accessibility.<br><br>2. The amendments to the Main Streets Overlay significantly increase the maximum height within the CB3 zone from 45 m to 75 m.<br><br>3. Also, the amendments to the Main Streets Overlay indicate a maximum tower floorplate (850 m2), and under some specific conditions, remove the maximum FAR. Setbacks are also modified.<br><br>4. The amendments to the Main Streets Overlay under LDA21-0442 were approved | General Feedback | Thank you, staff reviewed the proposed regulations for Edmonton.<br><br>Administration proposed a maximum tower floorplate of 750 $m^2$. This would impact any building proposed to be over 35 m in height.<br><br>The regulations that set a maximum Gross Floor Area in relation to parcel size have been proposed to be removed from some districts, including the C1, C2, CC, MC, and BW Districts.<br><br>At this time, Administration is not proposing a specific district for lands around future LRT stations. That is expected to be proposed as a separate amendment after the City's Infill Strategy is completed. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | by Council on April 5, 2022 (see minutes here - Item 3.11; signed Charter Bylaw 20040).<br><br>5. To clarify, per Section 819, the Main Streets Overlay applies to CB3 sites only where shown on the Appendix of the overlay or within 200 metres of an LRT Station or Transit Centre. Therefore, not every CB3-zoned site will be affected by the Main Streets Overlay. | | | |
| August 23, 2022 | Hello, I am looking for the page on this website that will keep me up to date on the Land Use Bylaw amendments regarding basement suites in St. Albert in Duplexes. Would someone kindly email me a link so I can keep informed on public meetings and opportunities to weigh in on this possible amendment? Thank you kindly in advance for your response. | General Feedback | Administration provided the link to the Cultivate the Conversation page where the dates will be listed, and mentioned they could subscribe for newsletters about the project. | Response Provided |
| October 18, 2022 | Flourish specifically sets out setbacks to Carrot Creek and the Sturgeon River. Administration has invoked provisions under 5.1.13.b to relax the minimum setbacks set out under 5.1.13.a as it concerns proposed development of [redacted]. The setbacks set out in the MDP for Sturgeon Rive and | Objection / Change Request | Administration provided an email response to this inquiry. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | Carrot Creek need to be applied as set out in 5.1.13.a and not limited by 5.1.13.b | | | |
| November 10, 2022 | I'll preface my comment by saying I'm not intimately familiar with the current LUB. I spoke with some admin at the Farmers Market display, and I understand from our conversation that a development overlay for the sturgeon river doesn't currently exist. My comments below are based on this assumption. Has the City considered a development overlay for development occurring adjacent to the Sturgeon River? It could no doubt reinforce necessary setbacks, however it could go much further in speaking to development form that respects the serenity of the river park system. An overlay could serve to integrate development into natural areas that encourages the enjoyment of the natural amenity, while providing pedestrian, hospitality and living opportunities in proximity.<br><br>The key would be to provide guidelines for development form and function that 'integrates' with the natural areas, rather than overtake them. The Botanica project is a beautiful development, but the wall of apartments placed on the river shoreline | Objection / Change Request | At this time, Administration has not proposed an overlay along the Sturgeon River.<br><br>Administration is proposing to keep garbage, and loading zones at least 3.0 m away from a property line that abuts a park or naturalized area, and screening is required.<br><br>The following regulations can help provide a development that integrates with the natural features:<br><br>• The minimum setback for a garbage and recycling storage area is 3.00 m from any property line that abuts a public right-of-way, Residential District, residential use, natural area, or park.<br><br>• Exterior finishing materials on façades visible from a public right-of-way, natural area, or | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | area completely changed the serenity of the river experience, both on pathways on either side, as well as on the river itself. I wonder how a stepped and gradual approach away from the same footprint origin of development may have resulted in a better natural experience for everyone - not just the view for new residents. I also think of lost commercial opportunities where the orientation of retailers such as Canadian tire, Riverside Marine, St. Albert Centre really creates an undesirable barrier adjacent to a natural river system. Their orientation and 'rear loading, storage and security fencing', detracts from the park experience, But imagine if future retail development opportunities were required to orient some element of their customer access to the pedestrian side of the river, with development forms (stepped, soft lighting treatments, glazing, etc.) that complimented the river walkway.<br><br>Essentially, an overlay could reinforce environmental standards for river / natural area protection, providing clear development guidelines for build form that doesn't; detract from the natural experience, while encouraging development that would enhance the pedestrian experience along | | park shall be of a higher quality appearance to the satisfaction of the Development Authority;<br><br>• Large expanses of uninterrupted wall planes are prohibited where visible from a public right-of-way, natural area, or park. | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | the sturgeon river. If done right it would contribute to 3 of Council's strategic objectives: - adapting to a changing natural environment - community well being (enhanced ammenity experience) - economic prosperity (untapped commercial / hospitality potential and enhancing city's marketability) | | | |
| November 28, 2022 | St Albert should allow more use of in fill housing and duplexs in the older communities we have big lots with small houses they could the land use and save all sparling out making use of infostructure all ready in place | Objection / Change Request | Bylaw 2/2024 partially amended this regulation and would allow smaller lots on the straighter portions of non-through streets. It would allow for smaller lots to be infilled in some older cul-de-sacs.<br><br>The draft LUB also proposes triplexes, and fourplexes, on corner lots with lane access for infill housing options.<br><br>Suite options are also proposed to be expanded, under the draft LUB, suites are now being proposed in more housing types - including semi-detached and duplex housing product. In addition, two suites per lot is proposed for the LDR district, for a single-detached dwelling. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 28, 2022 | also allow more secondary suites in houses and duplexes. Take a look at MARDELUP in Calgary its a perfect picture to follow for St Albert. | Objection / Change Request | Under the draft LUB, suites are now being proposed in more housing types - including semi-detached and duplex housing product. In addition, two suites per lot is proposed for the LDR district, for a single-detached dwelling. | Changes Made (Full) |
| January 3, 2023 | Hello :) I am wondering if there have been any changes to the by-law regarding cannabis processing? It used to be it had to be a free-standing building, but we would really benefit from that being changed to allowing bay or part of a building. Thank you so much. | Objection / Change Request | The definition of Cannabis production and distribution facility has changed, and the "stand alone" reference has been removed. The prior definition was:<br><br>""“cannabis production and distribution facility” (CPDF) means a use:<br>(a) that is a Health Canada licensed facility where all activities and functions associated with the cultivation, processing, packaging, labelling, distribution, testing, destruction, or storage of cannabis are fully enclosed **within a standalone building** and must be the sole use approved for the building;<br>(b) that unless otherwise stated in | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | this Bylaw, may only be approved as a discretionary use in the Commercial and Industrial Services (CIS) Land Use District.<br>A cannabis production and distribution facility is prohibited in all other Land Use Districts;<br>(c) where an accessory building or structure used for security purposes must be located on the same parcel;<br>(d) that must include equipment designed and intended to remove odours from the air prior to discharge from the building;<br>(e) where, notwithstanding the requirements of Section 6.17 of this Bylaw, all light associated with any activity or function undertaken within the stand-alone building, shall be contained within the building, thereby having no adverse effect on an adjacent site;<br>(f) **where the stand-alone building** must not be located within 150m from the nearest property line of a parcel designated as a residential district, from the nearest property | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | line of a parcel upon which a school is located, or from the nearest property line of a parcel upon which a day care facility is located;<br>(g) where signage shall not identify the use; and<br>(h) that does not include a cannabis retail store or cannabis lounge."<br><br>This definition has been changed to:<br><br>"CANNABIS PRODUCTION AND DISTRIBUTION FACILITY means a *development* where federally approved medical or non-medical (recreational) *cannabis* plants are grown, processed, packaged, tested, destroyed, stored, or loaded for distribution – with a plant canopy area of equal to or greater than 200.00 $m^2$ – that meets all federal or provincial requirements and all requirements of this Bylaw. This does not include *retail (cannabis)*." | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| January 23, 2023 | The purpose of this letter is to request and advocate for the addition of 'Day Care Facility' Land Use to the Boardwalk Land Use Zoning District.<br><br>Currently the Boardwalk District consists of a mix of apartment buildings, residential houses, shared professional buildings, and a restaurant and spa. The building [redacted], [redacted], [redacted]. [redacted] was previously a shared professional building which is currently being converted into a multidisciplinary therapy clinic for pediatric clients and their families. This space will be primarily used for the clinical therapeutic support of children with complex needs and disabilities; however our desire is to dedicate a portion of the building to serve as an education funded Early Childhood Services (ECS) program operated through the Government of Alberta's Ministry of Education. We believe this location is the ideal place to offer this type of programming as it is safe, inclusive, and barrier free. This new space will allow our many professionals to service hundreds of children and families within the community of St. Albert. | Objection / Change Request | The Boardwalk District is proposed to be retired. The parcels that were formerly Boardwalk, are being incorporated into the Downtown (DT) District, as the Downtown Transition area.<br><br>Day care facility is proposed as a discretionary use within the Downtown Transition area in the latest draft of the LUB. | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| March 20, 2023 | We were told by our realtor in the fall that zoning would change to accommodate daycares in the [redacted] ([redacted]). This zoning change will allow [redacted] to operate [redacted], which was shut down due to lack of licensing (which we couldn't put in place due to zoning).<br><br>[redacted] mentioned that you might be able to provide me with additional information on the LUB project and further information on how/ when daycares in business parks will get addressed. | Objection / Change Request | The subject lands are currently districted the CIS District. This is proposed to be converted to the ICS District. Within the draft LUB, the ICS district does have day care facility proposed as a discretionary use.<br><br>The intent of the ICS district is to accommodate light to medium industrial uses with some supporting commercial uses. | Changes Made (Full) |
| May 30, 2023 | Hello, and thank you for taking our question! [redacted] church is located at the corner of [redacted], across the street from [redacted]. We very much seek to be active in our community by hosting events on a regular basis, eg. our free neighbourhood BBQ held annually on rodeo weekend and our tree lighting and caroling event during the Christmas season. We value community, and are intentional about our role in building into ours!<br><br>Our sign needs replacing, and our question is this: will the city be revisiting the granting of permits for a sign with a digital display to churches? We understand that our LUB map | Objection / Change Request | The draft LUB is proposing digital signage for PSI sites now, which would include churches and schools.<br><br>There are proposed restrictions on the placement, brightness, and operating hours of the signs, to lessen the impact to adjacent residential properties. | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | designation is "Public/ Private Service." Should a sign with digital capacity become permissible, we would definitely use it respectfully and within given parameters (eg. with lower lumens in the evening, and turning it off at night). We look forward to hearing more from our city, assisting us in our goal of "better neighbouring."<br><br>Thank You, | | | |
| May 31, 2023 | can you provide an update on the status of this project as I understand there will be second round of public consultations. Thank you | Request for Clarification | Administration advised that further public consultation would occur in the fall, and that an open house, virtual open house, and survey were planned. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 8, 2023 | I attended last night's open house, however I got caught up in other conversations and had to leave for another commitment before meeting you. I have gone over the material and reviewed the key notes from the July 11 Committee of the Whole briefing of Council. Of particular concern to me is the proposed Conservation Park District. Given the intent of the new district I am puzzled why more existing park areas were not identified that have primarily a naturalized landscape e.g., along the Sturgeon River, Carrot Creek, Big Lake, Riverlot 56 etc. Any insight you can provide on the criteria for selection of existing parks to be designated under the new district would be appreciated. Thank you | Request for Clarification | At the time the Conservation District was proposed, it was determined that only existing areas would be designated. In the future, more areas can be designated, as development occurs. Administration did speak with the Recreation and Parks department, to find out what parks had the “conservation park” identity in their system. That's how those existing parcels were chosen.<br><br>Administration also wanted to ensure that the Conservation District was applied to a full parcel (no split districting). This is why some newer areas mentioned can’t get districted at this time. The existing parcel boundary map, doesn’t follow the MDP Future Land Use Map, and until parcel boundaries are established, the district won’t be applied.<br><br>Sturgeon River – Many of the areas are quite manicured and impacted by human activities. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | For example, the area right behind City Hall, is not "naturalized", it's grass that's regularly mowed and upkept. Events get held that impact that area (Children's Festival for example), and there can be lots of foot traffic through the greenspace.<br><br>Big Lake & Carrot Creek – Areas along Carrot Creek might have the Conservation District assigned in the future, however right now, most of those lands aren't subdivided/developed.<br><br>Riverlot 56 – that parcel is not owned by the City, so we've kept it the Alternative Jurisdiction district. The Province has control over what happens on that parcel. | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 11, 2023 | This comment is in addition to my comments provided in the survey.<br><br>For free standing solar panels they should be specified to be of a fixed nature NOT solar tracking even if manual , ( movable or tracking would make glare impossible to restrict / manage ) | Objection / Change Request | This proposed change was incorporated in the latest version of the draft LUB. | Changes Made (Full) |
| November 23, 2023 | • Some concern about the maximum residential lot size, particularly in older neighbourhoods. The most recent development on [redacted] is absurd in size as are some of the developments along [redacted] backing onto the river. We should be encouraging smaller infills, higher density, not lower density! | Objection / Change Request | Administration did not propose changes to the maximum residential lot size.<br><br>Administration will note that the infill regulations are still partially contextual for height, and lot coverage (so the development pocket for an infill development depends on the neighboring developments). | Changes Not Recommended |
| November 23, 2023 | • I do have some concerns about lane width and though it might not be part of the LUB specifically, reducing parking requirements is fine, as long as lane widths and boulevards in residential areas are maintained. There are neighbourhoods in other municipalities (Spruce Grove comes to mind) that have such narrow streets that when vehicles are parked on both sides, only one vehicle can | Out of Scope | This item is outside of the scope of the Land Use Bylaw update. Lane widths are determined by the Municipal Engineering Standards and the Complete Streets Guidelines. | Out of Scope |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | squeeze through making navigating the streets pretty tricky at times, especially in winter | | | |
| November 23, 2023 | Supportive any more that leads to more unique developments along the Sturgeon river valley. The change to the 'boardwalk' area for example - though I'm not sure I really understand them. The city needs more river-facing commercial space to increase the livelihood of the river valley | Objection / Change Request | Administration eliminated the Boardwalk District, and merged it into the Downtown as transition area. At this time, it is anticipated that the commercial will be accessed from the street, due to the existing orientation of the building entrances. | Changes Made (Partial) |
| November 23, 2023 | Opportunity to do something special on [redacted] where the business incubator was and Father Jan is - not sure what needs to happen in the LUB, but this area should be designated as a special area or whatever the new equivalent is of Direct Control.<br><br>Thanks for the opportunity for feedback. | Out of Scope | This is outside of the scope of the Land Use Bylaw rewrite.<br><br>Administration did not propose redistricting this parcel at this time. In future, the landowner can apply for a redistricting. | Out of Scope |
| November 27, 2023 | I have feedback about the proposed amendments:<br><br>As far as height of buildings is concerned, I would like to see the heights of the buildings kept to the limits stated without the 30% bonus which could be allowed in certain situations. I believe higher buildings will be | Objection / Change Request | Currently, the Municipal Development Plan (MDP), Downtown Area Redevelopment Plan (DARP), and the Land Use Bylaw (LUB) provide guidance on density and building height. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | detrimental to the appearance and feel of the downtown area, which has a small town, welcoming atmosphere, and as a long term resident, I believe the quality of life for residents should be considered as important, not only the business considerations, however, I believe the current small town feel actually encourages people to linger, and therefore benefits businesses. Downtowns do not require high rises to be attractive, in fact, the existence of higher buildings detracts from the attractiveness of our downtown community. High rises will not guarantee more success of the business district and I believe it is short sighted to consider it necessary to try to emulate larger cities' downtowns, rather than celebrate our city's unique characteristics. | | The highest density developments will be encouraged to be located Downtown, to support an overall minimum aspirational density target of 100 dwelling units per net hectare Downtown, as per Flourish MDP Policy 13.2.6.(d).<br><br>While this doesn't necessarily mean extremely tall buildings, the DARP has identified select "landmark sites" that allow up to 80 m in height.<br><br>As per the proposed DTN District within the Land Use Bylaw, heights downtown range from 15 m to 46 m, depending on area.<br><br>While St. Albert is unique, the vision for the downtown is of a vibrant, walkable center, that has a mix of businesses, services, and residences. | |
| November 27, 2023 | I would like to address the proposed change to building materials, using bricks or brick veneer only. Brick is not the only way to create character in buildings. More variety | Objection / Change Request | At this time, Administration is not proposing architectural controls. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | would create more interest. In my experience in a country which has many heritage and characterful architecture, the reason some towns or cities have the majority of buildings constructed with the same material, is that the material is the most available and abundant (wood or stone) or developed with a mind to climate (concrete).<br><br>Brick is not necessarily a good choice when considering the change in climate, which is causing a dramatic increase in heat during our summers. Areas such as downtown, are already a hot spot as evidenced by mapped hotspots reported in the news earlier this year. The lack of plants and trees exacerbates this situation and I would like to see the trees which have died and have been removed, to be replaced and protected from preventable adverse effects of salt which is toxic to plant materials. This would necessitate the banning of salt as ice removal. This would be an added cost to businesses, however, there is much evidence that supports the fact that people are more likely to stay in an area if there is more natural greenery. The trees and plants help mitigate the effects of the change in climate, as mentioned previously. | | Currently, the draft land use bylaw does not specify colour of materials. That choice would be left up to each developer, depending on the theme of their development. | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | If brick is still seen as the preferred building material, there are choices as to the colour of brick used, and there are lighter brick materials which would decrease the heat which is collected during the day and released after sunset.<br><br>To mitigate the heat exhausted from bricks, over cladding could be used, therefore negating the worthiness of constructing with brick, or awning or air conditioning, which already has a negative impact on our environment, and more use of which only increases the harm we are doing to our natural environment. | | | |
| November 27, 2023 | Also, instead of encouraging use of dark building materials, the opposite should be encouraged or mandated, such as roofing materials, as there are other choices which are readily available in the place of black. It is possible to have a lighter roof even when using materials involved in traditional roofing, Torched on roofing is available in grey , not only black. Tar and gravel if not the most preferred roofing material these days from what I have learned, and increases the heat in our already over heated environment. | Objection / Change Request | At this time, Administration is not proposing architectural controls.<br><br>Currently, the draft land use bylaw does not specify colour of materials. That choice would be left up to each developer, depending on the theme of their development. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 27, 2023 | As well as banning the use of salt, I would like to see the deliberate injury or rough pruning of trees for the sole reason of preventing a business sign from being obstructed, banned, as it should be for any reason. In the case of which I speak, the tree in question was roughly pruned by a business owner and has since been cut down and not replaced, which has negatively impacted the attractiveness of the central intersection of Perron Street and St Michael Street. The pruning of a tree due to a tree being injured by vandalism or weather, would of course be a community enriching activity, which should be allowed as the city needs assistance from the other shareholders of downtown to maintain and protect the natural beauty of our community.<br><br>Thank you for reading my feedback and I hope my own and others' opinions and comments will be listened to and taken into account. | Out of Scope | This item is outside of the scope of the Land Use Bylaw update. | Out of Scope |
| December 5, 2023 | I wanted to reach back out again to check in on the status of the Land Use Bylaw for [redacted] building at [redacted]. We are currently working on a collaborative business proposal with a private preschool, and are entertaining the idea of running some group | Request for Clarification | The latest draft of the Land Use Bylaw does propose day care facility as a use in the Downtown Transition area. | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | programming with them. Please let me know if we could connect, or if there is any updated information we can have access to. Thanks so much! | | | |
| December 26, 2023 | I hope you had an enjoyable Christmas.<br>I just wanted to follow up on our correspondence from a few months back. I read in the St. Albert Gazette a few weeks back that City Council had a meeting to discuss land use bylaws in regards to income suites. I was disappointed to read about this in the paper and that people did attend and gave feedback. This was something I was interested in. For some reason I thought I would hear back form you on when this was taking place, but I must have been mistaken.<br><br>My [redacted] and I are still looking for a house in St. Albert that will work for us to put a suite in the basement for [redacted]. I am looking forward to hearing more as decision are made and if there is the opportunity to give more/better feedback I would be very interested in doing that. We have been looking for a few years now and have come across a few things that I would love to bring up if possible.<br>Wishing you all the best in 2024. | Request for Clarification | Administration provided a response to this inquiry. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | Thank you | | | |
| April 5, 2024 | Just wanted to share this with you as I know they are now advertising it as it could be demolished for redevelopment..<br><br>https://s.paragonrels.com/goto/Z_cFfg<br><br>It's quite the anomaly of a lot, but just wondering if you heard back on if it can be demolished and subdivided? | Out of Scope | Administration provided a response on the details of the specific lot. | Response Provided |
| April 28, 2024 | I was not able to make the April 25th open house and except for the presentation Boards there is no indication of any changes being made to the earlier 2023 DRAFT LUB....am I missing anything here or is everything that had to be said is in the Oct 23, 2023 DRAFT?<br><br>Two troubling details for me in squishing more units onto a piece of land are the shortcomings of existing building codes that do not adequately address the heightened risks of managing fire and the diminishing green space for increased density. It would be useful to know what knowledge is guiding densification as it concerns these two areas. | Request for Clarification | Administration provided a response to this inquiry. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| April 30, 2024 | Thanks for spending your time with me at last week's Open House Presentation.<br><br>As discussed, you advised that I could pick up a hard copy of your group's study on the St Albert West area.<br><br>Please let me know when and where I could do so.<br><br>Thanks again. | General Feedback | Administration provided copies of both the draft Land Use Bylaw, and draft St. Albert West ASP for the individual to review. | Response Provided |
| May 4, 2024 | The proposed amendments are designed to be impossible for a layperson to read.<br><br>Why is reducing parking for multi family buildings, ie the [redacted] disaster project, a priority when a lack of parking in downtown St. Albert is a main concern of residents and businesses in the area?<br><br>Will the [redacted] project benefit from this reduced parking requirement? Why?<br><br>Where will all those residents park?<br><br>Will this make traffic safer in downtown St. Albert or is it likely to increase petty | Request for Clarification | Administration provided a response to this inquiry. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | crime, decrease pedestrian safety, and cause unwanted conflict in our community?<br><br>I expect an articulate response to all questions.<br><br>Thank you for your time. | | | |
| May 6, 2024 | - with reference to the 10% MR, am I correct that only after the lands set aside as conservation reserve or environmental reserve or made subject to an environmental reserve easement are identified will the 10% MR be identified.<br><br>- with reference to densification, I get the impression that the gains from achieving densification through multiple housing, narrow lot lines in some areas of an ASP etc may enable developers to increase lot size in other areas of an ASP without considering the associated demand for more green space adjacent to the higher density locations. How is this being managed?<br><br>- a long standing complaint I have with current neighborhood development | Request for Clarification | Administration provided a response to this inquiry. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | throughout Alberta has been the lack of adequate "top soil" being returned to the developed residential areas. As a consequence the benefits of permeable areas within new neighborhoods have diminished water storage capacity that then results in more storm water drainage. Inadequate top soil depth also compromises the health and vigor of planted landscapes. Someone mention that there were standards in the LUB, but I cannot find it.<br><br>- is there a reason why the LUB does not set out pedestrian access nodes into commercial areas? I get a sense that this is a problem more common with older shopping centers e.g., Tudor Glen, St Albert Center, Canadian Tire, Ingelwood etc.<br><br>- overtime there has been a gradual loss of tree cover associated with various commercial developments. I understood these landscape elements were part of the original approval, but what enforcement is made to uphold these over time? | | | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 7, 2024 | thank you. Looks like I will have to do some homework. At this stage how might I advance the need to consider changing a LUB statement? | Request for Clarification | Administration provided a response to this inquiry. | Response Provided |

## WHAT'S NEXT

The information regarding the Land Use Bylaw Update will be presented to Council at a public hearing. 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 Learned – External Interested Party Feedback

## Land Use Bylaw Update

**September 9, 2024**

# LAND USE BYLAW UPDATE

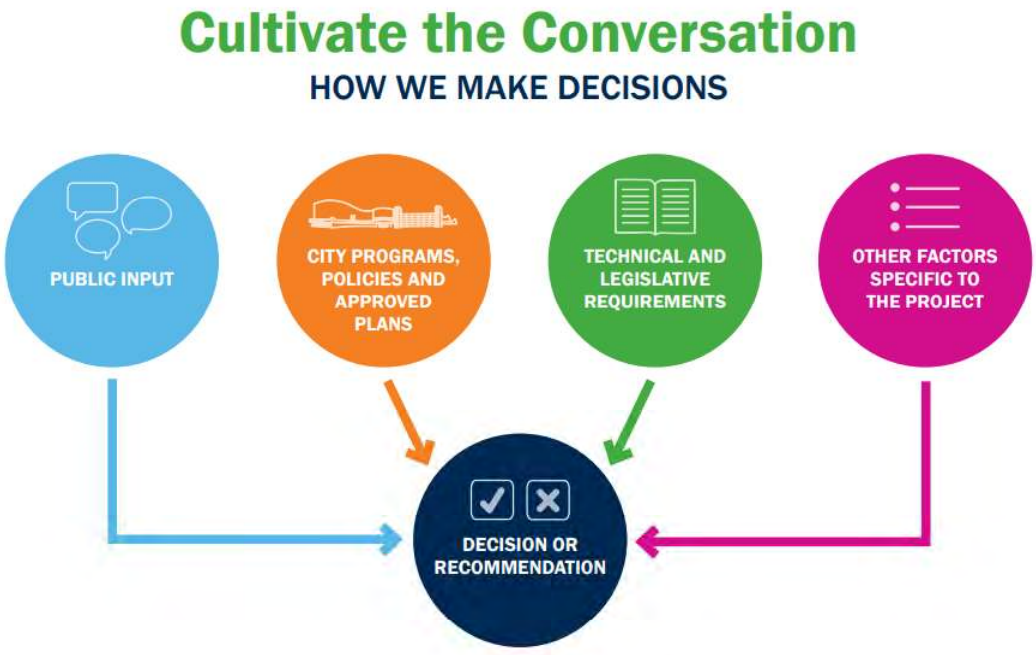
Thank you to everyone who was involved in reviewing or providing input into the Land Use Bylaw Update. Some residents chose to engage with us via email, phone, and website contributions. Thank you for your feedback.

This report collects written comments and feedback sent to LUBUpdate@stalbert.ca, individual project team members, or submitted through the Cultivate the Conversation webpage from March 1, 2022 to September 9, 2024.

This report is intended to provide a record of emails, letters, and website comments made by industry, and other interested parties 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.

In some cases, personally identifying details have been redacted or removed. In other cases, where companies have provided a formal letter, those have been attached in appendix 1-7.

This report focuses on industry feedback only. Other feedback from the public may be found in the *What We Learned – Public Feedback* report.



## INDUSTRY FEEDBACK SUMMARY

In total, the project team received 203 external interested party comments, from March 1, 2022, to September 9, 2024. Some of these comments were submitted by BILD, UDI, CHBA, the portable sign association, or industry members not part of those associations. Comments from referral agencies or other government departments are also included in this report.

In tracking the response to each comment, the project team found that the majority of feedback was focused on change requests, as shown in Table 1 and Figure 1. In response to these change requests, the project team made some changes to the draft Land Use Bylaw, as shown on Table 2 and Figure 2.

A detailed list of comments, and the response to each from Administration can be found in Table 3, starting on page 5.

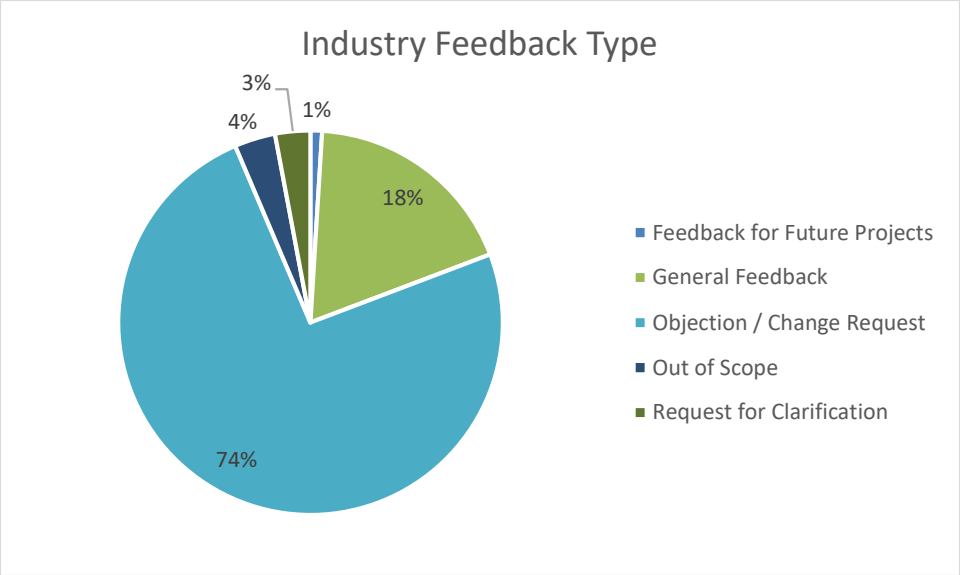
Furthermore, during the feedback window of the public open house in November 2023 there were two letters provided. The letter from UDI can be viewed as appendix 1, and letter from CHBA can be viewed as appendix 2.

During the second draft circulation in May 2024, five letters were provided, and are shown in appendices 3 to 7.

*Table 1: Type of Industry Feedback Received*

| Feedback Type | Count | Percentage[1] |
|---|---|---|
| Feedback for Future Projects | 2 | 1% |
| General Feedback | 37 | 18% |
| Objection / Change Request | 151 | 74% |
| Out of Scope | 7 | 4% |
| Request for Clarification | 6 | 3% |
| Total | 203 | 100% |

*Figure 1: Type of Industry Feedback Received – Pie Chart*

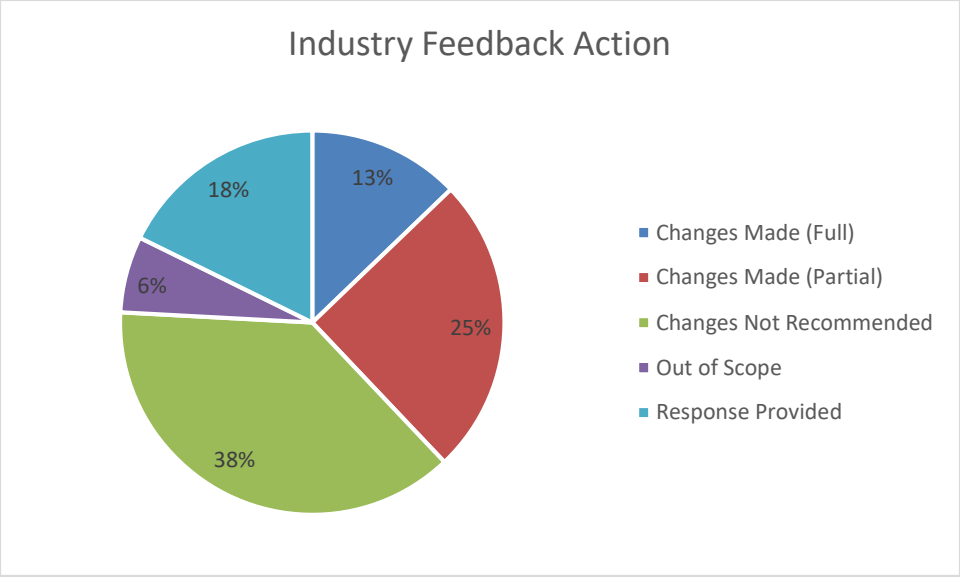



[1] Please note, this column may not add up to exactly 100% due to rounding.

*Table 2: Administration's Response to Industry Change Requests*

| Comment Action | Count | Percentage[2] |
|---|---|---|
| Changes Made (Full) | 26 | 13% |
| Changes Made (Partial) | 51 | 25% |
| Changes Not Recommended | 77 | 38% |
| Out of Scope | 13 | 6% |
| Response Provided | 36 | 18% |
| | 203 | 100% |

*Figure 2: Administration's Response to Industry Change Requests – Pie Chart*




[2] Please note, this column may not add up to exactly 100% due to rounding.

## INDUSTRY FEEDBACK DETAILS

*Table 3: Industry Feedback & Response*

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| April 14, 2022 | 1. The intent to make the overall document more user-friendly and web-friendly is good to hear. For the current online version of the LUB, it can be cumbersome to cross reference provisions as there are different links to each part of the Bylaw. As an example, the Residential Districts section is 90 pages long so if you want to check some of the provisions in let's say the RX District, you need to know where it falls and then it can become more challenging if you need to also check some of the Definitions, General Regulations, or Parking Requirements as these too have there own sections/links. Being able to access all LUB provisions on one webpage would be preferred. | General Feedback | Thank you for the feedback. Making the final Land Use Bylaw more user-friendly is one of the overarching goals of the project. | Changes Made (Full) |
| April 14, 2022 | 2. Related to point no. 1, it would be beneficial to include 'pop-up's' within the updated, online version of the LUB. As a minimum, these could include land use definitions and perhaps general definitions, that readily reference other LUB provisions that such definitions are 'tied' to. | General Feedback | Administration is proposing to include pop-up text as the last phase of the project, when we release the web friendly LUB. | Changes Made (Full) |

[3] Please note that the information in the Feedback column has been copied from emails and has not been edited for spelling or grammar. Some personal information has been redacted.

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| April 14, 2022 | 3. The talk of consolidation of residential districts is certainly positive. In previous discussions with St. Albert Admin., Edmonton's Residential Low Density (RLD) zone has been pointed to as a good example of how a number of residential districts could be consolidated into one. Single detached, Zero Lot Lines, semi-detached and duplex are all permitted forms of housing within the RLD Zone, which provides developers with a degree of flexibility and ability to respond more quickly to changing market demands, without the added (and time consuming) process of having to go through a redistricting. We are grappling with this right now with our Cherot as we finalize our staging for next year: there is a 1-block area that we have districted as RX and our initial plan was to develop this block with single detached homes. We are instead considering to provide Front/Back semi-detached housing along this block, basically to provide a better mix of housing choices for this stage, but to do so will require a redistricting of the block to the RFB District and with it, an added 6-8 months to go through the redistricting process. This is one example of how the extra step of redistricting could be avoided with a 'catch-all' low density residential district. | General Feedback | We have split the low-density residential districts by access type.<br><br>The proposed Laned Lot Residential (LLR) District offers detached, zero lot-line, semi-detached, and duplex products to provide flexibility in a rear lane access district.<br><br>The proposed Small Lot Residential (SLR) District offers detached, zero lot-line, semi-detached, and duplex products to provide flexibility in a front street access district.<br><br>We have kept dual access products in the Residential Front Back (RFB) District. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| April 14, 2022 | 4. Parking requirements: overall, the minimum parking requirements could be relaxed. Will this lead to little or no parking being provided? No, if we were to develop housing without provision for on-site parking or minimal parking, the product would not sell as buyers want and need parking. Perhaps stating the obvious here but, this is even a greater consideration for commercial development as tenants require parking for their customers. The LUB does not need to be overly prescriptive with respect to minimum parking requirements. | Objection / Change Request | Administration has proposed reduction of some residential parking requirements, specifically for apartments, and townhouse complexes. Reductions were proposed to both the number of stalls per dwelling unit, and the visitor parking requirements. Parking requirements for secondary suites are also proposed to be reduced.<br><br>Administration has also proposed reduction of some of the parking ratios for non-residential uses. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| April 14, 2022 | 5. Minimum required width of a double garage, current provisions: Section 7.2(4). This section of the LUB requires that in order for a garage to be considered as a double with 2 parking stalls, the interior width must provide a minimum of 5.8 m of clearance. At the same time, the general provisions for Street-oriented Townhousing permit a lot width of 5.5 m, that would seemingly enable townhouse units with an 18' building pocket to be developed. We had initially thought to provide a block of primarily 18' townhouse units, given the success [redacted] has had with this product elsewhere in the region for this slightly more affordable product, until Section 7.2(4) was duly considered. Providing the minimum 2 parking stalls in tandem was not a viable option as too much backyard amenity space would be consumed. Consequently, the building pockets were increased. In considering removing this minimum garage width, the following can be noted:<br>- [redacted] has developed 5.5 m (18') pocket products elsewhere with rear detached garages of this width (or slightly less); parking issues/concerns have not been raised by our purchasers;<br>- The typical width of a vehicle ranges from ~1.6 m for a subcompact car; to 2.0 m for a Toyota Sienna minivan; to 2.03 m for a Ford F-150. Parking of 2 vehicles in a garage of < 5.8 width could be 'tight' depending on the type of vehicles but, nonetheless achievable; and<br>- An owner using part of, or an entire garage, for storage can occur regardless of the garage width. | Objection / Change Request | Administration has proposed to retain the minimum interior garage width of 5.8 m of clear space.<br><br>An 18' wide garage would be considered an 'oversize single' within the bylaw regulations, and would only count towards one parking stall. Another stall would be required. This stall could be provided on a parking pad. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| April 14, 2022 | 6. Residential Front Back District: this was certainly a positive addition to the LUB but, as described in point no. 3 above, it would be preferable if this form of housing could be regulated within a single, consolidated residential land use district. As you may be aware, this form of semi-detached housing is comprised of one unit having a front attached garage with the other unit instead having a front verandah and a rear detached garage. This makes for an attractive product that takes on the look of a larger, single detached home. Initially, Rohit developed this product approximately 10 years ago with a pocket pairing of 20'/24' (with the smaller pocket having the rear detached garage). It has been very popular and in recent years, the market demand has been for a slightly smaller pairing of 18'/22' and Rohit is providing this product in 3 other communities. We would like to do so in St. Albert but the challenge is that the RFB District requires a minimum interior lot width of 7.4 m, meaning a minimum building pocket of 20'. We would suggest that the min. lot width be reduced to 6.7 m to enable this slightly smaller 18' pocket. This issue has been previously raised with Admin. and in response, we were advised that it would not be supported due to the min. garage width provisions. From our perspective, this is another reason for these garage width provisions to be removed and the RFB min. lot width reduced (while also realistically accommodating the 5.5 m lot width for townhousing). | Objection / Change Request | The May 2024 LUB draft proposes lot widths of 6.75 m on an interior laned lot, and 8.00 m on an interior lot with front vehicle access for semi-detached homes in the FBR District.<br><br>This provides an 18' building pocket for the lane access homes, and a 22' building pocket for the front drive homes.<br><br>The minimum parking, and garage width provisions still apply.<br><br>Administration has proposed that a detached garage for a semi-detached home can be 0.6 m away from one property line in section 3.51(2)(c)(i)(A). This would allow a 6.75 m wide lot to contain a 6.15 m wide garage. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| April 14, 2022 | 7. The only other comments I would add are in regards to the current LUB amendment application submitted by Landrex, to allow residential lots of <11.5 m on non-through streets. We support this application and in reviewing the feedback the City received through public consultation, it is apparent that many residents are concerned with the appearance/look of some of the existing neighbourhoods potentially being changed if this amendment were approved. Much of this concern could be addressed if the amendment only had affect within greenfield development areas and was not applicable in the established neighbourhoods. On this point, you may want consider that if any significant revisions to the LUB are to be proposed through this update process, that they only apply within the newer, developing areas. | Feedback for Future Projects | This feedback relates to a separate amendment (Bylaw 2/2024) for smaller lots on non-through streets, which passed at Council on February 20, 2024. | Out of Scope |
| April 18, 2022 | Thank you for the quick response. Based on the existing DARP and my last request when I meet with you and [redacted], I have attached the proposed transitional zone Parameters that I believe will be a good starting point for discussion. Currently I have lots 2 and representing 1 acre of land. I have spoken with [redacted] the owner of 6 and he is in Kelowna developing high density residential developments. [redacted] has indicated [redacted] the owner of [redacted] would be on board with this. This is a additional This would allow for a additional 2.6 Acre's. So A total of 3.6 Acre's of land, bringing a much needed residential and commercial development to the downtown. Thoughts! | Objection / Change Request | This feedback is out of scope and should be submitted separately from the LUB update project, as a regular, developer driven land use bylaw amendment. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 5, 2022 | Housing Options<br>• CHBA is working with COE on their current LUB and where the document is holding back in terms of regional competitiveness. | General Feedback | CHBA has been invited to stakeholder sessions, and has been included on LUB draft circulations, so they can provide comment on the draft. | Response Provided |
| May 5, 2022 | Housing Options<br>• Don't want to have LUB policies separate from the zones. | General Feedback | The Specific Uses & Activities section was eliminated from the May 2024 draft LUB, and those regulations are now incorporated with General Regulations. Residential Regulations, or Non-Residential Regulations. | Changes Made (Partial) |
| May 5, 2022 | Housing Options<br>• Like that the LUB document is proposed to be fewer pages. | General Feedback | Thank you for the feedback. | Response Provided |
| May 5, 2022 | Housing Options<br>• Looked at doing row housing with an 18-foot pockets as they have worked well in Edmonton. But the LUB states in a different section suggested that there be 2 parking spaces and some lot coverage items that didn't allow for the row housing with 18-foot pockets. | Objection / Change Request | The May 2024 draft LUB is proposing a 16' building pocket for fee simple townhomes (section 3.54(4)(a)(i)), but the required parking would need to be provided in tandem.<br><br>Alternatively, the proposed dwelling (townhouse - complex) can be used to provide narrower townhouse product in a condominium format. | Changes Made (Partial) |
| May 5, 2022 | Housing Options<br>• More changes than thought to the LUB. | General Feedback | Thank you for the feedback. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 5, 2022 | Housing Options<br>• Support a more readable LUB. | General Feedback | Thank you for the feedback. | Response Provided |
| May 5, 2022 | Housing Options<br>• Want to be able to see more garden suites and secondary suites in St. Albert. | Objection / Change Request | Under LUB 9/2005, one suite was allowed with a single-detached dwelling.<br><br>Under the May 2024 draft LUB, suites are now being proposed in more housing types - including semi-detached and duplex housing product.<br><br>In addition, two suites per lot is proposed for the LDR district, with a single-detached dwelling.<br><br>Parking requirements for suites are also proposed to be reduced.<br><br>Administration has also proposed to allow more space in garden suites – up to a maximum of 75 $m^2$. | Changes Made (Partial) |
| May 5, 2022 | Housing Options<br>• Want to make sure the LUB is looked at holistically | General Feedback | Administration is going through the draft section by section, and then reviewing a full draft to ensure a holistic viewpoint. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 5, 2022 | Housing Options<br>• Want to move to LUB that support different types of housing options, density and efficiencies. | General Feedback | The May 2024 draft LUB has added these items:<br>• Further secondary suite opportunities to assist with gentle density in neighbourhoods by proposing secondary suites in semi-detached and duplex housing products, and allowing two suites on a lot with a single detached dwelling in the LDR District.<br>• Addition of tri-plexes, and four-plexes on corner lots with lane access. | Changes Made (Partial) |
| May 5, 2022 | Housing Options<br>• What will be the storytelling with Council be – there is general support on the plan but then then items such as parking come up. | General Feedback | Council has been included in public consultation events and has also had several presentations from staff throughout the course of the project. | Response Provided |
| May 5, 2022 | Mobility Choices<br>• Opportunity to say that blocks can be shorter for drivers as well as pedestrians and cyclists. There is a bit of a disconnect between being encouraged to use shorter blocks and connectivity for all users to reduce carbon footprint but then also being told to build all the roads. | General Feedback | Thank you for the feedback. | Response Provided |
| May 5, 2022 | Mobility Choices<br>• Want to look at opportunities to reduce parking requirements and respond to market demand. | Objection / Change Request | Administration has proposed reduction of some residential parking requirements, specifically for apartments, and townhouse complexes. Reductions were proposed to both the number of stalls per dwelling unit, and the visitor parking requirements. Parking | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | requirements for secondary suites are also proposed to be reduced.<br><br>Administration has also proposed parking reductions for studio units in apartments, and affordable non-market housing.<br><br>Administration has also proposed reduction of some of the parking ratios for other non-residential uses. | |
| May 5, 2022 | Sustainable Growth and Great Places<br>• Concern that the there was support for the MDP goals and vision but that the LUB or engineering standards won't support the progressive goals and policies in the MDP. | General Feedback | This is one of the overarching goals of the project. Engineering Standards updates are outside the scope of the project. | Response Provided |
| May 5, 2022 | Sustainable Growth and Great Places<br>• Open to alignment of LUB to engineering standards to engagement and encourage green infrastructure. | Feedback for Future Projects | There have been some changes made in the LUB to align with the engineering standards, and some key items highlighted for later amendments to the engineering standards, to ensure both documents are synchronized. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 6, 2022 | Getting some feedback regarding lot coverage in St. Albert being too low to keep up with current trends. St. Albert allows for a 30m lot depth, but the builders already have to alter standard plans to meet lot coverage requirements on the 33m lots. Would like to see increased lot coverage numbers inline with other municipalities. | Objection / Change Request | In the May 2024 draft LUB there has been a proposal to increase some coverages by 3% to 5% depending on product type.<br><br>• We are proposing a 3% increase to lot coverage for zero lot line homes, semi-detached, and duplex homes.<br>• We are proposing a 5% increase to lot coverage for small lots in the LLR District, as well as townhouse end and corner units.<br><br>This builds on previous lot coverage increases, that were introduced in 2018. | Changes Made (Partial) |
| August 15, 2022 | 1. I thought you might be interested in a recent update to the City of Edmonton Zoning Bylaw - Main Streets Overlay, particularly with respect to the standard Bylaw zone CB3 – 370 (CB3) Commercial Mixed Business Zone, focused on locations near high capacity transportation nodes.<br><br>The purpose of this Zone is to create a mixed-use zone to provide for a range of medium intensity Commercial Uses as well as enhance opportunities for residential development in locations near high capacity transportation nodes, including Transit Avenues or other locations offering good accessibility.<br><br>2. The amendments to the Main Streets Overlay | General Feedback | Thank you for the feedback, staff reviewed the proposed regulations for Edmonton. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | significantly increase the maximum height within the CB3 zone from 45 m to 75 m.<br><br>3. Also, the amendments to the Main Streets Overlay indicate a maximum tower floorplate (850 m2), and under some specific conditions, remove the maximum FAR. Setbacks are also modified.<br><br>4. The amendments to the Main Streets Overlay under LDA21-0442 were approved by Council on April 5, 2022 (see minutes here - Item 3.11; signed Charter Bylaw 20040).<br><br>5. To clarify, per Section 819, the Main Streets Overlay applies to CB3 sites only where shown on the Appendix of the overlay or within 200 metres of an LRT Station or Transit Centre. Therefore, not every CB3-zoned site will be affected by the Main Streets Overlay. | | | |
| September 28, 2022 | That being said I must note that we certainly disagree with the requirement of a minimum of 5.8m within the detached garages for this type of product. We are already working with reduced spatial allotments in this townhome product and requiring a full 5.8m clear space further impacts our ability to provide a product that allows customers a balance between outdoor living space and garage parking space. While there are certainly customers with larger vehicles we have found that on average the typical vehicle the consumer is driving and parking within their garages on | Objection / Change Request | Administration is proposing to keep minimum garage sizes at this time. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | this type of product is on the smaller to mid-size end. With the typical mid-size SUV on the market today, a parking depth of 4.6m-5.2m would be more than sufficient to allow for this type of vehicle. | | | |
| October 3, 2022 | Please email me the public information for feedback on the Land Use Bylaw update project. I'm interested in the draft definitions and land use districts including permitted and discretionary uses specifically. | General Feedback | Administration provided a response that mentioned a tentative timeline for draft land use bylaw to be available to the public on the Cultivate the Conversation page, and that the individual could subscribe for emailed newsletter updates regarding the progress of the project. | Response Provided |
| December 16, 2022 | Allow front drive townhouse. | Objection / Change Request | If a front drive townhomes product is needed, it can be constructed as a condominium complex, with a private road, where visitor parking and communal garbage pickup are enabled.<br><br>Due to the number of driveway cuts that are in close proximity, and the lack of street parking, front drive townhouses are not permitted on a public city street at this time. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| December 16, 2022 | Allow secondary or garage suites in semi-detached and townhomes and allow two suites per lot plus the principal dwelling. | Objection / Change Request | Under LUB 9/2005, one suite was allowed with a single-detached dwelling.<br><br>Under the draft LUB, suites are now being proposed in more housing types - including semi-detached and duplex housing product. In addition, two suites per lot is proposed for the LDR district, with a single-detached dwelling.<br><br>Parking requirements for suites are also proposed to be reduced. Administration has also proposed to allow more space in garden suites.<br><br>At this time, suites in townhomes are not proposed. | Changes Made (Partial) |
| December 16, 2022 | Allow vehicle access from both a lane and front street. Especially with secondary or garage suites. | Objection / Change Request | Administration did not propose to implement this feedback at this time. Consider this feedback for future amendments. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| December 16, 2022 | City of Edmonton is removing lot depths from their bylaw. Many blocks are developing at 27m lot depth in Edmonton with 58% site coverage. SA is currently 40% and 45% for zero lot line. Lot widths are also reduced to 4m with a lane and 5m without a lane. Although lot depth and site coverage go hand in hand, this is a request to look at movement on both issues. | Objection / Change Request | The proposed draft does feature increased lot coverages, including:<br>• A total of 50% for a fee simple townhouse end unit or corner unit, increased from 47%.<br>• A total of 50% for duplex and semi-detached product, increased from 47%.<br>• A total of 50% for a detached dwelling developed with a zero lot-line, increased from 47%.<br>• A total of 47% for smaller detached lots in LLR District, increased from 42%.<br><br>The minimum lot depth of 30 m has not been modified. | Changes Made (Partial) |
| December 16, 2022 | Max Building height of 12m is becoming more common. | Objection / Change Request | The May 2024 draft LUB proposes a building height of 12.0 m for a walkout lot, a structure with a drive under garage, or roof mounted solar panels. This has been increased from 11.5 m.<br><br>This applies to the LDR, SLR, LLR, and FBR Districts. | Changes Made (Full) |
| December 16, 2022 | Reduce the corner cut dimensions (eng standard issue). | Out of Scope | This item is outside of the scope of the Land Use Bylaw Rewrite. | Out of Scope |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| December 16, 2022 | Reduce the parking requirements to 1 stall per unit. | Objection / Change Request | The draft LUB proposes 1 parking stall per dwelling unit for apartments only.<br><br>Low and medium density housing products still require 2 stalls per dwelling unit. | Changes Made (Partial) |
| December 16, 2022 | Reduce visitor parking requirements on multi-family from 1 per 5 to 1 per 7 units. | Objection / Change Request | This has been completed in the May 2024 draft LUB for apartments and townhouse complexes. | Changes Made (Full) |
| December 16, 2022 | Remove density maximums from residential districts. | Objection / Change Request | The density maximums are proposed to be kept in place. The intent of the density maximum is to keep sites within the density range proposed by an Area Structure Plan.<br><br>If the sites exceed that range, there are density bonus options in some districts, which can enable a higher site density. | Changes Not Recommended |
| December 16, 2022 | Remove minimum garage width to allow 18' double car garage. This will also allow for smaller lot widths. | Objection / Change Request | Although other jurisdictions have permitted smaller garages, with the proposed reductions in parking for suites, and parking overall, there is a preference to ensure each dwelling unit has two on-site stalls, with space to open vehicle doors. | Changes Not Recommended |
| December 16, 2022 | Remove the 11.5m lot width minimum on non-through roads. | Objection / Change Request | Bylaw 2/2024 partially amended this regulation, and would allow smaller lots on the straighter portions of non-through streets. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| December 16, 2022 | Remove the 36m lot depth minimum on arterial roads. | Objection / Change Request | The major roads often require berm and fencing, and therefore we ask for a deeper lot to accommodate that infrastructure. | Changes Not Recommended |
| December 16, 2022 | Street furniture in blvd, not in front yards (eng standard issue). | Out of Scope | This item is outside of the scope of the Land Use Bylaw update. | Out of Scope |
| January 12, 2023 | 18 foot pockets in the RFB zone. | Objection / Change Request | Administration has proposed 18' building pockets for the rear drive semi-detached and detached housing products in the RFB District. | Changes Made (Partial) |
| January 12, 2023 | All pie lots measured for width at the 9m setback. | Objection / Change Request | In the draft LUB, it is proposed that both pie lots, and reverse pie lots be measured at 9 meters back. The image showing the measurement of lots was also changed to reflect this new process. | Changes Made (Full) |
| January 12, 2023 | Removal of 5.8m min width for double garage. | Objection / Change Request | Administration is proposing to keep the minimum interior garage widths for two legal stalls. In the past, Council has approved amendments to the land use bylaw to support a minimum interior garage size, to allow interior parking stalls to be counted towards total require parking.<br><br>Administration has proposed reduced side-yard setback requirements for detached garages to support a two stall garage to fit on a smaller lot. A side yard setback of 0.6 m on | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | each side is proposed, as opposed to the previous 1.0 m minimum. | |
| January 12, 2023 | ZLL regulations: definition update, where front drive ZLL can be placed, corner lot width requirements, reduction of larger setback for larger lots. | Objection / Change Request | SCOW Motion on April 9, 2024 directed administration to revisit this issue.<br><br>A revised district was put forward in the May 2024 draft LUB, which included front drive zero-lot line homes in the SLR District in a limited capacity. The most recent draft LUB has proposed a maximum amount of front drive zero lot line housing product per neighbourhood, and clarified placement options. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| January 18, 2023 | I wanted to add one more discussion point for today's meeting in relation to the LUB: new community wayfinding signs. With many of us being located off of Ray Gibbons, Villeneuve, and St Albert Trail – all major roadways with frequent construction currently and for the next few years – we want to make sure it is easy for those unfamiliar with the City to find the new communities without causing unsafe situations on these roads.<br><br>These communities bring a ton of growth to the City, both by attracting new residents and the daily visiting workforce that support local businesses. Clear, consistent wayfinding signs could really help support that growth. Only being allowed to sign our communities on our own land is a real disadvantage compared to other regional municipalities, where we are able to sign along arterial roadways.<br><br>I have copied [redacted], as I believe he was involved in a similar initiative in the Fort when they put in wayfinding signs. Either way, if it isn't done and controlled by the City, I would ask that sign regulations relating to new neighbourhoods along arterial roads be considered as part of the overall LUB update that is in progress. | Out of Scope | Signs located in the road right of way are not managed by the LUB. Engineering would have feedback and requirements about this type of signage. | Out of Scope |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| February 6, 2023 | Based on my experience, assuming the new bylaw covers both conventional row housing and stacked row housing and the maximum allowable height is three storeys, a forward looking UPA goal is typically 25+ units per acre for developers. The pricing goal is to be less than $35,000 per door in land cost with a ceiling of $40,000 for a premium suburban site.<br><br>With site servicing costs exceeding $45,000+ per unit and increased prices for multifamily lands (elimination of townhome zones in Edmonton) , the value proposition of building townhome product is eroding as apartment housing is much more profitable.<br><br>The way to make townhome development more attractive is to remove parking restrictions and maximum density requirements and replace with minimum density and consider allowing secondary suites as an allowable use. | Objection / Change Request | The draft LUB did lessen parking requirements for townhouse complexes, to 1.5 stalls per dwelling unit, and 1 stall per 7 dwelling units for visitor parking.<br><br>The density bands have been retained at this time, and no secondary suites are proposed in townhomes at this time. | Changes Made (Partial) |
| March 6, 2023 | c) Minimum Separation Distance from the side wall of a building to<br>ii) a common walkway = 3m<br><br>This results in 7.5m separation distance between buildings for private walk. This discourages developers from providing walkways that improve connectivity because they take up a lot of space, making the site less efficient. | Objection / Change Request | In the LUB draft dated May 2024, proposed regulation 3.54(11)(c) has been amended to say:<br><br>(c) The minimum *separation distance* for a *dwelling (townhouse - complex) building* from the exterior wall of a *building* to a common walkway, except that portion of | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | the walkway that provides direct access to the *building*, is:<br><br>(i) 4.50 m at the front and rear;<br><br>(ii) 1.50 m at the side where there are windows or doors located below or at grade adjacent to the walkway; or<br><br>(iii) 0.00 m at the side where there are no windows or doors located below or at grade adjacent to the walkway. | |
| March 6, 2023 | I am running across a couple of regulations that we need variances to on an R3A site for Townhouse. I just want to flag them for the upcoming LUB update and see if you are already planning to remove or update them.<br><br>Section 8.29(2)<br>a) Minimum separation distance required from the front or rear wall of a building to:<br>iii) An on-site roadway = 6m<br><br>I believe this is to allow for driveway parking, but this is inconsistent with public alleys which don't have this setback requirement. Internal private roads are typically low speed with low traffic volume and parking space can be provided other ways. | Objection / Change Request | In the LUB draft dated May 2024, proposed regulation 3.54(11)(b) has been amended to say:<br><br>(b) The minimum *separation distance* for a *dwelling (townhouse - complex) building* from the exterior wall of a *building* to an *on-site* roadway, or to a common or visitor *parking* stall is:<br><br>(i) 4.50 m at the front; or<br><br>(ii) 1.50 m at the side and rear. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| March 15, 2023 | We have few clients looking to build duplexes, I am wondering has there been any change to bylaw where a legal suite is allowed in a basement in a duplex? Or do you know if there are any upcoming council meeting for any discussion or approvals of allowing basement suites in a duplex, it's a very high demand product and wondering if it will be allowed in future. | Objection / Change Request | Under LUB 9/2005, one suite was allowed with a single-detached dwelling.<br><br>Under the draft LUB, suites are now being proposed in more housing types - including semi-detached and duplex housing product.<br><br>Parking requirements for suites are also proposed to be reduced. Administration has also proposed to allow more space in garden suites. | Changes Made (Full) |
| April 4, 2023 | I had a builder bring up an item to me that they were hoping to see the needle move on with the LUB updated. It is the apron length on the garage approach in laned product.<br><br>One of my builders indicated that it is slightly longer in St Albert than a number of the surrounding municipalities, and that it hurts them when trying to make a slightly shallower lot work (think a 32m depth compared to a 33/34m depth lot). They feel that buyers would rather maintain the extra length where possible in their yard than in the apron, and a parking space on site isn't created either way with the current length. You may have already looked at this, but if not, please let me know if there is any data I can provide from either the developer or builder side (plot plans?) to support this ask. It's another small change | Objection / Change Request | The apron length for a detached garage accessing a rear lane is proposed to stay consistent at 1.5 m for most low-density products. This gives a driver backing out of a garage room to move the vehicle beyond the built structure, into a neutral area prior to the road. This ensures visibility and helps the safety of drivers and potential pedestrians. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | that could help us get slightly higher density numbers without having a significant effect on the built form. | | | |
| April 17, 2023 | I hope you don't mind me reaching out to you today, I received your contact info from [redacted] recently when corresponding about upcoming sign permit apps I have to submit. [redacted] mentioned that City of St Albert is currently reviewing potential changes to the Land Use Bylaw including some, potentially, to Schedule C.<br><br>I have been in the sign industry since 1989 in all kinds of roles from Sales to General and Regional Management. For some strange reason I have yet to figure out, I have always been weirdly interested to learn what I can about bylaws and sign regulations. Almost fascinated actually. As an independent consultant the past three years, I have still strived to get sign companies and sign buyers to see the value and benefits of consulting bylaws and sign regs right at the start of any new project, as early as the design stages. Include those as guidelines along with the business owner's needs and wants.<br><br>As an industry stakeholder, I have been fortunate enough to have been involved with several municipalities revisions to their Zoning and Land Use Bylaws changes. From 2009 to 2011 I was vey much involved with Edmonton's Bylaw 15892 which made sweeping changes to how EZB deals with Digital Signage. I have been somewhat involved with | General Feedback | Administration provided a response to this inquiry. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | Edmonton's proposed upcoming changes to signage requirements in EZB 12800.<br><br>Around 2015 I think it was, I was fortunate to have the opportunity to become involved with the changes made to Schedule C in 2017, and spent quite a bit of time working closely with [redacted], [redacted], and [redacted] on the creation and drafting of those changes. When [redacted] mentioned possible new changes being made to Schedule C, I said I would gladly provide what would (hopefully) be useful comment and feedback about proposed changes to Schedule C, again from an industry perspective. Whenever proposed changes include Digital Signage, my unwavering stance has always been that any good bylaw must a) balance public safety with businesses needs and rights to advertise their goods and services b) must be enforceable to ensure the goals and expectations (of the changes being made) are fully met, so that the whole local community benefits, residents and business owners alike.<br><br>I did review the information available online and was quite surprised at some of residents' seemingly quite negative comments about any changes which might allow more digital signage, for instance. As you know, there has been an increasing demand for more access to digital signage especially, from institutions such as schools and churches, something it seems residents are not too keen on. | | | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | If you made it this far – thank you for your time and your patience. As [redacted] and [redacted] can unfortunately relate to and confirm, I have a hard time using only ten words of a thousand will do!<br><br>Please feel free to contact me if there might be an opportunity I could make a positive contribution to this initiative. | | | |
| May 8, 2023 | I had a question regarding the St. Albert Land Use Bylaw Section 8.29 regarding town housing developments.<br><br>In section 8.29, (1)(b)(iii)(E), the side yard set back was amended to include 3 meters for a corner lot in a R3A District. With this change in mind, would there be a form of amendment or variance that should apply to section 8.29, (3)(d)? | Objection / Change Request | In the draft LUB dated May 2024, the lot width for a dwelling (townhouse – single) in the MDR district has been amended to 8.9 m (regulation 3.54(4)(a)(iv)). This is to reflect a 4.9 m wide unit with a 4.0 m side yard setback. As the MDR District allows heights greater than 12.0 m, it would be assumed at the time of subdivision that the greater setback would apply. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 18, 2023 | We are in the process of laying out an upcoming stage in Cherot where will be providing our first block of Front/Back Semi-detached housing and, upon double-checking the 'pairing' of our units, I came across a situation in another project (Cambrian, in Strathcona County) where we placed the larger side of the semi-detached pair, with front attached garage, on the end of the block. This was due to the end lot being a reverse pie and it basically would have 'squeezed' a rear detached garage. Here is a snip from our Cambrian Marketing Map that shows the subject lot:<br><br>In the majority of situations we prefer to have the rear-detached garage at the end of the block and will do so with this first block of front/back's in Cherot. However, should such a similar scenario arise, with a reverse pie lot, it would be good to have a degree of flexibility in the RFB provisions that can address this. I am thinking that where it says "shall" below, perhaps it could instead say "shall be encouraged to be at the ends of blocks," ? | Objection / Change Request | The draft LUB now has a notwithstanding clause for irregular lot configurations, as follows:<br><br>Section 5.5(10)(c)(ii)(B) A principal building with a rear detached garage shall be placed at the end of a block, as shown in Figure 17.<br><br>(I) Notwithstanding subsection (B), when an irregular or reverse pie lot configuration prevents this layout, a front attached garage may be placed at the end of the block, at the discretion of the Development Authority. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| July 27, 2023 | Just back from vacation and catching up on the Committee of the Whole discussion on the LUB. Having listened to the presentation, as well as some of council's questions and concerns, I wanted to forward some information that was noted as part of the discussion. Please find for your reference:<br><br>• A photo of a double car garage that is 18 feet wide with a car and SUV parked within. Where building pockets are larger (20 or 22 feet), the garage is larger, but this represents the ideal parking scenario for an 18 foot building pocket as is demanded by consumers in the marketplace. It is chosen clearly over the other options presented (such as pads or tandem stalls) by real buyers when offered in communities today. | Objection / Change Request | Administration is proposing to keep the minimum interior garage widths for two legal stalls. In the past, Council has approved amendments to the land use bylaw to support a minimum interior garage size, to allow interior parking stalls to be counted towards total required parking.<br><br>Administration has proposed reduced side-yard setback requirements for detached garages to support a two stall garage to fit on a smaller lot. A side yard setback of 0.6 m on each side of a single detached dwelling is proposed, as opposed to the previous 1.0 m minimum.<br><br>For a semi-detached home, one side may be built to 0.6 m setback, and the other a 0.0 m setback. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| July 27, 2023 | • The presentation from the UDI Regional Bus Tour. [redacted]. This has lots of data/photos/figures that illustrate some of the changes being requested in the LUB. I have lead the regional tours for UDI, as well as tailored tours of ZLL product for St Albert (and other regional municipalities) council showing how zero lot line and narrower products work. Many of you have attended, and I believe it was valuable in answering a lot of the questions I am still hearing. If anyone wants to see real examples of what you are being asked to consider, ask questions, hear why these requests have been made, I am happy to make time for you to show you real functioning examples or direct you where to tour them yourselves. | General Feedback | Thank you for the feedback. | Response Provided |
| July 27, 2023 | I would be happy to share lot pricing with council that shows that lots are priced per front foot. I would also be happy to walk council through how our costs have changed over the past five years, leading to lower margins despite the move to smaller lot products.<br><br>When the LUB is being discussed in the future at the Committee of the Whole meetings I can be available with advance notice, to answer questions of industry real time and in the public realm. We are enthusiastic in working with the City to build out the Vision of the MDP. | General Feedback | Thank you for the feedback. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 6, 2023 | Hello,<br><br>Please send me the link to the new draft Land Use Bylaw Map. The Land Use Bylaw Map Link to the GIS portal in the draft document doesn't work.<br><br>Thank you. | General Feedback | The map was not ready at that time, and the link will be provided at a later date. | Response Provided |
| November 9, 2023 | I hope you are keeping well. It's unfortunate that we didn't end up meeting earlier in the year.<br><br>Part of my reaching out was in advance of the amendments to the LUB. Now that it's in draft, I wanted to connect on the possibility of some small amendments to the Midtown District, based on our experience of working with the zone over the last few years.<br><br>Can you give me a shout today or tomorrow to discuss? Or, if there's someone else I could speak to about this, please make an introduction. We wouldn't be looking to adjust the Area A (current phase) but rather, we would like to introduce some ideas to make Area B and C work a bit better.<br><br>As we are at the draft stage, I figured that we can get some updates made as part of the overall effort. | General Feedback | A response was provided to the individual. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 15, 2023 | Just forwarding the email I sent to council with some really great data on where we got to with Zero Lot Line on our first couple of stages in terms of affordability.<br><br>When you see the size of the Big Lake community with no schools, commercial, or amenities, you can see it is literally a satellite of St Albert where entry level home buyers were pushed due to St Albert not having the same product availability. If you want any info from any community in St Albert or Big Lake (lot pricing or home pricing by product type), I have a whole stack of emails here with anything you could want to compare apples to apples.<br><br>It was great to hear from your guys yesterday to understand a bit of where some of these requests are coming from. I hope your discussion with CHBA is also fruitful. I know that wherever we get with the draft LUB, it will be a big topic for discussion with council when we do our UDI/CHBA leadership dinner in the early new year. | General Feedback | Thank you for the feedback. | Response Provided |
| November 17, 2023 | I might have more with more time to review it, but this is the general direction that my thouhts are taking me – I am hopeful for alignment where the balance of the LUB “exceeds” what we have tried to establish in Midtown.<br><br>Please let me know next steps to discuss this further. | General Feedback | A revised draft was circulated in May 2024 for further review. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | • Further, I would like Stacked Townhousing be specifically introduced as a permitted use in Area B and Area C | Objection / Change Request | Stacked townhousing within the draft LUB is defined as a dwelling (townhouse - complex), which is currently a permitted use in Area B.<br><br>The dwelling (townhouse - complex) has not been added to mixed-use Area C, as there are concerns that density will be negatively impacted with a townhouse product versus an apartment product. | Changes Made (Partial) |
| November 17, 2023 | • Midtown currently shows a range of minimums, but lacks maximums. Rather, it speaks to the specific number of units that we shall build, ultimately achieving 81 du per ha. Should we instead treat 81 du per ha as a floor, and then introduce the concept of bonusing (like MDR) into Area B and C? | Objection / Change Request | The base density in midtown is twice the necessary density target as set out by the EMRB and the MDP. If density bonusing is proposed to be incorporated, please submit this request as a separate amendment. | Changes Not Recommended |
| November 17, 2023 | 2.5 Height Impact Assessment<br>Should be more clear that this is the only place a HIA should be asked and not at any other higher level document like ASP. | Objection / Change Request | A height impact assessment may be asked for at the time of ASP, or redistricting application. We might need a height impact assessment to appropriately assess an application. | Changes Not Recommended |
| November 17, 2023 | 2.6 Additional Plans<br>If the City was to ask for these additional plans on every file this would increase each files financial burden by $50,000+ more clarity on why city would require these plans | General Feedback | This list is provided for information, and is indicates as 'may be' required. The development officers typically won't request each document for every file. The request for additional information is site specific. Administration might need to assess risk, and to render a thorough and sound decision, we | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | might need additional plans, or drawings, or studies. | |
| November 17, 2023 | 2.7 Grading Permit<br>This is additional permitting that doesn't create value. Amount of detail to provide in the plan is a very high level guess. Maybe this should just a be a work permit. Known equipment being used for how long and how often. | Objection / Change Request | The City will continue to allow developers the option of a Stripping and Grading permit to allow the early construction activities on a development that has not yet been subdivided with no associated Development Agreement. This process allows those developments to be able to cut and fill the development without the requirement to bring in offsite materials or be required to dispose of materials from the site. The process also allows the City to ensure that the environmental controls have been implemented to protect existing natural features and previously developed areas. The developer still has the option to not go forward with a Stripping and Grading permit but no construction activities will be allowed on that site until a Development Agreement has been executed. | Changes Not Recommended |
| November 17, 2023 | 3.14 b. iii. Townhouse<br>not required, inefficient, impacting affordability | Objection / Change Request | The 4.00 m side yard is only required for taller townhouse structures. In the case of stacked town housing which can exceed the SFD height of 12.00 m, we are requiring the additional 1.00 m on the side yard to soften the impact of the additional massing. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | 3.14 b. iv. Townhouse Rear Yard<br>why so deep? | Objection / Change Request | This is proposed to be reduced to 10.00 m, which aligns with other low density housing products. | Changes Made (Full) |
| November 17, 2023 | 3.14(a)(i) Density<br>ASP Densities at the townhome level are average estimates (i.e. Low density 24 uph or multi site 60 uph). We don't know real densities until the site is sold and we have clarifications on what is being built. Depending on how this is interpreted/enforced, I fear developers will have to underestimate all multi site densities to protect flexibility for our buyers, and then over densify our communities in the end. Limits ability to sell the sites to different builders with inflexible density. | Objection / Change Request | Thank you for the feedback. We understand that there are variables when calculating the multi-unit sites and overall densities in the ASP. We do want the buyers to be aware of the restrictions on the multi-sites prior to purchase, so that they understand the density commitment the ASP is placing on each site. | Changes Not Recommended |
| November 17, 2023 | 3.14(a)(ii) Driveway Access<br>This clause prevents a portion of a multi site from having towns that have driveways off of the public street. Multi builders have done this well elsewhere and it's nice to have a multi site that activates with the adjacent streets where they can, instead of multi sites being a walled fortress from the rest of the community. | Objection / Change Request | The townhomes can be oriented towards the street, with pedestrian access. The vehicle access provides too many curb cuts, and is required to be off the lane. We can't place street furniture, trees, etc. in the boulevard with the driveway curb cuts so close together. This clause was introduced in 2018. | Changes Not Recommended |
| November 17, 2023 | 3.14(c)(i) Townhome Minimum Width<br>No surprise that 18 ft is still min, but it would have been really positive to see some 14 ft town pockets for affordability. Edmonton allows 12s. 15 foot wide is a standard 2 bed townhome in all other regions. Maybe in MDR situation no minimum but | Objection / Change Request | Administration has proposed to reduce dwelling (townhouse - single) lot widths down to a 16' building pocket, for a fee simple product. Dwelling (townhouse - complexes) units can already be constructed at reduced building pockets. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | 3.14(c)(iv) Minimum Lot Width - Townhouse Single<br>9.5 m min width required for corner lots in MDR and HDR: Townhouse - single, are neither permitted nor discretionary uses in MDR or HDR. Compliance issue with existing R3A townhomes. Also requires 4m side yard automatically nullifying 3m width. | Objection / Change Request | Dwelling (townhouse - single) was removed from the HDR district, as it could not meet the required density targets. Dwelling (townhouse - single) was added back to the MDR District. The 9.5 m minimum lot width was bumped down to accommodate a 16' wide building pocket. The 4.0 m side yard was kept for the MDR district, as the heights are proposed to be 14.0 m for this product. | Changes Made (Partial) |
| November 17, 2023 | 3.14(g)(iv) Townhousing<br>6m is too much in case of a side yard. | Objection / Change Request | This is an existing regulation, and this distance allows for the required landscaping for the dwelling (townhouse - complex) product, as well as amenity space for residents of the complex. | Changes Not Recommended |
| November 17, 2023 | 3.14(i) 5m setback from internal road, 1.5m from side<br>5m at front would need major variance for recent approvals from garage door to internal road. not enough for driveway and too much for standard apron found on a back lane. 1.5m from side of building to walk has been varied to 0m when windows prohibited. can a variance by DO be given? | Objection / Change Request | The DO has the flex to determine what is the front, side, and rear of any building, and the garage door doesn't always correlate with a "front". Many times the garage is facing a "rear", which would only require 1.5 m in the new draft.<br><br>Administration has proposed a reduction as follows:<br>(b) The minimum separation distance for a dwelling (townhouse – complex) building from the exterior wall of a building to an on-site | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | roadway, or to a common or visitor parking stall is:<br>i 4.50 m at the front; or<br>ii 1.50 m at the side and rear.<br><br>(c) The minimum separation distance for a dwelling (townhouse – complex) building from the exterior wall of a building to a common walkway, except that portion of the walkway that provides direct access to the building, is:<br>i 4.50 m at the front and rear;<br>ii 1.50 m at the side where there are windows or doors located below or at grade adjacent to the walkway; or<br>iii 0.00 m at the side where there are no windows or doors located below or at grade adjacent to the walkway.<br>The Development Officer retains 25% variance capability, if warranted. The DO could not grant a variance that contradicts building code. If a builder wants windows on the side, then the 1.5 m applies, and could be varied, if warranted. | |
| November 17, 2023 | 3.14(i) Seperation<br>5m change to 3m for front separation to common walkway. Also some designs have doors out to garage side which immediately abuts drive lane | Objection / Change Request | Administration has proposed a reduction as follows:<br>(b) The minimum separation distance for a dwelling (townhouse – complex) building from the exterior wall of a building to an on-site | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | roadway, or to a common or visitor parking stall is:<br>i 4.50 m at the front; or<br>ii 1.50 m at the side and rear.<br><br>(c) The minimum separation distance for a dwelling (townhouse – complex) building from the exterior wall of a building to a common walkway, except that portion of the walkway that provides direct access to the building, is:<br>i 4.50 m at the front and rear;<br>ii 1.50 m at the side where there are windows or doors located below or at grade adjacent to the walkway; or<br>iii 0.00 m at the side where there are no windows or doors located below or at grade adjacent to the walkway.<br><br>A man door cannot open directly into a roadway, there would need to be a separation distance from the door to the sidewalk or road. This allows for a pedestrian to have a buffer distance after opening the door, before being in the roadway. It also separates the unit and the public realm. | |
| November 17, 2023 | 3.24 Secondary Suites<br>The inclusion of semi-detached and duplex housing forms | General Feedback | Thank you for the feedback. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | for Secondary Suites is supported; as is the requirement for 0 additional parking stalls. | | | |
| November 17, 2023 | 4.10 Building Design<br>Will this give DO discretion? | Request for Clarification | The majority of this text was existing, and simply moved to a different section. The architectural controls for neighborhoods will still be within the scope of each builder. | Changes Not Recommended |
| November 17, 2023 | 4.15(f) Outdoor Lighting<br>Seems a bit inflexible. Currently not required in parks and storm ponds in St. albert. Is this changing? Operations has traditionally rejected the installation because of maintenance concerns. Also some walkways in MDR sites a short or illuminated by exterior unit lights. Redundant requirement. | Objection / Change Request | This regulation applies to private property, not public property. So the intent is that All on-site private surface parking lots and exterior pedestrian walkways must be illuminated. | Changes Not Recommended |
| November 17, 2023 | 4.16(e) Overhead Weather Protection<br>Maybe meant to say onsite walkway at main entrance. Public Sidewalk too onerous | Objection / Change Request | This regulation has been softened to: *Notwithstanding any other regulation in this bylaw, overhead weather protection shall be provided at a height and depth to provide sufficient protection for pedestrians.* | Changes Made (Partial) |
| November 17, 2023 | 4.17 Mixed Use & Residential<br>Res entrance cant be separate from the non res in a mixed use building?? It should be separate | Request for Clarification | Yes, it should be a separate entrance. It reads: When a mixed-use building contains a residential use, the residential development must have an entrance separate from the entrance to any non-residential component of the building. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | 4.18 Panhandle Subdivisions<br>Why does width and length of panhandle need to be regulated? Panhandle may need specific width based on circumstance. | Objection / Change Request | There were concerns that without setting a minimum width, a panhandle could be too narrow, and not accommodate two way traffic to the main portion of the lot. | Changes Not Recommended |
| November 17, 2023 | 4.19 Boarding Houses Prohibited<br>Why? Economical living such as student housing? Does not seem inclusive to restrict for whole City. | Request for Clarification | We added provisions for Congregate Housing (Level 1) and (Level 2). We also added a dwelling (dorm), that can be used as an accessory residence for staff or students. We tried to incorporate these options for economical living arrangements. | Changes Made (Partial) |
| November 17, 2023 | 4.2 Railway Setback<br>Is this for all types of railway? | Request for Clarification | Administration has proposed a new notwithstanding clause, that allows for a minor setback reduction.<br><br>(a) Notwithstanding subsection (1), a setback reduction may be considered by the Development Authority, when elevation changes exist, or when additional safety measures are proposed, in consultation with the railway.<br><br>This was based on guidance from the Guidelines for New Development in Proximity to Railway Operations, May 2013: https://www.proximityissues.ca/wp-content/uploads/2017/09/2013_05_29_Guidelines_NewDevelopment_E.pdf | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | 4.25 Density Must Meet MDP, ASP, ARP<br>Too restrictive and not measurable at the site level. MDP and ASP prescribe average density for a large area, not for each site. I echo my concern from 3.14 (a) (i). If its an approved zone under the approved ASP/NSP then this clause should be removed. | Objection / Change Request | This is an existing regulation, approved October 2023. Currently in section 6.11.1. It was also a regulation in the Urban Reserve, and Transitional Districts, that has been made general. This is in order to meet our regional commitments for density requirements. | Changes Not Recommended |
| November 17, 2023 | 4.26 Accessory Building Setbacks<br>Need exclusion for garage in zero lot line | Objection / Change Request | Detached garages are not considered accessory buildings (like sheds, gazebos, etc.), they have their own regulations under section 3.48 (new draft). Administration does not think an exception is needed here, as they have been afforded a 0.00 m setback on the ZLL side. | Changes Not Recommended |
| November 17, 2023 | 4.3 Appearance of Residential Buildings<br>Will the City be doing an Architectural Approval process? What if it is contrary to the archs of a neighbourhood? | Request for Clarification | No, the city will not be doing an architectural approval process on low density products, the arch controls are still within the scope of the builder / developer community. That said, in some districts there is a requirement for an Urban Design Review in both the MU2 and MID Districts. | Response Provided |
| November 17, 2023 | 4.37 Lot Width Measurment<br>update method of front setback drafting to be consistent with other municipalities, which is reflective of actual house orientation on the lot. | Objection / Change Request | We have updated the lot width measurement to say the following: (2) 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: (a) lot width is measured along a line 6.00 m back from the front property line (Figure 7); | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | 4.38 Lot Depth<br>why are townhouse - plex minimum 36m deep? This is too long. Should be 25m min. | Objection / Change Request | This has been updated to 30.00 m deep, which is our current minimum lot depth. | Changes Made (Partial) |
| November 17, 2023 | 4.39 Subdivision Design - Cul-de-sac<br>no different than the lots siding the rears on the through roads, as shown in the diagram. should allow end cul-de-sac side yards side road. | Objection / Change Request | Administration does not support this lot design. This configuration has been prohibited as the vehicle access to the lots can be problematic. The driveways on these lots angle, or bend to reach the street. | Changes Not Recommended |
| November 17, 2023 | 4.9 Corner Cuts<br>The justification for a 6m by 6m corner cut in residential is visibility. (d) allows for 4m in the DTN district. Why is visibility less of an issue downtown? 6m on local and collector roads in residential neighborhoods is excessive, and a waste of land (huge side yards). It works against density needlessly and difficult to site driveways on corner lots. | Objection / Change Request | The LUB corner cut regulations reflect the current engineering standards. The downtown area has been built out at closer setbacks, and with a more urban design. It's not that visibility is less of an issue, it's that to match existing built form, they are allowed a smaller corner cut than other areas. The downtown does not have driveways with the same frequency as our residential areas, and the downtown driveways are often accessed via rear lanes or lot. There is less chance a driveway will be interfering with a corner cut in the same way that it occurs in residential districts. | Changes Not Recommended |
| November 17, 2023 | ASP Densities at the townhome level are average estimates (i.e. Low density 24 uph or multi site 60 uph). We don't know real densities until the site is sold and we have clarifications on what is being built. Depending on | Objection / Change Request | This density-specific regulation was removed from the district, however there is a general regulation at the front of the document that requires ASP or MDP alignment. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | how this is interpreted/enforced, I fear developers will have to underestimate all multi site densities to protect flexibility for our buyers, and then over densify our communities in the end. | | | |
| November 17, 2023 | Depicts a front drive ZLL that should be included in the SLR District. | Objection / Change Request | This figure has been replaced by a rear drive zero lot-line product, as the Laned Lot Residential (LLR) district is rear drive only. | Changes Made (Full) |
| November 17, 2023 | Excludes Ville Giroux. Does not work if applied to neighbourhood. If applied to a cul-de-sac could live with it. If applied to neighbourhood, would result in costly extension of offsite road and preservicing to land that may not be accessible. | Objection / Change Request | This proposed amendment is going to public hearing on February 20, 2023 for Council consideration. | Out of Scope |
| November 17, 2023 | Further, I would like Stacked Townhousing be specifically introduced as a permitted use in Area B and Area C | Objection / Change Request | Stacked townhousing within the draft LUB is defined as a dwelling (townhouse - complex), which is currently a permitted use in Area B.<br><br>The dwelling (townhouse - complex) has not been added to mixed-use Area C, as there are concerns that density will be negatively impacted with a townhouse product versus an apartment product. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | Hogan Road should be qualified the way Villeneuve Road is, it is a different level of road at different points according to the TMP and our TIAs | Objection / Change Request | Transportation has advised that Hogan Road is planned as Connector Arterial roadway, north and south of Villeneuve. The schedule B list encompasses boulevards, crosstowns, and connectors, and includes the entirety of Hogan Road. | Changes Not Recommended |
| November 17, 2023 | I know UDI and CHBA are both providing feedback to you through a spreadsheet, and that the removal of front attached zero lot line product will be a major item that feedback will come on. This particular item would have a potentially catastrophic impact on the Nouveau neighbourhood, and I wanted to connect the Presidents/Sales VPs of my builders to you to be able to provide some direct feedback.<br><br>The approval by council of ZLL product only recently was the change that brought these builders to this community for this purpose. Jayman would not be building in St Albert at all if it were not for the ability to bring this product to market. I want these builders to tell you in their own words how impactful this was to their decision to invest in St Albert. Bringing on a new product, that has been proven out over a decade through the region, and then removing it when a first stage isn't even complete creates a real lack of comfort. | Objection / Change Request | The draft LUB doesn't remove zero lot-line product entirely, it just proposed that zero lot-line product be laned, to ensure that curb cuts from driveways do not negatively impact the boulevard.<br><br>SCOW Motion on April 9, 2024 directed administration to revisit this issue.<br><br>A revised district was put forward in the May 2024 draft LUB, which included front drive zero-lot line homes in the SLR District in a limited capacity. The most recent draft Land Use Bylaw has proposed a maximum amount of front drive zero lot line housing product per neighbourhood, and clarified placement options. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | I would like the latitude that Area C in Midtown be able to introduce stand alone commercial development, again, provided we are meeting our residential densities. You don't have to look too far to see that non residential below residential is largely unsuccessful. I think it's possible based on the definition of permitted uses, but I just want to be clear that it's articulated in the language of the district. | Objection / Change Request | Midtown Area C can include standalone commercial development, as long as the proposed commercial use is either a permitted or discretionary use.<br>Some of the proposed uses in Midtown Area C includes retail (general), professional office, shopping center, establishment (restaurant), establishment (brew pub), etc. | Response Provided |
| November 17, 2023 | I would like to see Area C include townhousing as a permitted use, as there will be instances where some form of townhousing/stacked townhousing could form part of the logical development for the street frontage portion of sites in Area C. This would not be at the expense of the densities contemplated for the area. That is, as long as we are hitting our density, I'd like townhousing to be included as part of the allowable form of housing. | Objection / Change Request | Currently, Area C is proposed as a mixed-use commercial development, it is expected that dwelling units above commercial uses would be provided in this area. There is also the opportunity for stand-alone commercial uses.<br><br>If Area C includes townhousing, there would be concern that the density target within the Area Structure Plan could not be met.<br><br>The density target in midtown is double any other new neighbourhood - there could be opportunity to re-look at the ASP, however that would require an ASP amendment. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | I'd like to see the definition of Townhouse complex included in Midtown. It seems to be absent, but it would pertain to any non fee-simple development (like the various townhouse parcels in Midtown). The major implication for us is in the area of parking. I think this is applicable to 6.14 (t). | Objection / Change Request | Dwelling (townhouse - complex), has been included in residential Areas A & B of the Midtown District.<br><br>The dwelling (townhouse - complex) has not been added to mixed-use Area C, as there are concerns that density will be negatively impacted with a townhouse product versus an apartment product. | Changes Made (Partial) |
| November 17, 2023 | Midtown currently shows a range of minimums, but lacks maximums. Rather, it speaks to the specific number of units that we shall build, ultimately achieving 81 du per ha. Should we instead treat 81 du per ha as a floor, and then introduce the concept of bonusing (like MDR) into Area B and C? | Objection / Change Request | Density maximums have not been introduced at this time. A separate amendment can be applied for. | Changes Not Recommended |
| November 17, 2023 | Neighborhood Commercial is a combination of the existing Neighborhood Commercial and General Commercial (C2). For our future Commercial next to the Community Amenities Campus, NHC may be too restrictive in terms of the allowable uses; whereas TCC and RC are likely not appropriate at this location and for this size of commercial. | General Feedback | Administration provided a response that asked the individual to review the Mixed-Use Level One (MU1) district for suitability. It has more uses than the NHC District, and includes a hotel, indoor recreation, restaurants, bars, general retail, etc. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | No longer allowed semi detached. Although we want to increase density some builders still want flexibility. Some buildings small townhouse style and some semi detached. | Objection / Change Request | Administration is proposing that lower density products, such as semi-detached housing are removed from the medium density district, and kept with the LDR, SLR, LLR, and FBR districts instead. The MDR district is intended for town housing and apartments that can meet the minimum density of 40 du/ha. This excludes the grandfathered sites in the figure. | Changes Not Recommended |
| November 17, 2023 | No provision for Townhouse-Single as a permitted use. | Objection / Change Request | We added townhouse - single back as a permitted use, but only on existing ASP areas, shown on a new figure. Future applications of fee simple townhomes should be zoned the LLR District. | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | Parking regulations in Midtown are inconsistent with the balance of the bylaw: 6.14 (y) lacks lacks consistency with parking in Section 5.3.<br>Specifically:<br><br>o I'd like to see the introduction of Dwelling (Townhouse – complex) into the Midtown district, which would allow us to reduce parking minimums to 1.5:1, rather than the 2:1 that we are dealing with for our units. The "complex" is the nature of what we are building, so it being absent here is incorrect. | Objection / Change Request | Administration has not proposed reductions to townhouse - complex parking in Midtown.<br><br>At this time, other areas in the city have townhouse complexes that vary in size, but are typically under 5 ha (about 12 acres) in size. The entirety of Midtown is designed as a condo, and is proposed to be 10.4 ha (about 26 acres) in size.<br><br>Furthermore, because the site was designed as a condo, the roads are not required to meet a public road standard, and there is no guarantee of on-street parking.<br><br>If there are parking issues, there isn't the option to park on street, or in other parts of the neighbourhood like there are in other areas. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | *Parking*<br>On apartments, Midtown is being required to carry a ratio of 1.5:1 on apartments, but the apartment in all other districts other than downtown is 1:1. These should absolutely be consistent. | Objection / Change Request | Administration has proposed several parking reductions for apartments in Midtown in the May 2024 draft, specifically:<br><br>(i) One stall per dwelling unit, or dwelling (loft unit), and<br>(ii) 0.60 stalls per dwelling (studio unit), and<br>(iii) 0.60 stalls per affordable non-market housing dwelling unit; and<br>(iv) One stall per seven dwelling units for visitor parking.<br><br>This is now consistent with the general parking regulations in Part 4, with most Districts in the bylaw (except Downtown). | Changes Made (Full) |
| November 17, 2023 | Should be based on a Noise Study, not "to the satisfaction of the Development Officer." If noise attenuation does not require a berm or fence, it would be great to activate the road with units fronting it for pedestrian access (front of unit with a rear garage that is on the multi site). Why must all Major Roads in St Albert feel like gauntlets? | Objection / Change Request | The Major Roads are of a higher volume, higher speed, and often generate more noise than lower classification roads. The City is requiring a berm and fence to mitigate nuisance from the Major Roads. | Changes Not Recommended |
| November 17, 2023 | Signage: I also see a typo in 7.16 (a) where it should show MID Area C. | Objection / Change Request | Administration has fixed the typo in the May 2024 draft LUB. | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | Signage: I don't see Midtown included in the 7.15(a) table for development directional signage. | Objection / Change Request | Administration has added the Midtown Area C district to the development directional signage (section 6.16) in the May 2024 draft LUB. | Changes Made (Full) |
| November 17, 2023 | Signage: I see that MID area A and B are missing from 7.18 (a).<br><br>Overall, the LUB has improved in signage, but I will say that parameters for offsite developer signage permissions would be a great option for new development. | Objection / Change Request | Thank you for the feedback. Midtown Area A & B have now been added to Directional Signs, which is now section 6.19 in the latest draft. | Changes Made (Full) |
| November 17, 2023 | Stacked Townhousing is different than townhousing, in that it's more like an apartment, and some units in higher density stacked configurations will be smaller in size (1 bedrooms, for example). I believe we should be able to achieve a 1:1 ratio in those particular townhouses, like the apartments. | General Feedback | The St. Albert LUB doesn't define stacked townhousing separately. It is included with the definition of dwelling (townhouse - complex). | Changes Not Recommended |
| November 17, 2023 | The MDR is meant to replace R3 and R3A, but this lot width doesn't seem to contemplate/facilitate fee simple townhomes along a block along a public street | Objection / Change Request | Administration is proposing that in future, the LLR District be used for any dwelling (townhouse – single) proposals.<br><br>In order to grandfather any existing proposals, Figure 5-6 in the May 2024 draft LUB has been proposed, as well as text changes in section 5.6(14). | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | The min lot width should be 8.2m to allow for 22 pocket front attached ZLL. The market demands this, and our builders can speak to that. Other regional municipalities are moving to allow for this product. the 10m minimum is inefficient as it only allows for a 24.6' house pocket. Same issue with 13m corner lots. | Objection / Change Request | Administration did propose to reduce lot widths to a 24 foot building pocket on single detached non-zero lot-line product. This allows for a 9.82 m wide front drive lot.<br><br>The 22' zero lot line building pocket presents challenges, as it has curb cuts that impact the boulevard. There are fewer options for trees placement and infrastructure, as well as on-street parking.<br><br>The corner lots have been proposed to be reduced in width, to 12.72 m. This accommodates a regular single detached 26' front drive building pocket. The driveways on these lots are impacted by corner cuts, and so a 24' building pocket is not being proposed. | Changes Made (Partial) |
| November 17, 2023 | The proposed reduced minimum lot width is seemingly positive but, it will still not be realistic to provide an 18' side of a semi, with rear detached garage, due to the minimum interior width requirement of 5.8 m for the garage. | Objection / Change Request | Administration is proposing to keep the required minimum internal garage size regulation.<br><br>There are other parking options, including tandem parking, that would allow for a reduced lot width, and still providing 2 on-site parking stalls. An 18' garage can be provided, it would be considered one stall, and a parking pad could provide a second stall. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | There are 5 different townhouse definitions and its bit confusing as they are in 3 separate districts. Gives the reviewer discretion on which townhouse application goes in which district. Also each townhouse district has its general regulations along with the regulations in the district. | Objection / Change Request | Administration is now proposing 4 definitions, as dwelling (townhouse - hybrid) was eliminated. The intent was to use dwelling (townhouse single) for fee simple products that are located on their own parcel, and dwelling (townhouse - complex) for condo situations where each unit is part of a larger parcel.<br><br>Three of the definitions are actual uses (including single, complex, and plex), and there is one overarching general definition of town housing.<br><br>A bare land situation in a complex will have the townhouse single regulations applied to each bare land unit.<br><br>The intent of the dwelling (townhouse - plex) was to accommodate triplexes and fourplexes, in a similar way to a duplex product.<br><br>We have received a comment that a dwelling (townhouse - plex) seems similar to a duplex with suites. Our LUB won't allow a suite to be condominimized out, and they are identified as accessory to another unit. A fourplex is four independent principal dwelling units. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | Administration has proposed to put most town housing regulations in one spot in the residential general section. Kickbacks have been added to the general town housing regs in the new draft. | |
| November 17, 2023 | There is no need to have a maximum density of 100 u/ha; minimum building setbacks, maximum building height and minimum parking requirements can all serve to restrict density. There are numerous other provisions stipulating that minimum density must be achieved so why place a cap on it in this District? | Objection / Change Request | The density maximum is provided to show a tipping point before the High Density Residential (HDR) district is needed. This regulation is also needed for density bonus purposes. Administration is asking for additional items (higher quality design, or additional amenity area, etc.) to be completed if a development is higher in density than the maximum. | Changes Not Recommended |
| November 17, 2023 | There is no need to have a maximum density of 140 units/ha. (same comments as S. 6.10(h)(i) above). | Objection / Change Request | This regulation is also needed for density bonus purposes. Administration is asking for additional items (higher quality design, or additional amenity area, etc.) to be completed if a development is higher in density than the maximum. | Changes Not Recommended |
| November 17, 2023 | They have completely removed ZLL option from front attached small lots. This is completely regressive in terms of meeting the City's MDP goals of increased density, housing affordability, and housing diversity. Why did Council adopt an aspirational MDP if they wanted to claw | Objection / Change Request | The motion from SCOW on April 9, 2024 has directed administration to revisit this issue.<br><br>A revised district was put forward in the May 2024 draft LUB, which included front drive | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | back the tools developers have to try and build out that vision? | | zero-lot line homes in the SLR District in a limited capacity. | |
| November 17, 2023 | This needs to allow for an 18 foot garage to count as a two car garage. All of our volume builders will be able to support the fact that real buyers do park two cars in a garage this size despite the City's disbelief. It is a market proven preference to all the alternatives staff have outlined for 18 foot pockets. In effect this negates the opportunity to provide 18' townhouse product or, an 18' product in the FBR District (both of which are otherwise positive options). In addition to the City's belief that an 18' garage contributes to on-street parking, the scale of home occupations is proposed to be broadened which would probably have more of an impact on on-street parking. | Objection / Change Request | There is concern that with the reduction of lot sizes, and the removal of suite parking, there will be a lack of street parking options in newer neighborhoods. If larger vehicles are purchased by homeowners they might not have the depth or width to properly store a vehicle on-site.<br><br>Administration is proposing to keep the required minimum internal garage size regulation. To further assist with parking options on smaller lots, there have been two reductions granted. The first is for single detached homes, which may be 0.6 m from each side yard property line on a lot smaller than 8.1 m. The second is for a semi-detached home, which may be 0.6 m from one side yard, and 0.00 m on the other, on a lot smaller than 7.1 m. Townhouse singles only allows for a single or tandem garage, and they have not been granted the same reduction. | Changes Not Recommended |
| November 17, 2023 | This restriction does not help anything. Still can't park between driveways on pie lot; Engineering standards can address lot width where private property meets public right of way. Too restrictive to increase costs for any pie lots. | Objection / Change Request | There are concerns regarding driveway access and driveway widths on lots that are on a partial bulb. The front of the lots taper, and result in less width at the front property | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | Partial bulb in cul-de-sac no different that partial bulb on through road. | | line for driveway and vehicle access to the garage. | |
| November 17, 2023 | We have asked for CHBA to provide feedback on what the needed lot coverage needs to be to accommodate modern product. | Objection / Change Request | Administration has proposed increasing the lot coverage to 48% for the principal building and garage, and 50% including accessory buildings for duplexes, semi-detached, and single detached zero lot line homes.<br><br>Regular single detached homes on small lots with lane access are proposed to increase to 45% for the principal building and garage, and 47% including accessory buildings. | Changes Made (Partial) |
| November 17, 2023 | We have asked for CHBA to provide feedback on what the needed lot coverage needs to be to accommodate modern product. Looks like old LUB maxed at 47% for end units, 55% for interior units with street oriented units. New LUB seems to decrease that for interior units (no differentiation between end and interior site coverage) | Objection / Change Request | The townhouse lot coverage has been kicked back to the dwelling (townhouse) section. The dwelling (townhouse - plex) is proposed to be increased to 48% for the principal building and garage, and 50% including accessory buildings. | Changes Made (Partial) |
| November 17, 2023 | We only require a tree in our area. This City requirement would exceed our requirement. Is this excessive for small lots? Will the City come out and do a landscaping inspection? | Objection / Change Request | Administration has removed the low density residential greenfield landscaping requirements from the draft. The development community can set the landscaping requirements individually in greenfield situations. There is still a requirement for two trees in a low-density infill situation. Please | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | see the May 2024 draft LUB section 3.102, and Schedule C, section C.13. | |
| November 17, 2023 | We typically do this with our front/back semi product but there are situations where the side with the front attached garage needs to be on the end i.e. a reverse pie lot on the end that does not provide enough space for a rear detached garage. This provision should be removed. | Objection / Change Request | Administration has proposed to soften this regulation, with a notwithstanding clause for irregular and reverse pie lots for both semi-detached and duplex homes.<br><br>These are located in the May 2024 draft LUB, under section 5.5(10)(c)(ii)(B)(I) and 5.5(10)(c)(iii)(B)(I):<br>(B) A principal building with a rear detached garage shall be placed at the end of a block, as shown in Figure 5-3;<br>(I) Notwithstanding subsection (B), when an irregular or reverse pie lot configuration prevents this layout, a front attached garage may be placed at the end of the block, at the discretion of the Development Authority. | Changes Made (Full) |
| November 17, 2023 | what about a front attached garage and rear lane garage with suite? Removing the restriction allows more flexibility and choice for home buyers. | Objection / Change Request | If there is a property with a lane, administration requires that access is off the lane. This preserves the boulevard, enabling street trees, street furniture, and unfettered street parking. There is an option for a corner lot with lane to request an access off the lane, and off the flanking side of the lot. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 17, 2023 | What is the point in specifying that the min distance between driveways is 2.5m? That is all side yard between the homes anyway. | Objection / Change Request | Administration has removed the image with the 2.5 m specified on the drawing, and replaced it with a newer version, that does not have the measurement. In the May 2024 draft, this is shown as Figure 3-11. | Changes Made (Full) |
| November 17, 2023 | Why is the LUB setting a min width? This should be governed by Eng Standards, and if the City is actually committed to environmental stewardship, widths should be getting lower. | Objection / Change Request | To ensure universal accessibility, the City has required a minimum width of sidewalk. The engineering standards have minimum widths for public (City) property, but the LUB sets the minimum width for private property. The City wants to ensure pedestrian connectivity for all users. | Changes Not Recommended |
| November 20, 2023 | Density – a requirement in the bylaw for all permits to meet the required density targets opens any permit application up for rejection based on changes to overall density requirements that may have occurred at the subdivision stage. We request that such requirements be specific to districts with opportunity to vary the density of a neighborhood (MDR, HDR, etc.), and not all permits where a single-detached dwelling located in the appropriate location as set out in the relevant Area Structure Plan could be rejected due to medium or high-density areas being reduced in size or intensity. | Objection / Change Request | This is an existing regulation in LUB 9/2005 in section 6.11.1. It is also a regulation in the existing Urban Reserve, and Transitional Districts. This is in order to meet our regional commitments for density requirements.<br><br>Administration is requiring that MDR and HDR sites align with ASP density targets, ensures that other projects are not negatively impacted.<br><br>The statement has been placed nearer to the front of the document, and asks for conformance to any density requirement of an | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | ASP, ARP, or NP, in section 1.6(2) of the May 2024 LUB draft. | |
| November 20, 2023 | Exterior finishes – a requirement for additional information in section 2.6 states that exterior finishes may be required for review as part of a permit application. We appreciate that such a requirements makes sense for large projects, commercial construction, and other exceptions. However, wording to clarify which districts or uses may be applicable is warranted to ensure that this optional requirement does not become requested broadly as we have seen happen in other municipalities, adding delay to timelines and ambiguity about design requirements, which should not be a component of most residential development applications. | Objection / Change Request | The majority of this proposed text was existing in LUB 9/2005. The architectural controls for neighborhoods will still be within the scope of each builder.<br><br>The regulation is a "may be required". Administration does not anticipate that low density products will be impacted, as noted, it usually applies to multi-unit sites, and commercial, institutional, and industrial projects. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 20, 2023 | Garage parking – the proposed bylaw provides a double garage parking width that is out of step with building practices in the region, where 5.8 metres is required (19 feet).<br><br>An 18-foot garage must be counted as a two-car garage, in alignment with current design and construction found across the market. | Objection / Change Request | There is concern that with the reduction of lot sizes, and the removal of suite parking, there will be a lack of street parking options in newer neighborhoods. The vast majority of vehicles sold in Alberta are trucks and SUVs, and St. Albert has a high rate of vehicle ownership per household, so the desire is to keep the required minimum internal garage size regulation.<br><br>To further assist with parking options on smaller lots, there have been two reductions granted. The first is for single detached homes, which may be 0.6 m from each side yard property line on a lot smaller than 8.1 m (draft regulation 3.51(2)(a)(i)).<br><br>The second is for a semi-detached home, which may be 0.6 m from one side yard, and 0.00 m on the other, on a lot smaller than 7.1 m (draft regulation 3.51(2)(c)(ii)(A)). | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 20, 2023 | Need to increase the total site coverage for zll rear laned homes. Currently it's 45% for the principal building and garage and 47% with any accessory buildings. City of Edmonton's is 56% (rear lane home).<br><br>The biggest issue we have right now is that a lot of our rear laned homes are exceeding that 45% because 1. its so low and 2. it is including the parking pad as total site coverage. | Objection / Change Request | LUB 9/2005 has 45% lot coverage for the principal building and garage, and 47% including accessory buildings for a detached zero-lot line house.<br><br>Administration has proposed increasing the lot coverage to 48% for the principal building and garage, and 50% including accessory buildings for single detached zero lot line homes.<br><br>This represents a total 3% increase to lot coverage.<br><br>If a garage is not constructed at the same time as the principal dwelling, the lot coverage amount of the dwelling must ensure that adequate lot coverage remains in the maximum lot coverage calculation, to accommodate the development of a future garage with the minimum interior width and depth clear space requirements of section 4.4. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 20, 2023 | Setbacks and site dimensions for townhouses – the site width for interior townhouses is set at 18 feet. This is significantly higher than townhouse product found across Metro Edmonton, which is standard at 15 feet for a 2-bedroom unit. Building practices have changed over time, and floorplans are extremely efficient to ensure a smaller pocket provides the living space demanded by the market. The additional 3 feet for lots sizes increases land costs and thereby limits the market availability of attainable homes in St. Albert compared to nearby cities.<br><br>Similarly, the setbacks in the general regulations require a 4 metre side yard and 13 metre rear yard setback, which is excessive and also presumes a detached garage, further dictating site design. | Objection / Change Request | Administration has proposed to reduce dwelling (townhouse - single) lot widths down to a 16' building pocket, for a fee simple product. Dwelling (townhouse - complexes) units can already be constructed at reduced width building pockets.<br><br>Administration has proposed to reduce the rear yard setback for a dwelling (townhouse - single) to 10.00 m, which matches other fee simple low density products.<br><br>The side yard setback will depend on the height of the dwelling (townhouse - single) structure, and the district that it's built in. The 4.00 m side yard is only required for taller townhouse structures. In the case of stacked town housing which can exceed the SFD height of 12.00 m, we are requiring the additional 1.00 m on the side yard to soften the impact of the additional massing. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 20, 2023 | Small Lot Residential and Zero Lot Lines – the recently approved zero lot line product in St. Albert has been removed from the SLR district without warning. For many of our members, this is their most popular product on the market today, given the realities of affordability including changes to borrowing costs for mortgages. Removal of this product will add roughly $16,000 to the price of an identical home without a zero-lot line.<br><br>From our discussion we gathered that the removal of this product type is due to concerns with inspections and engineering groups. Most assuredly, the examples raised, such as too many curb cuts, the inability to build houses in close proximity, or problems with drainage connections are issues that have been experienced previously and are not issues in other municipalities. Our members are more than happy to discuss how these problems, and others, have been addressed in St. Albert or elsewhere and dispel any misunderstanding about construction challenges. We urge Administration to take advantage of our members' expertise and work together to move ahead with zero lot lines, which is a product in significant demand in the new home market. | Objection / Change Request | The motion from SCOW on April 9, 2024 has directed administration to revisit this issue.<br><br>A revised district was put forward in the May 2024 draft LUB, which included front drive zero-lot line homes in the SLR District in a limited capacity. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 20, 2023 | Townhouse use classes – the bylaw defines five use classes for townhouses that can be used across three different districts. Through our discussion it became clear that the possibility of differences in how a building design could be interpreted are high, either by the builder or by the development authority. We ask for clarity around uses and districts to remove ambiguity and potential conflict at the development permit stage. | Objection / Change Request | Administration is now proposing four definitions, as dwelling (townhouse - hybrid) was eliminated. The intent was to use dwelling (townhouse single) for fee simple products that are located on their own parcel, and dwelling (townhouse - complex) for condo situations where each unit is part of a larger parcel.<br><br>The intent of the dwelling (townhouse - plex) was to accommodate triplexes and fourplexes, in a similar way to a duplex product. We have received a comment that a dwelling (townhouse - plex) seems similar to a duplex with suites. Our LUB won't allow a suite to be condo'ed out, and they are identified as accessory to another unit. A fourplex is four independent principal dwelling units.<br><br>Three of the definitions are actual uses (including single, complex, and plex), and there is one overarching general definition of town housing. | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| November 27, 2023 | For the record, we ([redacted]) concur with what [redacted] has outlined below. In reviewing the draft LUB, it was quite a shock to see that front attached ZLL's are proposed to be removed from the Bylaw. Of our first 5 stages in [redacted], we have front drive ZLL included in 4 of them and appreciate having the option to do so. In addition to being able to stay on track for meeting minimum density requirements, front ZLL's are definitely a product that our Builders wish to see and this housing form has proven popular in particular with first time home buyers. | Objection / Change Request | SCOW Motion on April 9, 2024 directed administration to revisit this issue.<br><br>A revised district was put forward in the May 2024 draft LUB, which included front drive zero-lot line homes in the SLR District in a limited capacity. | Changes Not Recommended |
| November 27, 2023 | I wanted to loop back following our meeting with a few questions. I was going to just give you a call, but I can't seem to find your phone number here. If it's easier to chat on the phone, my cell is [redacted].<br><br>My big questions are around the removal of the ZLL front attached product in the SLR district. As I'm sure you can appreciate, it was difficult to capture my questions and concerns in the spreadsheet for that level of change.<br><br>The 2 ASPs (Nouveau and Cherot) that have been adopted following the EMRB density requirements just barely hit the required 40uph; Nouveau with almost exclusively ZLL for the low density product. The Nouveau multi sites have been dedicated, sold, and have density locking in. I don't understand how new ASPs will be able to deliver on the promised density without ZLL. Would the | Objection / Change Request | SCOW Motion on April 9, 2024 directed administration to revisit this issue.<br><br>A revised district was put forward in the May 2024 draft LUB, which included front drive zero-lot line homes in the SLR District in a limited capacity. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | City be looking for a higher proportion of multi family sites? Infrastructure has already been planned and put into the ground that may not support that. This kind of change would require full ASP updates I believe. Is that the intention?<br><br>Would existing RX ZLL lots become non-compliant?<br><br>Stages for next year are being prepared with front attached ZLL (again, Cherot and Nouveau). Would approval be given prior to the adoption of the new LUB under the current LUB, and would anything approved prior be grandfathered in?<br><br>I have a builder group that was recruited based on the approval of ZLL so recently that we don't even have a single stage fully built out. There have been concerns voiced by these businesses that they invested in St Albert, and entire housing product types have been allowed and then disallowed so quickly it has created a very uncertain environment for growth and investment in the City going forward. Noting this as my builders have been asking me how to provide this feedback specifically. I assume Rohit's ZLL builders will be asking the same.<br><br>The concerns being raised that are supporting the removal of ZLL seem to be the same concerns that were raised and voted against when this product first went to council. They don't exist for ZLL any more than they do for duplex | | | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | product (ZLL lots have a 5 foot side yard, duplexes have a 4 foot side yard). Why are these concerns (parking, snow removal, tree and street furniture placement) a concern for ZLL more than duplex? Why are they an issue specifically in St Albert, but workable in other regional municipalities?<br><br>The MDP asks for housing affordability, housing diversity, increased density, environmental stewardship, and communities that can sustain their infrastructure long term through taxation, and this product is the low density gold star when it comes to meeting those goals. Why is the LUB making a change that appears to move away from these goals? With a 70-30 mix in an ASP of low density vs. multi family, negative movement in low density zones will result in significant movement in ASPs away from the overall MDP goals.<br><br>Is this change one that you see remaining in place when the draft LUB goes to council, or is it likely that the feedback to date will result in some movement on this? In my opinion, this item is too significant for us to go in front of council with this degree of divergence. | | | |
| November 27, 2023 | We have reviewed the draft Land Use Bylaw posted on the City's website to gather public feedback. We note that the proposed text in New Designated Flood Line Regulations (Section 4.11) is not the text that City Council approved in Bylaw 1/2023 on October 17, 2023. | Objection / Change Request | This section has been corrected in the proposed draft LUB, dated May 2024. It is now proposed as section 3.13. | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | New Designated Flood Line Regulations (Section 4.11) – not the same text as what was approved by Council in October 2023. We are concerned that SWMF is not included in the list of developments that may be permitted below the flood line. Our expectation is that the LUB text approved on October 17, 2023 by City Council should replace the proposed Section 4.11 text currently being presented in the draft LUB and that this occur prior to first reading of the proposed LUB.<br><br>4.11 DESIGNATED FLOOD LINE<br><br>(a) The designated flood line is as indicated on the Land Use District Map in Schedule A and is presented for reference purposes only and is not guaranteed for accuracy.<br><br>(b) Developments including, but not limited to, new construction and substantial improvements are prohibited below the designated flood line.<br><br>(c) The designated flood line is the boundary of any filling of land.<br><br>(d) Notwithstanding subsection (a), development permitted below the designated flood line shall require the approval of the Development Officer in consultation with the City Engineer, and is restricted to:<br>development for the purpose of flood control; | | | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | public utility building;<br>public utility;<br>bridge or public roadway;<br>temporary campgrounds;<br>pedestrian walkways, parks and trails;<br>uninhabited accessory buildings;<br>non-obstructive recreation (outdoor) uses such as a golf course.<br><br>(e) A structure or premises which lawfully existed below the designated flood line before August 15, 2011, but which is not in conformity with these provisions, may be continued subject to the conditions outlined in Section 2.28 'Non-Conforming Development' and the MGA.<br><br>(f) For lots adjacent to the designated flood line, or of which a portion lies below the designated flood line, prior to the issuance of a development permit the Development Officer shall require that the applicant submit a set of stamped plans certified by a registered Professional Engineer or Architect which confirms the freeboard elevation at 0.50 m above the designated flood line.<br><br>(g) As required, the Development Officer will rely on the information provided under subsection (f) to determine the designated flood line on an individual property.<br><br>(h) The Development Officer shall circulate a development permit application for a development located on a property | | | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | adjacent to, or including, the designated flood line to the City's Engineering Department for review and comment with respect to the suitability of the proposed development.<br><br>(i) Nothing in this Section, overrides or changes the boundaries of a District.<br><br>Please confirm that your LUB project team will incorporate amending Bylaw 1/2023 text as approved on October 17, 2023 by Council into the draft LUB document prior to First Reading of the draft LUB at Council?<br><br>Your reply is appreciated. | | | |
| December 4, 2023 | This is a plan we prepared for stage 13 Jensen, which shows the extra space in the front setback with a 30m deep lot and a rear attached garage townhouse. A 25m deep lot would reduce the front yard space typical of a street-oriented product.<br><br>We are trying to get a site plan for this product type to send to you. | Objection / Change Request | Administration has proposed reducing the plex lot depth to 30 m, from 36 m, to be congruent with other low-density products.<br><br>This is a 6.0 m, approximately 17% decrease. | Changes Made (Partial) |
| December 5, 2023 | I've attached a site plan for this product from the builders. These townhomes were built in Jensen at 30 meters deep, but the attached is from Secord in Edmonton at 28 meters deep. | Objection / Change Request | Administration has proposed reducing the plex lot depth to 30 m, from 36 m, to be congruent with other low-density products.<br><br>This is a 6.0 m, approximately 17% decrease. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | The builder prefers 25 meters deep at a maximum as the front yard setback is reduced and the homes are more activated from a street orientation perspective. These units still have 2 parking spots in the rear. | | | |
| December 11, 2023 | I just wanted to follow up on this. We can't plan for next year without some further information. | Request for Clarification | SCOW Motion on April 9, 2024, directed administration to revisit this issue.<br><br>A revised district was put forward in the May 2024 draft LUB, which included front drive zero-lot line homes in the SLR District in a limited capacity. | Response Provided |
| February 20, 2024 | As discussed, there is a cul-de-sac in Jensen lakes that exceeds 200m as proposed it the Bylaw going to Council today. Please confirm that this will be added as a not withstanding in the Bylaw. As you know the lake is built and the design could not be changed.<br><br>The plan is attached for your reference. There is also a cul-de-sac south of the lake that is 211m in length to the front property line which also needs a notwithstanding clause? | Objection / Change Request | This is proposed to be included in the May 2024 draft LUB as Figure 3-13, with the other two parcel exception maps. Text describing the exceptions has also been added to section 3.69 second public access. | Changes Made (Full) |
| February 20, 2024 | Thank you for getting this item through ahead of the rest of the LUB update. This helps modernize the LUB a bit. You put a lot of work into this amendment with a lot of background research. Although we don't agree with some of the outcomes there was some compromise along the | Objection / Change Request | Proposed regulation 3.67(2) has been modified to state that:<br>(2) Lots less than 11.50 m in width shall not be located on the bulb or partial bulb of a non-through roadway. | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | way. Along with a couple more notwithstanding clauses for existing plans, could we review the restriction of lot widths on partial bulbs (corners) as part of the LUB update? | | | |
| April 26, 2024 | Could you call [redacted] back when you get into the office next week… help him understand what is enabled currently, and what could be with the new LUB zoning? | Objection / Change Request | Administration proposed lesser lot widths for rear vehicle access (laned) lots in the LDR District, to reflect the fact that some existing areas have lanes. | Changes Made (Full) |
| May 13, 2024 | FortisAlberta Inc. has no concerns regarding this land use bylaw amendment. | General Feedback | Thank you for the feedback. | Response Provided |
| May 24, 2024 | I just wanted to identify that the draft Land Use Map does not reflect the latest approved redistricting in Ville Giroux. | Objection / Change Request | Thank you for the feedback. The redistricting has now been included. | Changes Made (Full) |
| May 27, 2024 | Good Day,<br>Thank you for including TELUS in your circulation.<br>At this time, TELUS has no concerns with the proposed activities. | General Feedback | Thank you for the feedback. | Response Provided |
| May 27, 2024 | Alberta Health Services - Environmental Public Health has no concerns with proposed land use bylaw and Schedule A Amendment. | General Feedback | Thank you for the feedback. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 29, 2024 | 1. General Acknowledgement<br><br>Sensitive land uses shall not be encouraged adjacent to or in proximity to rail facilities. Development in proximity to rail facilities shall be developed in accordance with the Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and the Railway Association of Canada (FCM/RAC Guidelines). | General Feedback | Thank you for the feedback. | Response Provided |
| May 29, 2024 | Include a definition for Major Facilities, Major Goods Movement Facilities and Corridors, Rail Facilities and Sensitive Land Uses.<br><br>We request that the following definitions be included in the Land Use-Bylaw document:<br><br>*Major Facilities*: means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities. | Objection / Change Request | At this time, only definitions that are used within the land use regulations are proposed to be added to the draft bylaw. The proposed regulations do not use the term 'Major Facilities', so this has not been added to the draft bylaw at this time.<br><br>Our bylaw has existing separate definitions for some of these uses, including public utility, public utility building, and industrial (level four). | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 29, 2024 | *Major Goods Movement Facilities and Corridors*: means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, airports, rail facilities, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. | Objection / Change Request | At this time, only definitions that are used within the land use regulations are proposed to be added to the draft bylaw. The proposed regulations do not use the term 'Major Goods Movement Facilities and Corridors', so this has not been added to the draft bylaw at this time. The planning of major corridors is outside of the scope of the land use bylaw.<br><br>Flourish Municipal Development Plan contains policies related to facilitating goods movement throughout St. Albert while minimizing its negative impacts on residential and other sensitive areas. These policies can be seen in section 8.6.<br><br>Furthermore, St. Albert's Transportation Master Plan last updated in 2015, sets the vision and actions for connecting and moving people, goods and services throughout St. Albert in a safe, efficient and effective manner. It includes roads, trails, sidewalks, and other infrastructure needed to move people and goods, and is a strategic document that guides how the City addresses and plans its current and future transportation needs to the year 2042. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 29, 2024 | *Rail Facilities*: means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future rail facilities. | Objection / Change Request | At this time, the city of St. Albert does not contain many of the items listed in the proposed definition. The City's understanding is that only a branch line and a spur line are located within the city's jurisdiction.<br><br>At this time our Land Use Bylaw uses the term "railway right of way", to refer to exiting rail lines within the City, and we proposed to keep that term. | Changes Not Recommended |
| May 29, 2024 | *Sensitive Land Uses*: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from operational emissions generated by a nearby rail facility. Sensitive land uses may be a part of the natural or built environment. Examples may include but are not limited to residences, daycare centers, educational and health facilities, playgrounds, sporting venues, public parks and trails, recreational areas, places of worship, community center, hotels, retirement residences, and long-term care homes, group residences, crisis center, and any uses that are sensitive to dust, odour, noise, and vibration emissions. | Objection / Change Request | This definition has been added to the draft bylaw, in a modified form. The proposed definition is:<br><br>SENSITIVE LAND USES means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times may experience one or more adverse effects from operational emissions generated by a nearby rail facility. Examples may include but are not limited to dwelling units, daycare facilities, school (elementary or secondary), school (post-secondary), hospital, provincial health care facility, playgrounds, stadium, public parks and trails, recreation (indoor), recreation (outdoor), religious assembly, conference and banquet facility, hotels, supportive housing, | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | group homes, transitional accommodation, and any uses that are sensitive to dust, odour, noise, and vibration emissions. | |
| May 29, 2024 | 3. Identify Rail Facilities and Influence Areas<br><br>We recommend identifying rail facilities and the areas of influence for sensitive land uses (300 metres for a principle main line, 1 km for a rail yard) in a schedule. This approach will reduce the uncertainty for planning and developing sensitive land uses near Railway corridors and will help reduce future land use incompatibility issues and conflicts with rail operations. | Objection / Change Request | Administration notes that the ideal time to plan land uses around railway corridors is at the Municipal Development Plan, Area Structure Plan, and Neighbourhood Plan stages. These policy documents set the vision for land use around the city, and comment during these circulations is the best way to prevent sensitive land uses from being adjacent to railway rights of way.<br><br>Also, it is our understanding that the City of St. Albert does not contain any principal main lines or rail yards at this time.<br><br>If there was a future proposal to incorporate these facilities within St. Albert, an Area Structure Plan amendment, and Land Use Bylaw amendment could be applied for at that time. The team notes that any proposal within an existing area would most likely have existing sensitive uses, and would require mitigation measures. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 29, 2024 | 4. Specific regulations for developments in proximity to rail facilities<br><br>The policies proposed below are recommended to be included in the Land Use Bylaw document to address requirements for developments in proximity to rail facilities:<br>a) All developments in proximity to rail facilities shall be developed in accordance with the FCM/RAC Guidelines; | Objection / Change Request | The draft LUB has a general statement at the beginning of the document, which states:<br><br>1.25 COMPLIANCE WITH OTHER LEGISLATION<br><br>(1) Compliance with this Bylaw does not exempt any person from the requirements of any Federal, Provincial, or Municipal legislation, approval process, licensing or permitting regime, or other Bylaw. | Response Provided |
| May 29, 2024 | b) All proposed buildings to be occupied by a non sensitive commercial use shall be setback 15 meters from a Principal main line; | Objection / Change Request | The City's understanding is that only a branch line and a spur line are located within the city's jurisdiction, so a setback from a principal main line has not been proposed in the draft LUB.<br><br>If further railway rights of way are contemplated in the future, a LUB amendment can be made at that time, having consideration for the FCM/RAC Guidelines. | Changes Not Recommended |
| May 29, 2024 | c) All proposed residential developments or other sensitive uses shall provide a minimum 30 meters setback from a Principal main line right of way in conjunction with a safety berm. The required safety berm shall be adjoining and parallel to a Principal main line right of way with returns at | Objection / Change Request | The City's understanding is that only a branch line and a spur line are located within the city's jurisdiction, so a setback from a principal mail line has not been proposed in the draft LUB.<br><br>If further railway rights of way are contemplated in the future, a LUB amendment | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | the ends, 2.5 meters above grade at the property line, with side slopes not steeper than 2.5 to 1. | | can be made at that time, having consideration for the FCM/RAC Guidelines. | |
| May 29, 2024 | d) All proposed residential developments or other sensitive uses shall provide a minimum 15 meters setback from a Branch line right of way in conjunction with a safety berm. The required safety berm shall be adjoining and parallel to a Principal main line right of way with returns at the ends, 2 meters above grade at the property line, with side slopes not steeper than 2.5 to 1. | Objection / Change Request | We have revised the railway right of way setback in the LUB. The following is the new proposed text:<br><br>RAILWAY RIGHT-OF-WAY<br><br>(1) Any proposed residential development or other sensitive land use shall provide a minimum setback of:<br><br>(a) 15.00 m from the closest edge of the railway right-of-way property line to the closest edge of the principal building or dwelling unit, for a branch line.<br><br>(b) 15.00 m from the closest edge of the railway right-of-way property line to the closest edge of the principal building or dwelling unit, for a spur line.<br><br>(c) Notwithstanding sections (a) and (b), the Development Authority may consider, in consultation with the railway, a setback reduction when elevation changes exist or when additional safety measures are proposed. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | In terms of the specifics of berm construction, that information is not typically located in the land use bylaw, and would be a better fit for the City's Municipal Engineering Standards. | |
| May 29, 2024 | e) All proposed residential developments or other sensitive uses shall provide a minimum 15 meters setback from a Spur line right of way. | Objection / Change Request | We have revised the railway right of way setback in the LUB. The following is the new proposed text:<br><br>RAILWAY RIGHT-OF-WAY<br>(2) Any proposed residential development or other sensitive land use shall provide a minimum setback of:<br><br>(a) 15.00 m from the closest edge of the railway right-of-way property line to the closest edge of the principal building or dwelling unit, for a branch line.<br><br>(b) 15.00 m from the closest edge of the railway right-of-way property line to the closest edge of the principal building or dwelling unit, for a spur line.<br><br>(c) Notwithstanding sections (a) and (b), the Development Authority may consider, in consultation with the railway, a setback reduction when elevation changes exist or | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | when additional safety measures are proposed. | |
| May 29, 2024 | f) All proposed residential developments or other sensitive uses located within 300 metres of a railway right-of-way be required to undertake noise studies, to the satisfaction of the Municipality, in consultation with the appropriate railway operator, and shall undertake to implement the appropriate measures to mitigate any adverse effects from noise that were identified in the report and as may be required by the appropriate railway operator; | Objection / Change Request | This is not currently in the Land Use Bylaw. Potential impacts of railway lines should be evaluated prior to the development permit stage.<br><br>The City's Area Structure Plan and Neighbourhood Plan Terms of Reference states that ASPs or NPs in proximity to rail lines must consider impacts and undertake noise and vibration studies.<br><br>Using this process, a noise and vibration study can holistically study an entire segment of track, instead of requiring piecemeal study of the area as development progresses. | Changes Not Recommended |
| May 29, 2024 | g) All proposed residential developments or other sensitive uses located within 75 metres of a railway right-of-way be required to undertake vibration studies, to the satisfaction of the Municipality, in consultation with the appropriate railway operator, and shall undertake to implement the appropriate measures to mitigate any adverse effects from vibration that were identified in the report, and as may be required by the appropriate railway operator; | Objection / Change Request | This is not currently in the Land Use Bylaw. Potential impacts of railway lines should be evaluated prior to the development permit stage.<br><br>The City's Area Structure Plan and Neighbourhood Plan Terms of Reference states that ASPs or NPs in proximity to rail lines must consider impacts and undertake noise and vibration studies. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | Using this process, a noise and vibration study can holistically study an entire segment of track, instead of requiring piecemeal study of the area as development progresses. | |
| May 29, 2024 | h) All proposed residential developments or other sensitive uses located adjacent to railways shall implement the applicable warning clauses provided by the appropriate railway operator; | Objection / Change Request | Feedback of this type is provided to applicant when CN provides comment on a specific area structure plan, redistricting, or subdivision proposal. Any restrictive covenant registered on title is not completed by the City. | Changes Not Recommended |
| May 29, 2024 | i) All proposed residential developments or other sensitive uses located adjacent to railways shall implement, secure and maintain any required rail noise, vibration, and safety impact mitigation measures, along with any required notices on title, such as development agreements, warning clauses and/or environmental easements, through appropriate legal mechanisms, to the satisfaction of the Municipality and the appropriate railway operator; | Objection / Change Request | This is outside the scope of the Land Use Bylaw. Development agreements are handled through our engineering department, typically at the subdivision stage. If needed, notices on title should also be applied prior to application for a development permit. | Out of Scope |
| May 29, 2024 | j) All proposed residential developments or other sensitive uses located in proximity to rail facilities shall evaluate, prioritize and secure grade separation of railways and major roads, in co-operation with Transport Canada and the appropriate railway operator; | Objection / Change Request | This is outside of the scope of the land use bylaw. Engineering requirements are located in the City's Municipal Engineering Standards. | Out of Scope |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 29, 2024 | k) All proposed vehicular property access points shall be located at a minimum 30 meters setback from an at-grade railway crossings; | Objection / Change Request | This is outside of the scope of the land use bylaw. Engineering requirements are located in the City's Municipal Engineering Standards. | Out of Scope |
| May 29, 2024 | l) A welded wired fence of a minimum of 1.83 meters in height shall be installed and maintained along the mutual property line shared with the railway right of way for all proposed developments. | Objection / Change Request | Added a draft regulation in the railway right-of-way section, which states:<br><br>(3) For proposed residential developments or other sensitive land uses adjacent to the railway right-of-way, a minimum 1.83 m high fence shall be installed. | Changes Made (Partial) |
| May 29, 2024 | 5. Stormwater management facilities Railway corridors/properties with their relative flat profile are not typically designed to handle additional flows from neighboring properties, therefore future developments should not discharge or direct stormwater, roof water, or floodwater onto a railway right of way. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the appropriate railway operator. Stormwater or floodwater flows should be designed to maintain the structural integrity of the railway corridor infrastructure; avoid sediment deposits; and prevent adverse effects on the railway right of way. Drainage systems should be designed to capture storm waters on-site or divert the flow away | Objection / Change Request | This is outside of the scope of the Land Use Bylaw.<br><br>Overall stormwater management design for a neighbourhood is set out in the Area Structure Plan.<br><br>The stormwater management design requirements are based on the City's Municipal Engineering Standards. | Out of Scope |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | from the rail corridor to an appropriate drainage facility. Stormwater management facilities must be designed to control stormwater runoff to predevelopment conditions including the duration and volume of the flow and accordingly have no impacts on the railway right of way, including ditches, culverts, and tracks. | | | |
| May 29, 2024 | 6. Recreational uses<br><br>To mitigate any potential trespassing onto the railway right of way, CN recommends the installation of a minimum 1.83-meter-high welded wired safety fence along public parks and trails and site-specific landscaping design to improve the visual quality of the areas adjacent to the railway corridors. | Objection / Change Request | Added a draft regulation in the railway right-of-way section, which states:<br><br>(3) For proposed residential developments or other sensitive land uses adjacent to the railway right-of-way, a minimum 1.83 m high fence shall be installed. | Changes Made (Partial) |
| May 29, 2024 | Height Impact Assessments (HIA) and Study Requirements: 2.6: Define limits for HIA requests. | Objection / Change Request | The draft LUB section 2.6 asks for a height impact assessment for all buildings over 25.0 m in height. This is approximately a 7 storey building (depending on floorplate height). This is to understand the impact that taller buildings will have on neighboring properties.<br><br>The regulation also asks for a height impact assessment when a proposed building is more than 1.5 times greater than the maximum building height allowed in the district of any | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | adjacent property. This is to understand the impact of the taller structure on neighboring smaller structures.<br><br>In the MU2 District only, a building height impact assessment is required for any building greater than 15.00 m in building height. This is due to the MU2 district tending to have a significant difference in intensity or height between adjacent uses | |
| May 29, 2024 | Height Impact Assessments (HIA) and Study Requirements:<br><br>2.5: Specify required studies to avoid undefined requests. | Objection / Change Request | Any studies required are project specific. In most cases, for taller / larger projects they will require more information. For example, a twelve-story building will trigger different requirements for information than for a detached dwelling that is 11 m in height.<br><br>Additional reports are often triggered when the project is circulated to other departments, and reviewed by subject matter experts. It is not always known (at the time of initial application) what additional information may be required. | Changes Not Recommended |
| May 29, 2024 | Density and Driveway Access:<br><br>3.54(1)(a): Allow driveway access for multi-site developments like bare land towns. | Objection / Change Request | At this time, due to the frequency of driveway cuts needed, access to townhouse dwelling units needs to be from a lane or private roadway. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | In the case of a condominium complex, the principal site access is allowed from the public road to the site (but not to each individual dwelling unit).<br><br>There are concerns that smaller front vehicle access lots will compromise on-street parking, room for street trees and street furniture. There may not be enough space at the boulevard for infrastructure and utilities, or to achieve one on-street parking space. | |
| May 29, 2024 | Density and Driveway Access:<br><br>3.54(3)(a)(ii)(C): Reduce the 4m side yard requirement for buildings over 12m. | Objection / Change Request | The additional 1.0 m of setback distance proposed for buildings over 12 m is to push the massing of the taller structure back, especially when placed adjacent to smaller structures. | Changes Not Recommended |
| May 29, 2024 | Lot Dimensions:<br><br>3.54(1)(e): Lower minimum lot depth for townhouses from 30m to 25m. | Objection / Change Request | At this time, the city is not proposing to implement this feedback. Please submit a separate land use bylaw amendment with supporting evidence, and rationale for the proposed change. | Changes Not Recommended |
| May 29, 2024 | Lot Dimensions:<br><br>3.14(c)(i): Decrease minimum width for townhomes to 14 feet. | Objection / Change Request | The draft LUB is proposing a 4.9 m (approximately 16 feet) lot width for fee simple townhomes. This represents a reduction of 0.6 m (approximately 2 feet, or 11%) from our current minimum of 5.5 m (18 feet). | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | Alternatively, the proposed dwelling (townhouse - complex) can be used to provide narrower townhouse product in a condominium format, including dwelling unit widths less than 4.9 m (approximately 16 feet).<br><br>At this time, the city is not proposing to implement this feedback. Please submit a separate land use bylaw amendment with supporting evidence, and rationale for the proposed change. | |
| May 29, 2024 | Secondary Suites:<br><br>3.24: Allow single townhouses to have secondary suites. | Objection / Change Request | Under LUB 9/2005, one secondary suite was allowed with a single-detached dwelling only.<br><br>Under the draft LUB, suites are now being proposed in more housing types - including semi-detached and duplex housing product. In addition, two secondary suites per lot is proposed for the LDR district, on a single-detached dwelling property, as long as one of the units is internal to the principal dwelling.<br><br>At this time, Administration is taking a measured approach, and suites in townhomes are not proposed. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 29, 2024 | Architectural Controls:<br><br>3.50: Why is it included if City does not enforce architectural control? | Objection / Change Request | The city does not enforce neighborhood-wide architectural controls, for example if a neighborhood has a theme. That would be the purview of the developer/builders of the neighborhood.<br><br>Administration does enforce some architectural controls for specific projects. For example, if an addition to a home is proposed, the city can use the architectural controls section to ensure the addition matches or complements the principal building.<br><br>The architectural controls are often used for design standards regarding sea cans & accessory buildings - to enforce a higher standard of finishing in residential neighborhoods, so they blend in.<br><br>This section is also used for commercial developments, to ensure buildings have visual interest to the façade, including using different finishing materials, providing recesses or building undulations, and ensuring the proposed building blends in with the rest of the block face. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 29, 2024 | Parking and Lot Widths:<br><br>4.3: Require only one parking spot for units 18 feet or less with lane access. | Objection / Change Request | Administration has proposed lessened parking for a dwelling (townhouse – single) lot that is less than 5.18 m (approximately 17 feet) wide, as follows:<br><br>(a) For a lot equal to or greater than 5.18 m in width, two stalls per dwelling unit.<br><br>(b) For a lot less than 5.18 m in width, one stall per dwelling unit. | Changes Made (Partial) |
| May 29, 2024 | Parking and Lot Widths:<br><br>4.4(1)(b): Consider an 18-foot garage as a double car garage | Objection / Change Request | There is concern that with obstructions on both sides of the vehicle, it will be difficult to have a door swing that allows easy entry to the two vehicles inside the structure.<br><br>Currently, the land use bylaw stall width of 2.6 m is for an unobstructed stall in a surface parking lot, where the car door can swing over the painted line, into the adjacent stall. This gives a driver enough room for ingress and egress from the vehicle.<br><br>This is not possible in a garage, where the wall will obstruct the door movement.<br><br>If the exterior dimension of a garage is 5.5 m (18 foot), the framing will reduce the interior | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | width, and the user will not have a full 18 feet for maneuvering.<br><br>At this time, an 18' garage is considered an oversize single, and will only be counted as one required parking stall.<br><br>Please note that on smaller laned lots, the draft LUB has proposed reduced side yard building setbacks for a detached garage to assist with meeting the required garage interior width. | |
| May 29, 2024 | Site and Lot Specifications:<br><br>5.3(4): Reduce minimum lot widths to 7.5m or 7.9m. | Objection / Change Request | The proposed land use bylaw has proposed a reduced lot width for the SLR district. Land Use Bylaw 9/2005 had a minimum lot width of 10.0 m for a single-detached dwelling in the RX District.<br><br>The draft land use bylaw proposed a lot width of 9.82 m for a single-detached dwelling in the SLR District. This represents a reduction of 0.18 m (approximately 0.5 feet, or 1.8%).<br><br>There are concerns that smaller front vehicle access lots will compromise on-street parking, room for street trees and street furniture. There may not be enough space at the | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | boulevard for infrastructure and utilities, or to achieve one on street parking space.<br><br>There may also be an issue with the front facade of the home. At this time, administration prefers that the front door of the dwelling unit be visible, and many of these narrower lots have recessed or hidden front entries.<br><br>At this time, the city is not proposing to implement this feedback. Please submit a separate land use bylaw amendment with supporting evidence, and rationale for the proposed change. | |
| May 29, 2024 | Site and Lot Specifications:<br><br>5.3(4)(d)(i-ii): Reduce minimum lot width to 6.6m for semi-detached units. | Objection / Change Request | There are concerns that smaller front vehicle access lots will compromise on-street parking, room for street trees and street furniture. There may not be enough space at the boulevard for infrastructure and utilities, or to achieve one on street parking space.<br><br>There may also be an issue with the front facade of the home. At this time, administration prefers that the front door of the dwelling unit be visible, and many of these narrower lots have recessed or hidden front entries. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | At this time, the city is not proposing to implement this feedback. Please submit a separate land use bylaw amendment with supporting evidence, and rationale for the proposed change. | |
| May 29, 2024 | Site and Lot Specifications:<br><br>5.3(6): Increase site coverage limit to 55%. | Objection / Change Request | Lot coverages have been proposed to be increased, as per Figure 3 on page 111.<br><br>There is concern that increasing lot coverage to 55% for all housing products is going to negatively impact housing affordability - as building larger homes on smaller lots won't yield more affordable housing. | Changes Not Recommended |
| May 29, 2024 | Zoning and Lot Line Adjustments:<br><br>5.3(11)(a): Revise lot width regulations to support growth and affordability. | Objection / Change Request | The referenced regulation proposed to limit the number of zero lot-line homes with front vehicle access to 25% within an ASP area.<br><br>The City has a focus on providing a range of housing options to support a socioeconomically diverse community. The most affordable housing products offered on the market are typically apartment units.<br><br>At this time, the City's preference is to expand housing tools that could promote affordability in medium and/or high-density residential | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | units, such as apartments, and townhomes. These products typically offer a lower price point (whether purchased or rented) and benefit the overall community by making it easier to reach required density targets, thereby supporting growth.<br><br>Some lot width reductions have been proposed to lane access homes (including detached homes) as they provide an unfettered boulevard design. These lane access detached products do not have a maximum proposed. | |
| May 29, 2024 | Zoning and Lot Line Adjustments:<br><br>5.3(11)(c&d): Adjust ZLL lot requirements for balance with other housing products. | Objection / Change Request | Administration feels there is benefit in maintaining the locational criteria for the zero lot-line product. Expanding these criteria to include locations across from dwelling (townhouse complex), dwelling unit above commercial, and dwelling (apartment) is not supported at this time.<br><br>There are concerns around potential conflicting off-site parking needs and congestion. | Changes Not Recommended |
| May 29, 2024 | Other Notes regarding SLR (formerly 6.7): | Objection / Change Request | The 25% cap on zero lot line dwellings with front vehicle access has been retained at this time. While the locational criteria does impact | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | It is positive that Front Drive ZLL's have been put back into the SLR District, as per the April 9/24 SCOW motion but, why is there a cap of 25% for ZLL's within an ASP or NP? The locational criteria i.e. ZLL's on only one side of a street and must be across from laned product or a park, effectively limit the number of ZLL's that can be provided | | placement of the front drive units, there is concern that detached housing units are only one component of a diverse neighbourhood that provides housing for everyone. At this time, lane access zero lot-line homes have no maximum, as they provide an unfettered boulevard design.<br><br>The City's preference is to expand housing tools that could promote affordability in medium and/or high-density residential units, such as apartments, and townhomes. These products typically offer a lower price point (whether purchased or rented), and benefit the overall community by making it easier to reach required density targets, supporting growth.<br><br>Therefore, the city is not proposing to implement this feedback. Please submit a separate land use bylaw amendment with supporting evidence, and rationale for the proposed change. | |
| May 29, 2024 | Road Classifications:<br><br>Schedule B: Update the TMP, including Hogan Road's classification. | Out of Scope | Thank you for the feedback. This is outside the scope of the land use bylaw project. This feedback will be passed onto Engineering Services. | Out of Scope |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 29, 2024 | Draft #1 Items to Revisit (Linked to Other Notes regarding SLR (formerly 6.7)):<br><br>Propose 20-foot pockets for ZLL products to align with Edmonton's standards and explore 12-foot wide townhouses. Council may be open to these narrower options. | Objection / Change Request | Administration has proposed reduced building pockets for rear drive Zero Lot Line products only.<br><br>The current LUB 9/2005 includes a 7.7 m (25.3 feet) lot width for a single-detached dwelling built with a zero-lot line. This is approximately a 6.2 m (20.3 foot) building pocket.<br><br>The proposed draft LUB reduces that to 7.00 m (23.0 feet) (in the LDR district only). This is approximately a 5.5 m (18.0 foot) building pocket. This represents a decrease of 0.7 m (approximately 2.3 feet, or 9.1%).<br><br>There are concerns that smaller front vehicle access lots will compromise on-street parking, room for street trees and street furniture. There may not be enough space at the boulevard for infrastructure and utilities, or to achieve one on street parking space.<br><br>There may also be an issue with the front facade of the home. At this time, administration prefers that the front door of the dwelling unit be visible, and many of these narrower lots have recessed or hidden front entries. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 29, 2024 | Draft #1 Items to Revisit (Linked to Other Notes regarding SLR (formerly 6.7)):<br><br>Explore 12-foot wide townhouses. Council may be open to these narrower options. | Objection / Change Request | 3.7 m (12 foot) wide townhomes can be provided under the dwelling (townhouse – complex) definition.<br><br>The parking is proposed to be reduced for the overall complex to 1.5 stalls per dwelling unit. With this reduction, some townhomes may provide two parking stalls, and the smaller units may be able to only have one parking stall assigned, thus lowering the cost of smaller units. The dwelling (townhouse – complex) also has a requirement for visitor parking, which assists with any overages or peak time parking situations. | Changes Not Recommended |
| May 30, 2024 | Parkland County has no concerns. | General Feedback | Thank you for the feedback. | Response Provided |
| May 30, 2024 | Specifically, we support the following changes, as proposed in the draft:<br><br>• Reducing the parking ratio for affordable non-market housing • Enabling front drive zero lot-line product in the Small Lot Residential (SLR) District, with a cap on the number of units per neighbourhood,<br><br>• Adding the option for smaller rear vehicle access lots in the Low Density Residential (LDR) District, and | General Feedback | Thank you for the feedback. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | • Reducing fee-simple townhouse lot widths. | | | |
| May 30, 2024 | We are also supportive of the following proposed changes in the original draft bylaw:<br>• Changing R1 and R2 to low density residential (LDR), which: o Enables two secondary suites per detached dwelling,<br>o Increases their maximum size,<br>o Reduces their parking requirements, and<br>o Enables secondary suites in duplexes and semi-detached properties<br>• Increasing diversity of housing types permitted in residential districts<br>• Reducing some lot widths to accommodate narrower homes, and<br>• Increasing building heights to accommodate density. | General Feedback | Thank you for the feedback. | Response Provided |
| May 30, 2024 | Prioritizing densification into areas with transit access, and establishing total unit caps for all neighbourhoods as a means to monitor and manage the potential congestion and community character impacts of the new bylaw. | Out of Scope | Densification is a priority for the City, and is spoken to within our higher level planning documents.<br>Flourish Municipal Development Plan (MDP) sets out the overall target density for different areas of the City.<br><br>At this time, new neighbourhoods in St. Albert are required to meet a minimum density target of 40 dwelling units per net residential hectare | Out of Scope |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | (as per MDP Policy 14.6.8(c)), but there is no maximum<br>density.<br><br>MDP Policy 13.2.6. does guide distribution of density within the City, and asks to focus intensification generally as follows:<br><br>a) Development with 50-125 dwelling units per net hectare should be located in the areas adjacent to Downtown and within 800 metres of existing or planned rapid transit stations, as generally shown on MDP Map 3;<br>b) Development with more than 125 dwelling units per net hectare should be located within Downtown or Trail Corridor Areas;<br>c) Development with more than 200 dwelling units per net hectare should be located within 400 metres of existing or planned Rapid Transit Station Areas, as generally shown on MDP Map 3, to support the minimum density target identified in Policy 13.2.5; and<br>d) The highest density developments will be encouraged to be located Downtown to support an overall minimum aspirational density target of 100 | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | dwelling units per net hectare Downtown.<br><br>Our Area Structure Plans (ASP) estimate the number of dwelling units for a neighbourhood, but do not establish a maximum cap. That land use information can be used by Realtors and clients when looking at possible new homes. | |
| May 30, 2024 | Ensuring community infrastructure is provided in a timely and comprehensive manner (e.g. police, fire, recreation, commercial, transit) to create affordable communities with minimal private transport needs. | Out of Scope | Thank you for the feedback. This is a priority for the City, but is outside of the scope of the Land Use Bylaw rewrite. | Out of Scope |
| May 30, 2024 | Inventorying underutilized land parcels and incenting their development, including through the prospect of land exchanges with other agencies such as school boards and community groups. | Out of Scope | Thank you for the feedback. This is a priority for the City, but is outside of the scope of the Land Use Bylaw rewrite. However, you may find value in engaging with the City's Economic Development Department on this item. | Out of Scope |
| May 30, 2024 | Enabling the widespread use of prefabricated homes as form of housing stock and standardized building templates, both of which will reduce construction costs and expedite housing supply timelines. | Objection / Change Request | In many cases, the land use bylaw does not specify construction method. The typical construction method allowed in the land use bylaw include on-site construction or modular construction. For example, a single-detached dwelling, or semi-detached dwelling can be | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | stick-built onsite, or be modular built, transported to the site and assembled.<br><br>The only exception to this is manufactured homes. The land use bylaw does define dwelling (manufactured home), which means a dwelling that is manufactured to be moved from one point to another, and which provides year-round residential accommodation and meets the requirements for a residence under the Canadian Standards Association.<br><br>This type of dwelling is only a use in the Transitional District, which is more rural in nature, and has not yet been subject to an urban style of development. The most common form of manufactured housing would be a mobile home.<br><br>In terms of standardized building templates, the Federal Government is currently working on a housing catalogue. The city's understanding is that more detail on this will be available in the upcoming year. | |
| May 30, 2024 | Exploring options to condominiumize/ subdivide separate units on parcels (e.g. garage suites etc.) to enable these units to be sold separately in the market – thereby increasing the stock of housing in the City | Objection / Change Request | Currently, the draft land use bylaw specifically prohibits this. | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | At present, St. Albert has lower rental opportunities than some surrounding communities. Flourish MDP policy 7.1.5. is to encourage the inclusion of purpose-built rental housing in all Neighbourhoods.<br><br>Typically, these secondary suites are often rental units, held by the main landowner. There is concern that allowing the units to be sold may further decrease the rental stock within the city | |
| May 31, 2024 | Please see the below response from our engineers:<br><br>***<u>For any appropriate Neighborhood Structure Plan/Area Structure Plan</u>***<br>*ATCO Gas requires that a suitable alignment be provided within the boulevards of all arterial and major roads for the ATCO Gas feeder mains.*<br><br>***<u>For existing rights-of-way in proposed area</u>***<br><br>*ATCO Gas existing right-of-way or other land rights shall be carried forward and registered on any newly created lots. Any work of any nature whatsoever (i.e. paving, stockpiling, landscaping, berms, etc.) affecting the surface of ATCO Gas right-of-way must first receive prior written* | General Feedback | Thank you for the feedback. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | *consent from **ATCO Gas Land Administration Department*** [redacted].<br><br>***For an existing service in the vicinity of proposed area***<br><br>*There is an existing ATCO Gas service in the area. If it should be necessary to lower, relocate, or make any alteration to our existing service due to this proposal, please contact **ATCO Gas Service Application team** at* [redacted] *to discuss a service alteration. Note all alteration costs will be borne by the developer / owner.*<br><br>***For existing mains, services, reg boxes, valves, etc. in vicinity of proposed area**.*<br><br>*There are existing ATCO Gas facilities in the area. Drainage for any of ATCO Gas above ground appurtenances must be maintained. If it should be necessary to lower, relocate or make any alterations to the existing facilities and/or appurtenances due to this project, please contact ATCO Gas Distribution Engineer* [redacted] *to enable an adequate and timely response by ATCO Gas. Note all alteration costs will be borne by the developer / owner.*<br><br>***For new services only, residential, or commercial***<br>*If gas service is required, to avoid delays, the owner / developer should contact **ATCO Gas Service Application*** | | | |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | ***team at*** [redacted]*, or their local ATCO Gas agency office at their earliest convenience to discuss the service contract, gas load requirements, timing details and any associated costs. To avoid delays a minimum notice of 4 months is recommended. Note, each lot / unit is to have a separate service line.*<br><br>***Contact Alberta One Call where there's any excavation***<br><br>*Please contact Alberta One-Call at* [redacted] *to have the gas lines located at least 48 hours prior to excavation.*<br><br>***For Abandoned lines***<br>*There are abandoned ATCO Gas facilities in the work area. Please contact* [redacted] *to confirm status of the gas lines at least 48 hours prior to excavation.*<br><br>*If you have any* ***questions or concerns regarding this reply****, please contact* [redacted] | | | |
| May 31, 2024 | Thank you for forwarding the proposed St. Albert Land Use Bylaw for review by the City of Edmonton.<br><br>Regional Development has no concerns. | General Feedback | Thank you for the feedback. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 31, 2024 | Thank you for the opportunity to review the City of St. Albert's draft Land-Use Bylaw. Sturgeon County has no comments or concerns regarding this draft LUB. | General Feedback | Thank you for the feedback. | Response Provided |
| May 31, 2024 | 5.17 Section (3) (page 205): Permitted and Discretionary Uses -- Residential Areas A and B<br>Dwelling (townhouse - complex) -- [redacted] had requested that this definition be included in the Midtown District; it is now included within permitted uses, but the parking minimums of 2:1 still apply. Parking minimums for similar product have been revised in other sections of the LUB to a requirement of 1.5: 1. We request that parking requirements for Dwelling (townhouse - complex) be adjusted to 1.5:1 in the Midtown District, to align with other districts. | Objection / Change Request | Administration has not proposed reductions to dwelling (townhouse – complex) parking in the Midtown District.<br><br>At this time, other areas in the city have townhouse complexes that vary in size, but are typically under 5 ha (about 12 acres) in size. The entirety of Midtown is designed as a condo, and is proposed to be 10.4 ha (about 26 acres) in size.<br><br>Furthermore, because the site was designed as a condo, the internal roads are not to a public road standard, in accordance with the City's Municipal Engineering Standards and there is no guarantee of on-street parking.<br><br>If there are parking issues, there is not the same opportunity to park on the street, or in other parts of the neighbourhood, like there are in other townhouse complexes & neighbourhoods within the City. | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| May 31, 2024 | 5.17 Section (4) (page 205): Permitted and Discretionary Uses Mixes -Use Area C<br>[redacted] would like the latitude that Area C in Midtown include stand-alone commercial as a permitted use. Non-residential below residential can be largely unsuccessful. It is possible based on the definitions of permitted uses, but can this be clearer in the language of the district? | Objection / Change Request | Midtown Area C can include standalone commercial development, as long as the proposed commercial use is either a permitted or discretionary use.<br><br>Some of the proposed uses in Midtown Area C includes retail (general), professional office, shopping center, establishment (restaurant), establishment (brew pub), etc.<br><br>Section 5.17(23) has been added to clarify setbacks for non-residential buildings.<br><br>(2) NON-RESIDENTIAL BUILDING SETBACK<br><br>(c) For a stand-alone, non-residential or commercial *building*:<br><br>(i) The minimum front yard building *setback* is 3.00 m;<br><br>(ii) The minimum side yard building *setback* is 3.00 m; and | Response Provided |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | (iii) The minimum rear yard building *setback* is 3.00 m. | |
| May 31, 2024 | 5.17 Section (3) & (4) (page 205)<br>[redacted] requests that "stacked" town housing be specifically introduced as a permitted use within Area B and Area C. While Dwelling (townhouse -complex) within the definitions<br>sections includes "stacked townhouse" -- we think that this category should have its own unique definition. Stacked town housing can achieve a better outcome because it allows<br>for greater density while keeping the built form to a low rise residential. Furthermore, parking ratios of 1:1 should apply to "Stacked townhouse" due to its increased density. | Objection / Change Request | The St. Albert LUB doesn't define stacked townhousing separately. Stacked townhousing within the draft LUB is defined as a dwelling (townhouse - complex), which is currently a permitted use in Area B.<br><br>Dwelling (townhouse - complex) has not been added to mixed-use Area C, as there are concerns that density will be negatively impacted with a townhouse product versus an apartment product.<br><br>Note that as the federal government elaborates on their housing program (and the criteria around that), additional provisions for other townhousing products in the LUB, may be revisited at that time. | Changes Not Recommended |
| May 31, 2024 | 5.17 Section (9) Site Density (page 208)<br>Midtown currently shows a range of minimums, but lacks maximums; rather, it speaks to the specific number of units that we shall build, ultimately achieving 81 du per ha. | Objection / Change Request | We have revised the way the Midtown Density section is written, based on legal feedback. The former range of minimums have been rewritten as minimums and maximums. The site density section now clarifies that: | Changes Made (Full) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | a) The site density for the MID District is as follows:<br>i. The minimum site density shall be 40 dwelling units per net hectare to a maximum of 54 dwelling units per net hectare for residential Area A;<br>ii. The minimum site density shall be 40 dwelling units per net hectare to a maximum of 94 dwelling units per net hectare for residential Area B;<br>iii. The minimum site density shall be 120 dwelling units per net hectare to a maximum of 250 dwelling units per net hectare for mixed-use Area C; and<br>iv. Notwithstanding sections (i) through (iii), the overall density for the MID District shall be 81 dwelling units per net hectare. | |
| May 31, 2024 | Can 81 du per ha be treated as a floor, and then introduce the concept of density bonusing into Area B and C? Site Density Bonus' have been introduced in other Districts with similar densities.<br><br>The Downtown District contemplates a density bonus for a variety of conditions. Many those conditions could also be incorporated into Areas B and C of Midtown given these | Objection / Change Request | The base density in midtown is twice the necessary density target as set out by the EMRB and the MDP. The South Riel Area Structure Plan will need to be reviewed, if further density is proposed.<br><br>If density bonusing is proposed to be incorporated into the Midtown land use district, | Changes Not Recommended |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | areas have similar density targets. | | please submit this request as a separate amendment. | |
| May 31, 2024 | 5.17 Section (26) Parking (page 217) [redacted] had noted the changes to parking requirements in other section of the LUB did not apply to MID. We received confirmation via email on January 10, 2024, that the LUB team had agreed to revise the parking requirements to match the proposed parking requirement for apartments. We ask that similar consideration be given to townhouse complexes in Area B. This product should align with the rest of St. Albert with a 1.5 per unit requirement, rather than two. | Objection / Change Request | Administration has not proposed reductions to dwelling (townhouse – complex) parking in the Midtown District.<br><br>At this time, other areas in the city have townhouse complexes that vary in size, but are typically under 5 ha (about 12 acres) in size. The entirety of Midtown is designed as a condo, and is proposed to be 10.4 ha (about 26 acres) in size.<br><br>Furthermore, because the site was designed as a condo, the internal roads are not to a public road standard, in accordance with the City's Municipal Engineering Standards and there is no guarantee of on-street parking.<br><br>If there are parking issues, there isn't the same opportunity to park on the street, or in other parts of the neighbourhood, like there are in other townhouse complexes & neighbourhoods within the City. | Changes Not Recommended |
| May 31, 2024 | Landscaping and Grading 3.100 Perimeter Landscaping (page 98) | Objection / Change Request | The regulation for berm and fence is in the current Land Use Bylaw 9/2005 in the R3, R3A, and R4 Districts. The proposed | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | "(2)A development located to a Major Roadway (Schedule B) must have a berm or fencing or both, to the satisfaction of the Development Authority, in consultation with Engineering<br>Services." A berm or fencing or both is not required on all major roadways and are prohibitive from a design perspective. This takes what would be a highly desirable street-oriented product and turns it inward, making the community appear unwelcoming and isolating to adjacent communities. If architecture can be designed with an appropriate relationship to the road, this design creates a better sense of community, a safer one with more eyes on the street and an increased aesthetic for the streetscape. Each neighborhood should be reviewed in the context of the greater community, its amenities,<br>and surrounding streets. For example, such perimeter landscaping is not a requirement of<br>Midtown where the product was specifically developed to engage with Riel and benefit both sides of the street. | | regulation in the new draft land use bylaw was made 'general' and moved to the landscaping section.<br><br>An exception for the Midtown District has been made, as follows:<br><br>(3) A *residential* district or *use* located adjacent to a Major Roadway (Schedule B) must have a *berm* or fencing, or both, to the satisfaction of the *Development Authority*, in consultation with Engineering Services.<br><br>(c) Notwithstanding the above, a berm and fencing does not apply to the Midtown (MID) District. | |
| May 31, 2024 | There were discussions at the meeting on Thursday, May 30 around reduced parking requirements for lots smaller that 18' in width. [redacted] supports this request. | Objection / Change Request | Thank you for the feedback. At this time, an interior unit for a dwelling (townhouse - single) is proposed to be 4.90 m (approximately 16 feet) wide in the draft LUB. | Changes Made (Partial) |

| Date | Feedback[3] | Feedback Type | Response from Administration | Comment Action |
|---|---|---|---|---|
| | | | There have been parking reductions proposed for any dwelling (townhouse - single) lot that is less than 5.18 m (approximately 17 feet) in width with lane access. These smaller lots would only require one parking stall per dwelling unit. | |
| May 31, 2024 | Why does the LUB, past and current drafts, include a new road standard (i.e. Major roads)? There could be unintended consequences of a new class of road. Road classification should defer to those outlined in the engineering standards. | General Feedback | Schedule B - Major Roads is in the current Land Use Bylaw 9/2005, and we have proposed to continue that section in the new draft of the Land Use Bylaw.<br><br>Schedule B is intended to encompass the Boulevard, Crosstown, and Connector roadways, as illustrated in the Complete Streets Guidelines. | Response Provided |

*Figure 3: Proposed Lot Coverage Increases for Low Density Residential Products*

# Lot Coverage Increases for Low Density Residential

| Product | Existing Coverage | Proposed Coverage | Increase Amount |
|---|---|---|---|
| Detached house | 42% in R1, RX, RXL* | 42% in LDR, SLR, LLR (larger lots)* | 0% |
| | | 47% in LLR (smaller lots)* | 5% |
| Detached house with ZLL | 47% in RX, RXL* | 50% in LLR* | 3% |
| Semi-detached | 47% in R2, RX, RXL* | 50% in LDR, SLR, LLR* | 3% |
| Duplex | 47% in R2, RX, RXL* | 50% in LDR, SLR, LLR* | 3% |
| Triplex or Fourplex | n/a (new product) | 50% in LLR* | n/a |
| Fee Simple Townhousing | 47% for end and corner units | 50% for end and corner units | 5% |
| | 55% for interior units | 55% for interior units | 0% |

*** Includes accessory buildings**

## WHAT'S NEXT

The information regarding the Land Use Bylaw Update will be presented to Council at a public hearing. 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/

## APPENDIX LIST

Appendix 1: UDI Letter from November 17, 2023 (1st Draft)

Appendix 2: CHBA Letter from November 20, 2023 (1st Draft)

Appendix 3: Alberta Health Services Letter from May 27, 2024 (2nd Draft)

Appendix 4: BILD Letter from May 29, 2024 (2nd Draft)

Appendix 5: CN Letter from May 29, 2024 (2nd Draft)

Appendix 6: RAE Letter from May 30, 2024 (2nd Draft)

Appendix 7: Averton Letter from May 31, 2024 (2nd Draft)

Urban Development Institute
Edmonton Metro

#324 Birks Building
10113 – 104 Street
Edmonton, AB T5J 1A1

info@udiedmonton.com
udiedmonton.com
780.428.6146

**November 17, 2023**

Barb Dupuis
Planner
City of St. Albert
2nd Floor, 5 St. Anne Street
St. Albert, AB T8N 3Z9

**Re: UDI-St. Albert Feedback on Draft Land Use Bylaw**

Dear Barb,

Thank you for providing the draft LUB for review and comment by industry following our initial meeting with City administration in spring of 2022. As always, we appreciate the opportunity to provide feedback on City plans and policies that impact the way we do business and how we can deliver the best products to market. To communicate our feedback, we have created a spreadsheet referring to individual regulations that we feel could be improved or that could negatively impact the ability of St. Albert to achieve the goals for housing diversity and consumer choice outlined in Section 7 of Flourish and the guiding policy and density targets of the Edmonton Metropolitan Region Board.

Upon review of the draft LUB, we as a group feel that the regulations have reversed some of the progressive changes to improve housing diversity and choice that were adopted by Council in 2020. We do acknowledge positive changes including the ability to build secondary suites on semi-detached lots, the reduced minimum lot width of a laned single family lot to 8m, and the reduction in parking requirements for apartments and townhouse complex uses. We also want to highlight a few major comments that our members have identified that must be addressed to ensure the future success of St. Albert to keep pace with development trends in the region.

Zero Lot Line housing is the primary form of single-family housing in the region. St. Albert Council demonstrated their commitment to follow the policies in Flourish of providing a diversity of housing forms and choice to home buyers by approving zero lot line as a housing form in the Land Use Bylaw update in 2020. Using best practices from the region, the development

industry worked with the City to ensure that challenges of providing housing on narrower lots were addressed through regulation to protect street parking, such as, only allowing front driveways across from a public park or lane oriented residential.

We were very surprised to see that the first draft of the Land Use Bylaw removed the ability to build zero lot line housing with a front attached garage. This is a popular housing product throughout the region which help to achieve higher average density through the provision of single-family housing on a smaller lot. This is both an environmentally and economically sustainable choice for home buyers and helps to align with other municipalities in the region on pricing options. The first stages of this product type are just being constructed in St. Albert and have not had a chance to be evaluated. This product has brought new business to the City with established builders who are now investing in St. Albert.

Secondly there is a restriction on the size of garages to a minimum interior width of 5.8m. This is essentially a 20' wide pocket. We acknowledge that the side yard for a detached garage is reduced to 1m but, this does not allow for 18' with town homes, or 18' wide zero lot line housing or 18' front/back duplex, which have become the predominate size for those products in the region. It has been shown that two cars can fit in an 18' wide garage and allows for more density, diversity, and affordability for housing. The regulation also does not allow for a house with a driveway providing two additional stalls to have a smaller garage width.

Section 16.1 of Flourish indicates that amendments to the LUB need to align with the policies in Flourish. Based on the removal of zero lot line housing and lack of ability to implement the narrower lot widths, it seems that the changes are not compliant with section 16.1. Further, without diverse ground-oriented, single family housing options, approved ASPs will not achieve the density requirements St. Albert is committed to through the EMRB.

We are happy to meet to provide any clarification or additional information on our comments. We request that the City review our comments and collaboratively work with the development community to be more strongly aligned with St. Albert's MDP vision, market conditions and regional competitiveness.

We look forward to sitting down as a group and working through these items.

Thank you.

Sincerely,



Mike Yochim
Chair, UDI-EM St. Albert Working Group



Peter Reeson
UDI-EM, Manager, Policy & Governance

**cc.**
Chelsea Thompson, St. Albert
Colin Krywiak, St. Albert
Adryan Slaght, St. Albert

**Attachment:**
UDI Response to GMSS Comments

| Regulation # | Description | Comment | City Response |
|---|---|---|---|
| 2.5 | Height impact assessment | Should be more clear that this is the only place a HIA should be asked and not at any other higher level document like ASP. | |
| 2.6 | addtional plans | If the CIty was to ask for these addtional plans on every file this would increase each files financial burden by $50,000+ more clarity on why city woudl require these plans | |
| 2.7 | Grading permit | This is addtional permitting that doesnt create value. Amount of detail to provide in the plan is a very high level guess. Maybe this should just a be a work permit. Known equipment being used for how long and how often. | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

| Regulation # | Description | Comment |
|---|---|---|
| 3.14 (a) (i) | Density | ASP Densities at the townhome level are average estimates (i.e. Low density 24 uph or multi site 60 uph). We don't know real densities until the site is sold and we have clarifications on what is being built. Depending on how this is interpretted/enforced, I fear developers will have to underestimate all multi site densities to protect flexibility for our buyers, and then over densify our communities in the end. Limits ability to sell the sites to different builders with inflexible density. |
| 3.14 (a) (ii) | Driveway Access | This clause prevents a portion of a multi site from having towns that have driveways off of the public street. Multi builders have done this well elsewhere and it's nice to have a multi site that activates with the adjacent streets where they can, instead of multi sites being a walled fortress from the rest of the community. |
| 3.14 b. iii. Townhouse | 4m side yard | not required, inefficient, impacting affordability |
| | 13m rear yard | why so deep? |
| 3.14 (c) (i) | Minimum width of town home | No surprise that 18 ft is still min, but it would have been really positive to see some 14 ft town pockets for affordability. Edmonton allows 12s. 15 foot wide is a standard 2 bed townhome in all other regions. Maybe in MDR situation no minimum but |
| 3.14(c)(iv) | Min. lot width - Townhouse (single) | 9.5 m min width required for corner lots in MDR and HDR: Townhouse - single, are neither permitted nor discretionary uses in MDR or HDR. Compliance issue with existing R3A townhomes. |
| 3.14 i | Seperation | 5m change to 3m for front seperation to common walkway. Also some designs have doors out to garage side which immediately abuts drive lane |
| 3.24 | Secondary Suites | The inclusion of semi-detached and duplex housing forms for Secondary Suites is supported; as is the requirement for 0 additional parking stalls. |
| | More clear townhouse definitions | There are 5 different townhouse defintions and its bit confusing as they are in 3 seperate districts. Gives the reviewer discretion on which townhouse application goes in which district. Also each townhouse district has its general regulations along with the regulations in the district. |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

| Regulation # | Description | Comment |
|---|---|---|
| | | |
| | | |
| 4.9 | Corner Lots 6m cornercut | The justification for a 6m by 6m corner cut in residential is visibility. (d) allows for 4m in the DTN district. Why is visibility less of an issue downtown? 6m on local and collector roads in residential neighbourhoods is execessive, and a waste of land (huge sideyards). It works against density needlessly and difficult to site driveways on corner lots. |
| 4.10. | Building design | Will this give DO discretion? |
| 4.15 f) | Outdoor lighting required for all exterior pedestrian walkways. | Seems a bit inflexible. Currently not required in parks and storm ponds in st. albert. Is this changing? Operations has traditionally rejected the installation because of maintenance concerns. Also some walkways in MDR sites a short or illuminated by exterior unit lights. Redudant requirement. |
| 4.16 e) | overhead protection at height and depth to protect adjacent sidewalk. | Maybe meant to say onsite walkway at main entrance. Public Sidewalk too onerous |
| 4.17 | Mixed use and res | Res entrance cant be seperate from the non res in a mixed use building?? It should be seperate |
| 4.18 | Panhandle subdivision | Why does width and length of panhandle need to be regulated? Panhandle may need specific width based on circumstance. |
| 4.19 | Boarding house Prohibited | Why? Economical living such as student housing? Does not seem inclusive to restrict for whole City. |
| 4.2 | Rail ROW setback 15m from building | Is this for all types of railway? |
| 4.25 | Development shall meet residential density of the MDP, ASP, ARP Neighbourhood Plan or Concept Plan. | Too restrictive and not measurable at the site level. MDP and ASP prescribe average density for a large area, not for each site. I echo my concern from 3.14 (a) (i). If its an approved zone under the approved ASP/NSP then this clause should be removed. |
| 4.26 | Accessory Building - 1m from side and rear property lines. | Need exclusion for garage in zero lot line |
| 4.3 | Appearance of Residential Buildings | Will the City be doing an Architectural Approval process? What if it is contrary to the archs of a neighbourhood? |
| 4.37 | lot width measurement | update method of front setback drafting to be consistent with other municipalities, which is reflective of actual house orientation on the lot. |
| 4.38 | Lot Depth | why are townhouse - plex minimum 36m deep? This is too long. Should be 25m min. |
| 4.39 | no straight lots on end of cul desac ajacent to rear property lines of adjacent lots. | no different than the lots siding the rears on the through roads, as shown in the diagram. should aloww end culdesac side yards side road. |
| 4.40 b | lots less than 11.5m width shall not be located on the bulb or partial bulb of non-through street. | This restriction does not help anything. Still can't park between driveways on pie lot; Engineering standards can address lot width where private property meets public right of way. Too restrictive to increase costs for any pie lots. Partial bulb in culdesac no different that partial bulb on through road. |
| 4.41 | second public access required after 200m on local or max 100 units. | Excludes Ville Giroux. Does not work if applied to neighbourhood. If applied to a cul-de-sac could live with it. If applied to neighbourhood, would result in costly extension of offsite road and preservicing to land that may not be accessible. |
| 4.42 | only one vehicle access allowed per lot. | what about a front attached garage and rear lane garage with suite? Removing the restriction allows more flexibility and choice for home buyers. |
| 4.57 (b) | Walkway Width | Why is the LUB setting a min width? This should be governed by Eng Standards, and if the CIty is actually committed to environmental stewardship, widths should be getting lower. |
| 4.63 (a) (v) | Berm and/or Fence along "Major Roadway" | Should be based on a Noise Study, not "to the satisfaction of the Development Officer." If noise attenuation does not require a berm or fence, it would be great to activate the road with units fronting it for pedestrian access (front of unit with a rear garage that is on the multi site). Why must all Major Roads in St Albert feel like guantlets? |
| 4.65 (a) | 1 tree, 3 shrubs per single/duplex/town | We only require a tree in our area. This City requirement would exceed our requirement. Is this excessive for small lots? Will the City come out and do a landscaping inspection? |

| Regulation # | Description | Comment |
|---|---|---|
| 5.3(l)(ii) | Minimum interior width of 5.8 m for detached garages. | This needs to allow for an 18 foot garage to count as a two car garage. All of our volume builders will be able to support the fact that real buyers do park two cars in a garage this size desipte the City's disbelief. It is a market proven preference to all the alternatives staff have outlined for 18 foot pockets. In effect this negates the opportunity to provide 18' townhouse product or, an 18' product in the FBR District (both of which are otherwise positive options). In addition to the City's belief that an 18' garage contributes to on-street parking, the scale of home occupations is proposed to be broadened which would probably have more of an impact on on-street parking. |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

| Regulation # | Description | Comment |
|---|---|---|
| 6.7 | SLR (Replacing RX) | They have completely removed ZLL option from front attached small lots. This is completely regressive in terms of meeting the City's MDP goals of increased density, housing affordability, and housing diversity. Why did Council adopt an aspirational MDP if they wanted to claw back the tools developers have to try and build out that vision? |
| 6.7 (e) i | Lot Widths single detached | The min lot width should be 8.2m to allow for 22 pocket front attached ZLL. The market demands this, and our builders can speak to that. Other regional municipalities are moving to allow for this product. the 10m minimum is inefficient as it only allows for a 24.6' house pocket. Same issue with 13m corner lots. |
| 6.7 (g) | Lot Coverage | We have asked for CHBA to provide feedback on what the needed lot coverage needs to be to accomodate modern product. |
| 6.8 | Figure 15 | Depicts a front drive ZLL that should be included in the SLR District. |
| 6.8 (g) | Lot Coverage | We have asked for CHBA to provide feedback on what the needed lot coverage needs to be to accomodate modern product. |
| 6.9 | FBR | The proposed reduced minimum lot width is seemingly positive but, it will still not be realistic to provide an 18' side of a semi, with rear detached garage, due to the minimum interior width requirement of 5.8 m for the garage. |
| 6.9(k)(v) | Requirement for any principal building with a rear detached garage to be placed at the ends of the block | We typically do this with our front/back semi product but there are situations where the side with the front attached garage needs to be on the end i.e. a reverse pie lot on the end that does not provide enough space for a rear detached garage. This provision should be removed. |
| 6.9 | Figure 17 | What is the point in specifying that the min distance between driveways is 2.5m? That is all sideyard between the homes anyway. |
| 6.10 (c) | MDR District | No provision for Townhouse-Single as a permitted use. |
| 6.10 (f) | Lot Widths | The MDR is meant to replace R3 and R3A, but this lot width doesn't seem to contemplate/facilitate fee simple townhomes along a block along a public street |
| 6.10 (g) | Lot Coverage | We have asked for CHBA to provide feedback on what the needed lot coverage needs to be to accomodate modern product. Looks like old LUB maxed at 47% for end units, 55% for interior units with street oriented units. New LUB seems to decrease that for interior units (no differentiation between end and interior site coverage) |
| 6.10(h)(i) | Density | There is no need to have a maximum density of 100 u/ha; minimum building setbacks, maximum building height and minimum parking requirements can all serve to restrict density. There are numerous other provisions stipulating that minimum density must be achieved so why place a cap on it in this District? |
| 6.10 (h) (ii) | Density | ASP Densities at the townhome level are average estimates (i.e. Low density 24 uph or multi site 60 uph). We don't know real densities until the site is sold and we have clarifications on what is being built. Depending on how this is interpretted/enforced, I fear developers will have to underestimate all multi site densities to protect flexibility for our buyers, and then over densify our communities in the end. |
| 6.10. | uses | No longer allowed semi detached. Although we want to increase density some builders still want flexibilty. Some buildings small townhouse style and some semi detached. |
| 6.11(f)(i) | Density | There is no need to have a maximum density of 140 units/ha. (same comments as S. 6.10(h)(i) above). |
| 6.17 | NHC District | Neighborhood Commercial is a combination of the existing Neighborhood Commercial and General Commercial (C2). For our future Commercial next to the Community Amenities Campus, NHC may be too restrictive in terms of the allowable uses; whereas TCC and RC are likely not appropriate at this location and for this size of commercial . |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

| Regulation # | Description | Comment |
|---|---|---|
| Schedule B | List of Major Roadways | Hogan Road should be qualified the way Villeneuve Road is, it is a different level of road at different points according to the TMP and our TIAs |

November 20, 2023

To Barb Dupuis:

**RE: Land Use Bylaw Update; Canadian Home Builders' Association – Edmonton Region Review**

Thank you for the invitation to meet in person and receive feedback on the draft Land Use Bylaw (LUB) from CHBA-ER members. We appreciate the opportunity for a direct connection with our Association and the ability to ask questions of your team and share our experience related to impacts of the proposed LUB on the home building industry.

Many of our questions were answered satisfactorily; however, there are some outstanding issues that merit further attention and revision in the draft LUB, outlined below.

1. **Setbacks and site dimensions for townhouses** – the site width for interior townhouses is set at 18 feet. This is significantly higher than townhouse product found across Metro Edmonton, which is standard at 15 feet for a 2-bedroom unit. Building practices have changed over time, and floorplans are extremely efficient to ensure a smaller pocket provides the living space demanded by the market. The additional 3 feet for lots sizes increases land costs and thereby limits the market availability of attainable homes in St. Albert compared to nearby cities. Similarly, the setbacks in the general regulations require a 4 metre side yard and 13 metre rear yard setback, which is excessive and also presumes a detached garage, further dictating site design.

2. **Townhouse use classes** – the bylaw defines five use classes for townhouses that can be used across three different districts. Through our discussion it became clear that the possibility of differences in how a building design could be interpreted are high, either by the builder or by the development authority. We ask for clarity around uses and districts to remove ambiguity and potential conflict at the development permit stage.

3. **Garage parking** – the proposed bylaw provides a double garage parking width that is out of step with building practices in the region, where 5.8 metres is required (19 feet). An 18-foot garage must be counted as a two-car garage, in alignment with current design and construction found across the market.

4. **Exterior finishes** – a requirement for additional information in section 2.6 states that exterior finishes may be required for review as part of a permit application. We

appreciate that such a requirements makes sense for large projects, commercial construction, and other exceptions. However, wording to clarify which districts or uses may be applicable is warranted to ensure that this optional requirement does not become requested broadly as we have seen happen in other municipalities, adding delay to timelines and ambiguity about design requirements, which should not be a component of most residential development applications.

5. **Small Lot Residential and Zero Lot Lines** – the recently approved zero lot line product in St. Albert has been removed from the SLR district without warning. For many of our members, this is their most popular product on the market today, given the realities of affordability including changes to borrowing costs for mortgages. Removal of this product will add roughly $16,000 to the price of an identical home without a zero lot line. From our discussion we gathered that the removal of this product type is due to concerns with inspections and engineering groups. Most assuredly, the examples raised, such as too many curb cuts, the inability to build houses in close proximity, or problems with drainage connections are issues that have been experienced previously and are not issues in other municipalities. Our members are more than happy to discuss how these problems, and others, have been addressed in St. Albert or elsewhere and dispel any misunderstanding about construction challenges. We urge Administration to take advantage of our members' expertise and work together to move ahead with zero lot lines, which is a product in significant demand in the new home market.

6. **Density** – a requirement in the bylaw for all permits to meet the required density targets opens any permit application up for rejection based on changes to overall density requirements that may have occurred at the subdivision stage. We request that such requirements be specific to districts with opportunity to vary the density of a neighborhood (MDR, HDR, etc.), and not all permits where a single-detached dwelling located in the appropriate location as set out in the relevant Area Structure Plan could be rejected due to medium or high-density areas being reduced in size or intensity.

We appreciate that this update intends to ensure that the LUB, which can be a difficult and highly technical policy to understand, is more accessible and easier to interpret for everyone. Removing repetition is good policy practice, and addressing concerns that come up often will ensure that doing business in St. Albert is more attractive for builders. There are still some issues to address, and we trust that the information shared in the meeting and this letter will help City Administration make changes that further clarify and simplify undertaking the construction of new homes for your current and future residents.

Edmonton Region

Canadian Home Builders' Association

Should you require clarification or wish to connect directly on any of the above, please contact me directly at 780-395-2981 or lbutterfield@chbaedmonton.ca.

Sincerely,

Lindsey Butterfield, RPP, MCIP

Director, Government Relations and Policy

**Canadian Home Builders' Association – Edmonton Region**
150 Summerside Gate SW • Edmonton, Alberta • T6X 0P5
chbaedmonton.ca

Alberta Health Services
Healthy Albertans. Healthy Communities. Together.

May 27, 2024

City of St. Albert
Attn: Barb Dupuis
Planner, City of St. Albert
2nd Floor, 5 St. Anne Street
St. Albert, AB T8N 3Z9

Email: bdupuis@stalbert.ca

**RE: Proposed Land Use Bylaw Text & Schedule A Amendment**
**St. Albert File Number: E.1.264 / LUB00172**

The first version of the draft LUB was released to the public on October 31, 2023. Changes have been proposed to for the following:

- The layout & organization of the LUB content;
- The definitions section;
- The land use districts; and
- The uses and regulations.

The district conversion table is located in Appendix 1 of the draft land use bylaw and appears administrative in nature and was provided. It shows how existing land use districts will be converted to proposed land use districts.

There are also several locations where spot redistricting is being proposed and was provided in an attachment under Table 1: Legal Description, ATS Reference, Address and Redistricting.

Group 1 – From Neighbourhood Commercial (C1) District to Trail Corridor Commercial District (TCC)
Group 2 – From Business Park Transition (BPT) District to Business Park 2 (BP2) District
Group 3 – From Mixed Commercial (MC) District to Trail Corridor Commercial (TCC) District
Group 4 – From Transitional (T) District to Public, Private, and Institutional Service (PSI) District
Group 5 – From Direct Control (DC) District to Neighbourhood Commercial (NHC) District

Alberta Health Services - Environmental Public Health has no concerns with proposed land use bylaw and Schedule A Amendment.

Sincerely,

Linda Duong

Strathcona County Health Centre
2 Brower Drive, Sherwood Park, AB T8H 1V4
p: 825-966-5343 f: (780) 449-1338
linda.duong@ahs.ca ahs.ca

Linda Duong, B.Sc., CPHI(C)
Public Health Inspector / Executive Officer

## Executive Summary: Consolidated Sheet - LUB DRAFT #2 Comments

**Organizational Information:**

BILD Edmonton Metro is the voice and expert resource for the real estate development industry in the Edmonton Metro Region. Our more than 500+ member companies from all corners of the industry – home builders, real estate developers, renovators, financial and professional service organizations, trade contractors, and manufacturers and suppliers of all types of commercial and home-oriented products.

On May 1, 2024, the membership of both UDI – Edmonton Metro and CHBA – Edmonton Region voted in favour of amalgamating the two associations into one larger, more impactful entity -- BILD Edmonton Metro.

As we transition, previously planned initiatives of both UDI – Edmonton Metro and CHBA – Edmonton Region will continue to advance as planned until year-end.

**Overview:**

This summary outlines key feedback on Draft #2 of the Land Use Bylaw (LUB) Consolidated Sheet, emphasizing the need for clarity, flexibility, and alignment with current market practices. The focus areas include Health Impact Assessments, study requirements, driveway access, lot dimensions, and parking standards.

**Key Points and Recommendations:**

1. **Height Impact Assessments (HIA) and Study Requirements:**
    - **2.6:** Define limits for HIA requests.
    - **2.5:** Specify required studies to avoid undefined requests.
2. **Density and Driveway Access:**
    - **3.54(1)(a):** Allow driveway access for multi-site developments like bare land towns.
    - **3.54(3)(a)(ii)(C):** Reduce the 4m side yard requirement for buildings over 12m.
3. **Lot Dimensions:**
    - **3.54(1)(e):** Lower minimum lot depth for townhouses from 30m to 25m.

- **3.14(c)(i):** Decrease minimum width for townhomes to 14 feet.

4. **Secondary Suites:**
   - **3.24:** Allow single townhouses to have secondary suites.
5. **Architectural Controls:**
   - **3.50:** Why is it included if City does not enforce architectural control?
6. **Parking and Lot Widths:**
   - **4.3:** Require only one parking spot for units 18 feet or less with lane access.
   - **4.4(1)(b):** Consider an 18-foot garage as a double car garage.
7. **Site and Lot Specifications:**
   - **5.3(4):** Reduce minimum lot widths to 7.5m or 7.9m.
   - **5.3(4)(d)(i-ii):** Reduce minimum lot width to 6.6m for semi-detached units.
   - **5.3(6):** Increase site coverage limit to 55%.
8. **Zoning and Lot Line Adjustments:**
   - **5.3(11)(a):** Revise lot width regulations to support growth and affordability.
   - **5.3(11)(c&d):** Adjust ZLL lot requirements for balance with other housing products.
   - **Other Notes regarding SLR (formerly 6.7):** It is positive that Front Drive ZLL's have been put back into the SLR District, as per the April 9/24 SCOW motion but, why is there a cap of 25% for ZLL's within an ASP or NP? The locational criteria i.e. ZLL's on only one side of a street and must be across from laned product or a park, effectively limit the number of ZLL's that can be provided.
9. **Road Classifications:**
   - **Schedule B:** Update the TMP, including Hogan Road's classification.
10. **Draft #1 Items to Revisit (Linked to Other Notes regarding SLR (formerly 6.7)):**
    - Propose 20-foot pockets for ZLL products to align with Edmonton's standards and explore 12-foot wide townhouses. Council may be open to these narrower options.

**Conclusion:**

Addressing these comments will enhance the LUB's clarity, flexibility, and practicality, supporting efficient, affordable, and adaptable housing development in line with market demands.

| Interested Party | Section | Regulation # | Description | Draft #2 Comments | City Response | Was Feedback Incorporated? | Draft #1 Comments | City Response | Was Feedback Incorporated? |
|---|---|---|---|---|---|---|---|---|---|
| BILD - EM | 2 | 2.5 | Height impact assessment | Is now 2.6 - still want limits on when an HIA can be asked for | | | Should be more clear that this is the only place a HIA should be asked and not at any other higher level document like ASP. | A height impact assessment may be asked for at the time of ASP, or redistricting application. We might need a height impact assessment to appropriately assess an application. | No |
| BILD - EM | 2 | 2.6 | Additional plans | Is now 2.5 - This is still open to myriad studies being requested. Can there be more clarity around what studies are required in specific circumstances. | | | If the City was to ask for these additional plans on every file this would increase each files financial burden by $50,000+ more clarity on why city would require these plans | This list is provided for information, and is indicates as 'may be' required. The development officers typically won't request each document for every file. The request for additional information is site specific. Administration might need to assess risk, and to render a thorough and sound decision, we might need additional plans, or drawings, or studies. | No |
| BILD - EM | 2 | 2.7 | Grading permit | | | | This is additional permitting that doesn't create value. Amount of detail to provide in the plan is a very high level guess. Maybe this should just a be a work permit. Known equipment being used for how long and how often. | The City will continue to allow developers the option of a Stripping and Grading permit to allow the early construction activities on a development that has not yet been subdivided with no associated Development Agreement. This process allows those developments to be able to cut and fill the development without the requirement to bring in offsite materials or be required to dispose of materials from the site. The process also allows the City to ensure that the environmental controls have been implemented to protect existing natural features and previously developed areas. The developer still has the option to not go forward with a Stripping and Grading permit but no construction activities will be allowed on that site until a Development Agreement has been executed. | No |
| BILD - EM | 3 | 3.14(a)(i) | Density | This clause appears to be gone. | | | ASP Densities at the townhome level are average estimates (i.e. Low density 24 uph or multi site 60 uph). We don't know real densities until the site is sold and we have clarifications on what is being built. Depending on how this is interpreted/enforced, I fear developers will have to underestimate all multi site densities to protect flexibility for our buyers, and then over densify our communities in the end. Limits ability to sell the sites to different builders with inflexible density. | Thank you for the feedback. We understand that there are variables when calculating the multi-unit sites and overall densities in the ASP. We do want the buyers to be aware of the restrictions on the multi-sites prior to purchase, so that they understand the density commitment the ASP is placing on each site. | No |
| BILD - EM | 3 | 3.14(a)(ii) | Driveway Access | Now 3.54 (1) (a) Still would argue that if bare land towns can have driveway access (front attached towns), multi sites could function the same as an option. | | | This clause prevents a portion of a multi site from having towns that have driveways off of the public street. Multi builders have done this well elsewhere and it's nice to have a multi site that activates with the adjacent streets where they can, instead of multi sites being a walled fortress from the rest of the community. | The townhomes can be oriented towards the street, with pedestrian access. The vehicle access provides too many curb cuts, and is required to be off the lane. We can't place street furniture, trees, etc. in the boulevard with the driveway curb cuts so close together. This clause was introduced in 2018. | No |
| BILD - EM | 3 | 3.14 b. iii. Townhouse | 4m side yard | 3.54 (3) (a) (ii) (C) Still requires 4m side yard on a corner for buildings over 12m. Extra meter is not necessary. | | | not required, inefficient, impacting affo | The 4.00 m side yard is only required for taller townhouse structures. In the case of stacked town housing which can exceed the SFD height of 12.00 m, we are requiring the additional 1.00 m on the side yard to soften the impact of the additional massing. | No |
| BILD - EM | 3 | 3.14 b. iv. Townhouse | 13m rear yard | 3.54 (1) (e) references 3.63 Lot depth for towns is still min 30m. Could be lower. Suggest 25m which is allowed in other municipalities. Jensen Gate TH example resulted in extra deep front yards to use up the extra depth for product typically built on 25m deep lots. | | | why so deep? | This is proposed to be reduced to 10.00 m, which aligns with other low density housing products. | Yes |
| BILD - EM | 3 | 3.14(c)(i) | Minimum width of town home | Would still like to see min width go down to 14 feet. That is predominately what builders are doing now along with 12 feet. There are not really 16 foot plans in the market currently | | | No surprise that 18 ft is still min, but it would have been really positive to see some 14 ft town pockets for affordability. Edmonton allows 12s. 15 foot wide is a standard 2 bed townhome in all other regions. Maybe in MDR situation no minimum but | Administration has proposed to reduce dwelling (townhouse - single) lot widths down to a 16' building pocket, for a fee simple product. Dwelling (townhouse - complexes) units can already be constructed at reduced building pockets. | Yes |
| BILD - EM | 3 | 3.14(c)(iv) | Min. lot width - Townhouse (single) | | | | 9.5 m min width required for corner lots in MDR and HDR: Townhouse - single, are neither permitted nor discretionary uses in MDR or HDR. Compliance issue with existing R3A townhomes. Also requires 4m side yard automatically nullifying 3m width. | Dwelling (townhouse - single) was removed from the HDR district, as it could not meet the required density targets. Dwelling (townhouse - single) was added back to the MDR District. The 9.5 m minimum lot width was bumped down to accommodate a 16' wide building pocket. The 4.0 m side yard was kept for the MDR district, as the heights are proposed to be 14.0 m for this product. | Yes |

| Interested Party | Section | Regulation # | Description | Draft #2 Comments | City Response | Was Feedback Incorporated? | Draft #1 Comments | City Response | Was Feedback Incorporated? |
|---|---|---|---|---|---|---|---|---|---|
| BILD - EM | 3 | 3.14(i) | Separation | | | | 5m change to 3m for front separation to common walkway. Also some designs have doors out to garage side which immediately abuts drive lane | Administration has proposed a reduction as follows:<br>(b)The minimum separation distance for a dwelling (townhouse – complex) building from the exterior wall of a building to an on-site roadway, or to a common or visitor parking stall is:<br>i4.50 m at the front; or<br>ii1.50 m at the side and rear.<br><br>(c)The minimum separation distance for a dwelling (townhouse – complex) building from the exterior wall of a building to a common walkway, except that portion of the walkway that provides direct access to the building, is:<br>i4.50 m at the front and rear;<br>ii1.50 m at the side where there are windows or doors located below or at grade adjacent to the walkway; or<br>iii0.00 m at the side where there are no windows or doors located below or at grade adjacent to the walkway.<br><br>A man door cannot open directly into a roadway, there would need to be a separation distance from the door to the sidewalk or road.<br>This allows for a pedestrian to have a buffer distance after opening the door, before being in the roadway. It also separates the unit and the public realm. | Partial |
| BILD - EM | 3 | 3.14(g)(iv) | 6m from a property line | Still excessive and results in wasted land decreasing potential density for the site and increasing costs of maintenance and loss of potential revenue. | | | 6m is too much in case of a side yard. | This is an existing regulation, and this distance allows for the required landscaping for the dwelling (townhouse - complex) product, as well as amenity space for residents of the complex. | No |
| BILD - EM | 3 | 3.14(i) | 5m setback from internal road, 1.5m from side | | | | 5m at front would need major variance for recent approvals from garage door to internal road. not enough for driveway and too much for standard apron found on a back lane. 1.5m from side of building to walk has been varied to 0m when windows prohibited. can a variance by DO be given? | The DO has the flex to determine what is the front, side, and rear of any building, and the garage door doesn't always correlate with a "front". Many times the garage is facing a "rear", which would only require 1.5 m in the new draft.<br><br>Administration has proposed a reduction as follows:<br>(b)The minimum separation distance for a dwelling (townhouse – complex) building from the exterior wall of a building to an on-site roadway, or to a common or visitor parking stall is:<br>i4.50 m at the front; or<br>ii1.50 m at the side and rear.<br><br>(c)The minimum separation distance for a dwelling (townhouse – complex) building from the exterior wall of a building to a common walkway, except that portion of the walkway that provides direct access to the building, is:<br>i4.50 m at the front and rear;<br>ii1.50 m at the side where there are windows or doors located below or at grade adjacent to the walkway; or<br>iii0.00 m at the side where there are no windows or doors located below or at grade adjacent to the walkway.<br><br>The Development Officer retains 25% variance capability, if warranted. The DO could not grant a variance that contradicts building code. If a builder wants windows on the side, then the 1.5 m applies, and could be varied, if warranted. | Partial |
| BILD - EM | 3 | 3.24 | Secondary Suites | Should consider including Townhouses - Single to be eligible for Secondary Suites. | | | The inclusion of semi-detached and duplex housing forms for Secondary Suites is supported; as is the requirement for 0 additional parking stalls. | Thank you for the feedback. | N/A |

| Interested Party | Section | Regulation # | Description | Draft #2 Comments | City Response | Was Feedback Incorporated? | Draft #1 Comments | City Response | Was Feedback Incorporated? |
|---|---|---|---|---|---|---|---|---|---|
| BILD - EM | 3 | Definitions | More clear townhouse definitions | | | | There are 5 different townhouse definitions and its bit confusing as they are in 3 separate districts. Gives the reviewer discretion on which townhouse application goes in which district. Also each townhouse district has its general regulations along with the regulations in the district. | Administration is now proposing 4 definitions, as dwelling (townhouse - hybrid) was eliminated. The intent was to use dwelling (townhouse single) for fee simple products that are located on their own parcel, and dwelling (townhouse - complex) for condo situations where each unit is part of a larger parcel.<br><br>Three of the definitions are actual uses (including single, complex, and plex), and there is one overarching general definition of town housing.<br><br>A bare land situation in a complex will have the townhouse single regulations applied to each bare land unit.<br><br>The intent of the dwelling (townhouse - plex) was to accommodate triplexes and fourplexes, in a similar way to a duplex product.<br><br>We have received a comment that a dwelling (townhouse - plex) seems similar to a duplex with suites. Our LUB won't allow a suite to be condominimized out, and they are identified as accessory to another unit. A fourplex is four independent principal dwelling units.<br><br>Administration has proposed to put most town housing regulations in one spot in the residential general section. Kickbacks have been added to the general town housing regs in the new draft. | Yes |
| BILD - EM | 3 | 3.50 | Design Standards | Why is this in the LUB if the CIty isn't going to enforce the architectural controls? | | | | | |
| BILD - EM | 3 | 3.63 | Lot Depth | There is interest from builders on lot depth less than 30m? They would want 25m in some circumstances, such as rear attached garage. | | | | | |
| BILD - EM | 3 | 3.54 (1) a | General | Allowing driveways from the front provides diversity with another form of townhouse for consumers. This allows for TH to back onto amenity space which is more inclusive. single car garage with driveway allows for skinier product and still accomodates two vehicles. | | | | | |
| BILD - EM | 3 | 3.54 (1) (e) | Lot Depth | Why does the bylaw need to direct to a different section making it overly complex. | | | | | |
| BILD - EM | 3 | 3.54 (4) (a) (i) | | Bullet numbering is off. Also, 4.90m should be 4.88m which is 16 feet. Extra minimum width for a townhouse interior unit is problematic. | | | | | |
| BILD - EM | 3 | 3.54 (4) (a) (i) | Lot Width | Industry would like to ask the CIty to consider a min of 3.6m, consistant with what is currently allowed as a minimum in the City of Edmonton (a 12 foot wide unit). Alternatively, 4.2m would allow for a 14 foot wide unit. These are both very popular products that have replaced for purchase two bedroom condominium products in the market. | | | | | |
| BILD - EM | 3 | 3.54 (4) (a) (i-iii) | Lot Width | Update min lot widths as per the above pocket requests based on side yards required in each scenario. | | | | | |
| BILD - EM | 3 | 3.65 (2) | lots on partial bulbs | Lots less than 11.50m are allowed on a partial bulb on through streets, so why is this restricted on non-through streets? Lots are currently designed as small as 9.75m on partial bulbs. Duplex on partial bulbs also allow for even smaller lot widths due to paired driveways. This regulation is restrictive to affordable housing options. Also 11.50m is not a regular house pocket width and arbitrarily rounded. it allows for a 29.5 ft pocket. | | | | | |
| **NOTE: SECTION 4 is Section 5 in new draft** | | | | | | | | | |
| BILD - EM | 4 | 4.9 | Corner Lots 6m corner cut | | | | The justification for a 6m by 6m corner cut in residential is visibility. (d) allows for 4m in the DTN district. Why is visibility less of an issue downtown? 6m on local and collector roads in residential neighborhoods is excessive, and a waste of land (huge side yards). It works against density needlessly and difficult to site driveways on corner lots. | The LUB corner cut regulations reflect the current engineering standards. The downtown area has been built out at closer setbacks, and with a more urban design. It's not that visibility is less of an issue, it's that to match existing built form, they are allowed a smaller corner cut than other areas. The downtown does not have driveways with the same frequency as our residential areas, and the downtown driveways are often accessed via rear lanes or lot. There is less chance a driveway will be interfering with a corner cut in the same way that it occurs in residential districts. | No |
| BILD - EM | 4 | 4.10. | Building design | | | | Will this give DO discretion? | The majority of this text was existing, and simply moved to a different section. The architectural controls for neighborhoods will still be within the scope of each builder. | No |

| Interested Party | Section | Regulation # | Description | Draft #2 Comments | City Response | Was Feedback Incorporated? | Draft #1 Comments | City Response | Was Feedback Incorporated? |
|---|---|---|---|---|---|---|---|---|---|
| BILD - EM | 4 | 4.15(f) | Outdoor lighting required for all exterior pedestrian walkways. | | | | Seems a bit inflexible. Currently not required in parks and storm ponds in St. albert. Is this changing? Operations has traditionally rejected the installation because of maintenance concerns. Also some walkways in MDR sites a short or illuminated by exterior unit lights. Redundant requirement. | This regulation applies to private property, not public property. So the intent is that All on-site private surface parking lots and exterior pedestrian walkways must be illuminated. | No |
| BILD - EM | 4 | 4.16(e) | overhead protection at height and depth to protect adjacent sidewalk. | | | | Maybe meant to say onsite walkway at main entrance. Public Sidewalk too onerous | This regulation has been softened to: *Notwithstanding any other regulation in this bylaw, overhead weather protection shall be provided at a height and depth to provide sufficient protection for pedestrians.* | Yes |
| BILD - EM | 4 | 4.17 | Mixed use and res | | | | Res entrance cant be separate from the non res in a mixed use building?? It should be separate | Yes, it should be a separate entrance. It reads: When a mixed-use building contains a residential use, the residential development must have an entrance separate from the entrance to any non-residential component of the building. | Yes |
| BILD - EM | 4 | 4.18 | Panhandle subdivision | | | | Why does width and length of panhandle need to be regulated? Panhandle may need specific width based on circumstance. | There were concerns that without setting a minimum width, a panhandle could be too narrow, and not accommodate two way traffic to the main portion of the lot. | No |
| BILD - EM | 4 | 4.19 | Boarding house Prohibited | | | | Why? Economical living such as student housing? Does not seem inclusive to restrict for whole City. | We added provisions for Congregate Housing (Level 1) and (Level 2). We also added a dwelling (dorm), that can be used as an accessory residence for staff or students. We tried to incorporate these options for economical living arrangements. | Partial |
| BILD - EM | 4 | 4.2 | Rail ROW setback 15m from building | | | | Is this for all types of railway? | Administration has proposed a new notwithstanding clause, that allows for a minor setback reduction.<br><br>(a)Notwithstanding subsection (1), a setback reduction may be considered by the Development Authority, when elevation changes exist, or when additional safety measures are proposed, in consultation with the railway.<br><br>This was based on guidance from the Guidelines for New Development in Proximity to Railway Operations, May 2013: https://www.proximityissues.ca/wp-content/uploads/2017/09/2013_05_29_Guidelines_NewDevelopment_E.pdf | Yes |
| BILD - EM | 4 | 4.25 | Development shall meet residential density of the MDP, ASP, ARP Neighbourhood Plan or Concept Plan. | | | | Too restrictive and not measurable at the site level. MDP and ASP prescribe average density for a large area, not for each site. I echo my concern from 3.14 (a) (i). If its an approved zone under the approved ASP/NSP then this clause should be removed. | This is an existing regulation, approved October 2023. Currently in section 6.11.1. It was also a regulation in the Urban Reserve, and Transitional Districts, that has been made general. This is in order to meet our regional commitments for density requirements. | No |
| BILD - EM | 4 | 4.26 | Accessory Building - 1m from side and rear property lines. | | | | Need exclusion for garage in zero lot line | Detached garages are not considered accessory buildings (like sheds, gazebos, etc.), they have their own regulations under section 3.48 (new draft). Administration does not think an exception is needed here, as they have been afforded a 0.00 m setback on the ZLL side. | No |
| BILD - EM | 4 | 4.3 | Appearance of Residential Buildings | | | | Will the City be doing an Architectural Approval process? What if it is contrary to the archs of a neighbourhood? | No, the city will not be doing an architectural approval process on low density products, the arch controls are still within the scope of the builder / developer community. That said, in some districts there is a requirement for an Urban Design Review in both the MU2 and MID Districts. | N/A |
| BILD - EM | 4 | 4.37 | lot width measurement | | | | update method of front setback drafting to be consistent with other municipalities, which is reflective of actual house orientation on the lot. | We have updated the lot width measurement to say the following: (2)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:<br>(a)lot width is measured along a line 6.00 m back from the front property line (Figure 7); | Yes |
| BILD - EM | 4 | 4.38 | Lot Depth | | | | why are townhouse - plex minimum 36m deep? This is too long. Should be 25m min. | This has been updated to 30.00 m deep, which is our current minimum lot depth. | Partial |
| BILD - EM | 4 | 4.39 | no straight lots on end of cul desac adjacent to rear property lines of adjacent lots. | | | | no different than the lots siding the rears on the through roads, as shown in the diagram. should allow end cul-de-sac side yards side road. | Administration does not support this lot design. This configuration has been prohibited as the vehicle access to the lots can be problematic. The driveways on these lots angle, or bend to reach the street. | No |

| Interested Party | Section | Regulation # | Description | Draft #2 Comments | City Response | Was Feedback Incorporated? | Draft #1 Comments | City Response | Was Feedback Incorporated? |
|---|---|---|---|---|---|---|---|---|---|
| BILD - EM | 4 | 4.40 b | lots less than 11.5m width shall not be located on the bulb or partial bulb of non-through street. | | | | This restriction does not help anything. Still can't park between driveways on pie lot; Engineering standards can address lot width where private property meets public right of way. Too restrictive to increase costs for any pie lots. Partial bulb in cul-de-sac no different that partial bulb on through road. | This proposed amendment is going to public hearing on February 20, 2023 for Council consideration. | TBD |
| BILD - EM | 4 | 4.41 | second public access required after 200m on local or max 100 units. | | | | Excludes Ville Giroux. Does not work if applied to neighbourhood. If applied to a cul-de-sac could live with it. If applied to neighbourhood, would result in costly extension of offsite road and preservicing to land that may not be accessible. | This proposed amendment is going to public hearing on February 20, 2023 for Council consideration. | TBD |
| BILD - EM | 4 | 4.42 | only one vehicle access allowed per lot. | | | | what about a front attached garage and rear lane garage with suite? Removing the restriction allows more flexibility and choice for home buyers. | If there is a property with a lane, administration requires that access is off the lane. This preserves the boulevard, enabling street trees, street furniture, and unfettered street parking. There is an option for a corner lot with lane to request an access off the lane, and off the flanking side of the lot. | No |
| BILD - EM | 4 | 4.57(b) | Walkway Width | Still shouldn't be an LUB item. | | | Why is the LUB setting a min width? This should be governed by Eng Standards, and if the City is actually committed to environmental stewardship, widths should be getting lower. | To ensure universal accessibility, the City has required a minimum width of sidewalk. The engineering standards have minimum widths for public (City) property, but the LUB sets the minimum width for private property. The City wants to ensure pedestrian connectivity for all users. | No |
| BILD - EM | 4 | 4.63(a)(v) | Berm and/or Fence along "Major Roadway" | I reitterate that if a noise study does not idenitify noise attenuation as necessary, it should override a blanket rule not tied to any real metric of noise. This creates a very unattractive and unpedestrian friendly road cross section. | | | Should be based on a Noise Study, not "to the satisfaction of the Development Officer." If noise attenuation does not require a berm or fence, it would be great to activate the road with units fronting it for pedestrian access (front of unit with a rear garage that is on the multi site). Why must all Major Roads in St Albert feel like gauntlets? | The Major Roads are of a higher volume, higher speed, and often generate more noise than lower classification roads. The City is requiring a berm and fence to mitigate nuisance from the Major Roads. | No |
| BILD - EM | 4 | 4.65(a) | 1 tree, 3 shrubs per single/duplex/town | | | | We only require a tree in our area. This City requirement would exceed our requirement. Is this excessive for small lots? Will the City come out and do a landscaping inspection? | Administration has removed the low density residential greenfield landscaping requirements from the draft. The development community can set the landscaping requirements individually in greenfield situations. There is still a requirement for two trees in a low density infill situation. | Yes |
| BILD - EM | 4 | 4.3 | Parking Requirement | If a unit is 18 feet or less in width (single, duplex, or townhome), and the unit has lane access, only one parking spot should be required. These are small units geared for demographics with less driving adults on site, and provide uninterupted street parking along the front. | | | | | |
| BILD - EM | 4 | 4.4 (1) (b) | Minimum interior width of 5.8 m for detached garages. | 18 foot wide garage needs to be considered a double car garage. It has been built out for years in the region and works. Mostly in laned product where street parking is more abundant. **This is a high priority item.** | | | | | |
| BILD - EM | 5 | 5.3(l)(ii) | Minimum interior width of 5.8 m for detached garages. | Now Sec. 4 - We re-itterate our position. This is a high priority item.Strathcona County is changing their regulation to allow for 2.7m parking stall width for barrier on one side, which allows for an 18' wide garage. This is to address affordable diversity in housing. | | | This needs to allow for an 18 foot garage to count as a two car garage. All of our volume builders will be able to support the fact that real buyers do park two cars in a garage this size despite the City's disbelief. It is a market proven preference to all the alternatives staff have outlined for 18 foot pockets. In effect this negates the opportunity to provide 18' townhouse product or, an 18' product in the FBR District (both of which are otherwise positive options). In addition to the City's belief that an 18' garage contributes to on-street parking, the scale of home occupations is proposed to be broadened which would probably have more of an impact on on-street parking. | There is concern that with the reduction of lot sizes, and the removal of suite parking, there will be a lack of street parking options in newer neighborhoods. If larger vehicles are purchased by homeowners they might not have the depth or width to properly store a vehicle on-site.<br><br>Administration is proposing to keep the required minimum internal garage size regulation. To further assist with parking options on smaller lots, there have been two reductions granted. The first is for single detached homes, which may be 0.6 m from each side yard property line on a lot smaller than 8.1 m. The second is for a semi-detached home, which may be 0.6 m from one side yard, and 0.00 m on the other, on a lot smaller than 7.1 m. Townhouse singles only allows for a single or tandem garage, and they have not been granted the same reduction. | No |

| Interested Party | Section | Regulation # | Description | Draft #2 Comments | City Response | Was Feedback Incorporated? | Draft #1 Comments | City Response | Was Feedback Incorporated? |
|---|---|---|---|---|---|---|---|---|---|
| BILD - EM | 5 | 5.3 (4) | Minimum Lot Widths | Min lot width for a front attached home could be as low as 7.5m. This would allow for front attached zero lot line homes with 20 foot pockets - a product that is seeing the most growth right now in the City of Edmonton. Alternatively, 7.9m would facilitate a 22 foot pocket. | | | | | |
| BILD - EM | 5 | 5.3 (4) | Min lot widths | The corner lot widths to be updated as per the above to facilitate smaller pockets with necessary corner lot setbacks. | | | | | |
| BILD - EM | 5 | 5.3 (4) (d) (i-ii) | Min lot widths | 6.6m width would allow for semi-detached units that are 18 feet in width. semi-detached homes are seeing a resurgance due to affordability. | | | | | |
| BILD - EM | 5 | 5.3 (6) | Lot Coverage | SIte coverage would be much more flexible if it was a blanket 55% | | | | | |
| BILD - EM | 5 | 5.3 (11) (a) | Percentage of Product | No other housing product is limited. This appears to be a return to the lot width distribution, a policy that has no bearing on market demand, but only serves to limit growth and discriminate against more affordable and highly desirable housing products. | | | | | |
| BILD - EM | 5 | 5.3 (11) (c&d) | Location of front attached ZLL | Both clauses could be replaced by a requirement that no front attached zero lot line lots shall front arcoss a public road from other front attached zero lot line. That would achieve the requirement to balance with other product. Alternatively, it could be resricted to not being across the street from any front attached lots that are under 12.2m wide to broaden that scope. | | | | | |
| BILD - EM | 5 | 5.3 11 (d) | Locate front ZLL not accross from apartment | What reaon is there to restrict ZLL across from Multi-family housing? Parking is available along the block. same situationas across from laned housing. | | | | | |
| BILD - EM | 5 | 5.3 10 (a) and 5.4 12 (a) | Dwelling Mix | This is not the case for the lots registered in Stage 1 Nouveau which are within 90m of the lots across Villeneuve Road. this would also be an issue for the future lots in Jensen Lakes that back onto Villeneuve Road across from Deer Ridge. | | | | | |
| BILD - EM | 5 | 5.3 4 b ii | Lot Width | 12.20m on corner lot does not consider zero lot line on interior of building. It should be 10.4m | | | | | |
| BILD - EM | 5 | 5.4 (7) all | Site Coverage | SIte coverage would be much more flexible if it was a blanket 55% | | | | | |
| **NOTE: SECTION 6 is Section 5.2 and up in new draft** | | | | | | | | | |
| BILD - EM | 6 | 6.7 | SLR (Replacing RX) | It is positive that Front Drive ZLL's have been put back into the SLR District, as per the April 9/24 SCOW motion but, why is there a cap of 25% for ZLL's within an ASP or NP? The locational criteria i.e. ZLL's on only one side of a street and must be across from laned product or a park, effectively limit the number of ZLL's that can be provided. | | | They have completely removed ZLL option from front attached small lots. This is completely regressive in terms of meeting the City's MDP goals of increased density, housing affordability, and housing diversity. Why did Council adopt an aspirational MDP if they wanted to claw back the tools developers have to try and build out that vision? | The motion from SCOW on April 9, 2024 has directed administration to revisit this issue. | TBD |
| BILD - EM | 6 | 6.7(e)(i) | Lot Widths single detached | | | | The min lot width should be 8.2m to allow for 22 pocket front attached ZLL. The market demands this, and our builders can speak to that. Other regional municipalities are moving to allow for this product. the 10m minimum is inefficient as it only allows for a 24.6' house pocket. Same issue with 13m corner lots. | Administration did propose to reduce lot widths to a 24 foot building pocket on single detached non-zero lot-line product. This allows for a 9.82 m wide front drive lot.<br><br>The 22' zero lot line building pocket presents challenges, as it has curb cuts that impact the boulevard. There are fewer options for trees placement and infrastructure, as well as on-street parking.<br><br>The corner lots have been proposed to be reduced in width, to 12.72 m. This accommodates a regular single detached 26' front drive building pocket. The driveways on these lots are impacted by corner cuts, and so a 24' building pocket is not being proposed. | Partial |
| BILD - EM | 6 | 6.7(g) | Lot Coverage | | | | We have asked for CHBA to provide feedback on what the needed lot coverage needs to be to accommodate modern product. | Administration has proposed increasing the lot coverage to 48% for the principal building and garage, and 50% including accessory buildings for duplexes, and semi-detached homes. | Partial |
| BILD - EM | 6 | 6.8 | Figure 15 | | | | Depicts a front drive ZLL that should be included in the SLR District. | This figure has been replaced by a rear drive zero lot-line product, as the Laned Lot Residential (LLR) district is rear drive only. | Yes |
| BILD - EM | 6 | 6.8(g) | Lot Coverage | | | | We have asked for CHBA to provide feedback on what the needed lot coverage needs to be to accommodate modern product. | Administration has proposed increasing the lot coverage to 48% for the principal building and garage, and 50% including accessory buildings for duplexes, semi-detached, and single detached zero lot line homes.<br><br>Regular single detached homes on small lots with lane access are proposed to increase to 45% for the principal building and garage, and 47% including accessory buildings. | Partial |

| Interested Party | Section | Regulation # | Description | Draft #2 Comments | City Response | Was Feedback Incorporated? | Draft #1 Comments | City Response | Was Feedback Incorporated? |
|---|---|---|---|---|---|---|---|---|---|
| BILD - EM | 6 | 6.9 | FBR | | | | The proposed reduced minimum lot width is seemingly positive but, it will still not be realistic to provide an 18' side of a semi, with rear detached garage, due to the minimum interior width requirement of 5.8 m for the garage. | Administration is proposing to keep the required minimum internal garage size regulation.<br><br>There are other parking options, including tandem parking, that would allow for a reduced lot width, and still providing 2 on-site parking stalls. An 18' garage can be provided, it would be considered one stall, and a parking pad could provide a second stall. | No |
| BILD - EM | 6 | 6.9(k)(v) | Requirement for any principal building with a rear detached garage to be placed at the ends of the block | | | | We typically do this with our front/back semi product but there are situations where the side with the front attached garage needs to be on the end i.e. a reverse pie lot on the end that does not provide enough space for a rear detached garage. This provision should be removed. | Administration has proposed to soften this regulation, with a notwithstanding clause for irregular and reverse pie lots. It reads: *Notwithstanding subsection (e)(ii), when an irregular or reverse pie lot configuration prevents this layout, a front attached garage may be placed at the end of the block, at the discretion of the Development Officer.* | Yes |
| BILD - EM | 6 | 6.9 | Figure 17 | | | | What is the point in specifying that the min distance between driveways is 2.5m? That is all side yard between the homes anyway. | Administration has removed the image with the 2.5 m specified on the drawing, and replaced it with a newer version, that does not have the measurement. | Yes |
| BILD - EM | 6 | 6.10 (c) | MDR District | | | | No provision for Townhouse-Single as a permitted use. | We added townhouse - single back as a permitted use, but only on existing ASP areas, shown on a new figure. Future applications of fee simple townhomes should be zoned the LLR District. | Yes |
| BILD - EM | 6 | 6.10 (f) | Lot Widths | | | | The MDR is meant to replace R3 and R3A, but this lot width doesn't seem to contemplate/facilitate fee simple townhomes along a block along a public street | Administration put a new kick back to the general town housing regulations, for the lot width for dwelling (townhouse - single). | Yes |
| BILD - EM | 6 | 6.10 (g) | Lot Coverage | | | | We have asked for CHBA to provide feedback on what the needed lot coverage needs to be to accommodate modern product. Looks like old LUB maxed at 47% for end units, 55% for interior units with street oriented units. New LUB seems to decrease that for interior units (no differentiation between end and interior site coverage) | The townhouse lot coverage has been kicked back to the dwelling (townhouse) section. The dwelling (townhouse - plex) is proposed to be increased to 48% for the principal building and garage, and 50% including accessory buildings | Partial |
| BILD - EM | 6 | 6.10(h)(i) | Density | | | | There is no need to have a maximum density of 100 u/ha; minimum building setbacks, maximum building height and minimum parking requirements can all serve to restrict density. There are numerous other provisions stipulating that minimum density must be achieved so why place a cap on it in this District? | The density maximum is provided to show a tipping point before the High Density Residential (HDR) district is needed. This regulation is also needed for density bonus purposes. Administration is asking for additional items (higher quality design, or additional amenity area, etc.) to be completed if a development is higher in density than the maximum. | No |
| BILD - EM | 6 | 6.10 (h) (ii) | Density | | | | ASP Densities at the townhome level are average estimates (i.e. Low density 24 uph or multi site 60 uph). We don't know real densities until the site is sold and we have clarifications on what is being built. Depending on how this is interpreted/enforced, I fear developers will have to underestimate all multi site densities to protect flexibility for our buyers, and then over densify our communities in the end. | This density-specific regulation was removed from the district, however there is a general regulation at the front of the document that requires ASP or MDP alignment. | No |
| BILD - EM | 6 | 6.10. | uses | | | | No longer allowed semi detached. Although we want to increase density some builders still want flexibility. Some buildings small townhouse style and some semi detached. | Administration is proposing that lower density products, such as semi-detached housing are removed from the medium density district, and kept with the LDR, SLR, LLR, and FBR districts instead. The MDR district is intended for town housing and apartments that can meet the minimum density of 40 du/ha. This excludes the grandfathered sites in the figure. | No |
| BILD - EM | 6 | 6.11(f)(i) | Density | | | | There is no need to have a maximum density of 140 units/ha. (same comments as S. 6.10(h)(i) above). | This regulation is also needed for density bonus purposes. Administration is asking for additional items (higher quality design, or additional amenity area, etc.) to be completed if a development is higher in density than the maximum. | No |

| Interested Party | Section | Regulation # | Description | Draft #2 Comments | City Response | Was Feedback Incorporated? | Draft #1 Comments | City Response | Was Feedback Incorporated? |
|---|---|---|---|---|---|---|---|---|---|
| BILD - EM | 6 | 6.17 | NHC District | | | | Neighborhood Commercial is a combination of the existing Neighborhood Commercial and General Commercial (C2). For our future Commercial next to the Community Amenities Campus, NHC may be too restrictive in terms of the allowable uses; whereas TCC and RC are likely not appropriate at this location and for this size of commercial . | Can the Mixed-Use Level One (MU1) district work instead? It has more uses than the NHC District, and includes a hotel, indoor recreation, restaurants, bars, general retail, etc. | N/A |
| BILD - EM | Schedule | Schedule B | List of Major Ro | **The TMP still uses the standard nomenclature to describe roads and list Hogan Road as a collector. A significant portion is in a 30km/hr school zone. Is there a schedule for the TMP to be updated?** | | | Hogan Road should be qualified the way Villeneuve Road is, it is a different level of road at different points according to the TMP and our TIAs | Transportation has advised that Hogan Road is planned as Connector Arterial roadway, north and south of Villeneuve. The schedule B list encompasses boulevards, crosstowns, and connectors, and includes the entirety of Hogan Road. | No |

2024/05/29

City of St-Albert
Barb Dupuis
5 ST. Anne Street,
St-Albert, AB,
T8N 3Z9

Via email: bdupuis@stalbert.ca

**Re: City of St-Albert-Land Use Bylaw**

To Whom It May Concern,

WSP has been retained and is acting on behalf of Canadian National Railway Company (CN). We are pleased to have this opportunity to provide comments on the City of St-Albert-Land Use Bylaw. Our comments focus on policies and/or infrastructure initiatives, as they are related to existing and/or future CN facilities, operations and infrastructure.

It is our position that the City of St-Albert should incorporate guidelines related to rail facilities.

**About CN, Railway Noise and other Adverse Effects**

CN is a federally regulated railway company, and is governed by various federal legislation, including the *Canada Transportation Act* (CTA) and the *Railway Safety Act* (RSA), among others. The CTA requires federally regulated railway companies to only make such noise and vibration as is reasonable. The test of reasonableness under the CTA takes into consideration the railway company's operational requirements and its level of service obligations under the Act, as well as the area where the construction or operation takes place. The Canadian Transportation Agency (Agency) is the federal body that assesses the reasonableness of noise associated with the construction or operation of a federal railway company. In its decisions, the Agency has concluded that municipalities have a responsibility to assess compatibility issues before approving housing developments in proximity to railway rights-of-way. The CTA also commented that where a municipality approves the development, it has a responsibility to ensure that the necessary mitigation measures are implemented. One example of such a decision is Decision No. 69-R-2014, dated February 27, 2014.

It is important to understand that there is no specific decibel limit contained in federal guidelines related to the construction or operation of rail facilities. Those federal guidelines

1600, boul. René-Lévesque Ouest, 11e étage
Montréal, Québec
H3H 1P9, Canada

T: +1 514-340-0046
F: +1 514-340-1337
wsp.com

clearly state that, while the Agency may take provincial and municipal noise and vibration guidelines into account in its deliberations, the Agency is not bound by those guidelines.

Rail Proximity Guidelines are available at the following: https://www.proximityissues.ca/

Guidelines for the Resolution of Complaints Over Railway Noise are available at the following: https://otc-cta.gc.ca/eng/publication/guidelines-resolution-complaints-over-railway-noise-and-vibration/

**Preliminary Comments and Concerns**

We acknowledge that the Land Use -Bylaw includes a 15 meters setback requirement for a building or a dwelling under section 3.30 from the railway right of way property line. Which is not in alignment with the FCM/RAC Guidelines which requires a 30 meters setback from the principal main railway line right of way in conjunction with an appropriate berm for any sensitive use.

CN recommend that the following policies be added and/or integrated in the Land Use By-Law. In some cases, they provide clarification, such as definitions and map information, which should be considered for planning purposes, particularly with respect to mitigation measures options, security issues, validation processes and roles of stakeholders:

1. **General Acknowledgement**

   Sensitive land uses shall not be encouraged adjacent to or in proximity to rail facilities. Development in proximity to rail facilities shall be developed in accordance with the Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and the Railway Association of Canada (FCM/RAC Guidelines).

2. **Include a definition for Major Facilities, Major Goods Movement Facilities and Corridors, Rail Facilities and Sensitive Land Uses.**

   We request that the following definitions be included in the Land Use-Bylaw document:

   **Major Facilities:** means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

   **Major Goods Movement Facilities and Corridors:** means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, airports, rail facilities, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

**Rail Facilities:** means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future rail facilities.

**Sensitive Land Uses:** means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from operational emissions generated by a nearby rail facility. Sensitive land uses may be a part of the natural or built environment. Examples may include but are not limited to residences, daycare centers, educational and health facilities, playgrounds, sporting venues, public parks and trails, recreational areas, places of worship, community center, hotels, retirement residences, and long-term care homes, group residences, crisis center, and any uses that are sensitive to dust, odour, noise, and vibration emissions.

### 3. Identify Rail Facilities and Influence Areas

We recommend identifying rail facilities and the areas of influence for sensitive land uses (300 metres for a principle main line, 1 km for a rail yard) in a schedule. This approach will reduce the uncertainty for planning and developing sensitive land uses near Railway corridors and will help reduce future land use incompatibility issues and conflicts with rail operations.

### 4. Specific regulations for developments in proximity to rail facilities

The policies proposed below are recommended to be included in the Land Use Bylaw document to address requirements for developments in proximity to rail facilities:

a) All developments in proximity to rail facilities shall be developed in accordance with the FCM/RAC Guidelines;

b) All proposed buildings to be occupied by a non sensitive commercial use shall be setback 15 meters from a Principal main line;

c) All proposed residential developments or other sensitive uses shall provide a minimum 30 meters setback from a Principal main line right of way in conjunction with a safety berm. The required safety berm shall be adjoining and parallel to a Principal main line right of way with returns at the ends, 2.5 meters above grade at the property line, with side slopes not steeper than 2.5 to 1.

d) All proposed residential developments or other sensitive uses shall provide a minimum 15 meters setback from a Branch line right of way in conjunction with a safety berm. The required safety berm shall be adjoining and parallel to a Principal main line right of way with returns at the ends, 2 meters above grade at the property line, with side slopes not steeper than 2.5 to 1.

e) All proposed residential developments or other sensitive uses shall provide a minimum 15 meters setback from a Spur line right of way.

f) All proposed residential developments or other sensitive uses located within 300 metres of a railway right-of-way be required to undertake noise studies, to the satisfaction of the Municipality, in consultation with the appropriate railway operator, and shall undertake to implement the appropriate measures to mitigate any adverse effects from noise that were identified in the report and as may be required by the appropriate railway operator;

g) All proposed residential developments or other sensitive uses located within 75 metres of a railway right-of-way be required to undertake vibration studies, to the satisfaction of the Municipality, in consultation with the appropriate railway operator, and shall undertake to implement the appropriate measures to mitigate any adverse effects from vibration that were identified in the report, and as may be required by the appropriate railway operator;

h) All proposed residential developments or other sensitive uses located adjacent to railways shall implement the applicable warning clauses provided by the appropriate railway operator;

i) All proposed residential developments or other sensitive uses located adjacent to railways shall implement, secure and maintain any required rail noise, vibration, and safety impact mitigation measures, along with any required notices on title, such as development agreements, warning clauses and/or environmental easements, through appropriate legal mechanisms, to the satisfaction of the Municipality and the appropriate railway operator;

j) All proposed residential developments or other sensitive uses located in proximity to rail facilities shall evaluate, prioritize and secure grade separation of railways and major roads, in co-operation with Transport Canada and the appropriate railway operator;

k) All proposed vehicular property access points shall be located at a minimum 30 meters setback from an at-grade railway crossings;

l) A welded wired fence of a minimum of 1.83 meters in height shall be installed and maintained along the mutual property line shared with the railway right of way for all proposed developments.

**5. Stormwater management facilities**

Railway corridors/properties with their relative flat profile are not typically designed to handle additional flows from neighboring properties, therefore future developments should not discharge or direct stormwater, roof water, or floodwater onto a railway right of way. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the appropriate railway operator.

Stormwater or floodwater flows should be designed to maintain the structural integrity of the railway corridor infrastructure; avoid sediment deposits; and prevent adverse effects on the railway right of way. Drainage systems should be designed to capture storm waters on-site or divert the flow away from the rail corridor to an appropriate drainage facility.

Stormwater management facilities must be designed to control stormwater runoff to pre-development conditions including the duration and volume of the flow and accordingly have no impacts on the railway right of way, including ditches, culverts, and tracks.

**6. Recreational uses**

To mitigate any potential trespassing onto the railway right of way, CN recommends the installation of a minimum 1.83-meter-high welded wired safety fence along public parks and trails and site-specific landscaping design to improve the visual quality of the areas adjacent to the railway corridors.

**Conclusion**

We would like to thank you for the opportunity to participate in the City of St-Albert-Land Use Bylaw. We look forward to continuing to work with the City of St-Albert throughout this process.

Please forward all future communications, land development applications and documents to proximity@cn.ca

Yours very truly,

Ashkan Matlabi

Askhan Matlabi, Senior Planner, OUQ, MCIP, MBA
WSP CANADA INC.

Cc: proximity@cn.ca

REALTORS® Association of Edmonton

101, 18354 118 Avenue
Edmonton, Alberta
Canada T5S 2G2

T: 780.451.6666
TF: 1.888.674.7479
F: 780.452.1135

realtorsofedmonton.com

To: Barb Dupuis
Planner
City of St. Albert
bdupuis@stalbert.ca

Re: St. Albert Proposed Land Use Bylaw Amendments

Dear Ms. Dupuis,

Thank you for the opportunity to review and comment on the Proposed Land Use Bylaw Text and Schedule A Amendments.

The REALTORS® Association of Edmonton (RAE) represents over 4,700 members. Our goal is to be an impactful voice, on behalf of our members, in strengthening housing affordability and attainability in a robust real estate market in our local communities.

Increasing housing supply, enhancing regulatory efficiency and increasing sellable units are our key priorities for 2024.

The proposed amendments to the draft LUB will help increase housing supply thoughtfully, while balancing the need to preserve community character and manage congestion.

Specifically, we support the following changes, as proposed in the draft:

- Reducing the parking ratio for affordable non-market housing
- Enabling front drive zero lot-line product in the Small Lot Residential (SLR) District, with a cap on the number of units per neighbourhood,
- Adding the option for smaller rear vehicle access lots in the Low Density Residential (LDR) District, and
- Reducing fee-simple townhouse lot widths.

We are also supportive of the following proposed changes in the original draft bylaw:

- Changing R1 and R2 to low density residential (LDR), which:
  - Enables two secondary suites per detached dwelling,
  - Increases their maximum size,
  - Reduces their parking requirements, and
  - Enables secondary suites in duplexes and semi-detached properties
- Increasing diversity of housing types permitted in residential districts
- Reducing some lot widths to accommodate narrower homes, and
- Increasing building heights to accommodate density.

In addition to these provisions, our members offer the following feedback to the City as it advances the proposed land use bylaw and other housing supply and affordability initiatives:

- Prioritizing densification into areas with transit access, and establishing total unit caps for all neighbourhoods as a means to monitor and manage the potential congestion and community character impacts of the new bylaw,
- Ensuring community infrastructure is provided in a timely and comprehensive manner (e.g. police, fire, recreation, commercial, transit) to create affordable communities with minimal private transport needs,
- Inventorying underutilized land parcels and incenting their development, including through the prospect of land exchanges with other agencies such as school boards and community groups,
- Enabling the widespread use of prefabricated homes as form of housing stock and standardized building templates, both of which will reduce construction costs and expedite housing supply timelines, and
- Exploring options to condominiumize/ subdivide separate units on parcels (e.g. garage suites etc.) to enable these units to be sold separately in the market – thereby increasing the stock of housing in the City.

Thank you again for the opportunity to provide feedback. We look forward to working with you and your colleagues as this important initiative advances.

Sincerely,



Darla Lindbjerg
President & Chief Executive Officer
REALTORS® Association of Edmonton

T: 780.453.9321
F: 780.452.1135
E: darla.lindbjerg@therae.com

101, 18354 - 118 Avenue NW
Edmonton, AB T5S 2G2
realtorsofedmonton.com

Averton
design is everything

May 31, 2024

Barb Dupuis
5 St. Anne Street
City of St. Albert, Alberta
T8N 3Z9

To: Barb Dupuis

Subject: Draft Land Use Bylaw (May 2024) – Comments

Averton had previously provided comments on the Draft Land Use Bylaw (October 2023) on November 23, 2023. Upon reviewing the current Draft Land Use Bylaw (May 2024), it appears that some comments were incorporated into the draft in many districts but exclude the Midtown District (MID). Averton also did not receive any feedback on the comments highlighted below. We appreciate your consideration in reviewing and providing feedback on these as you proceed with the changes to the next draft.

- 5.17 Section (3) (page 205): Permitted and Discretionary Uses – Residential Areas A and B
  - Dwelling (townhouse – complex) – Averton had requested that this definition be included in the Midtown District; it is now included within permitted uses, but the parking minimums of 2:1 still apply. Parking minimums for similar product have been revised in other sections of the LUB to a requirement of 1.5:1. We request that parking requirements for Dwelling (townhouse – complex) be adjusted to 1.5:1 in the Midtown District, to align with other districts.
- 5.17 Section (4) (page 205): Permitted and Discretionary Uses Mixes -Use Area C
  - Averton would like the latitude that Area C in Midtown include stand-alone commercial as a permitted use. Non-residential below residential can be largely unsuccessful. It is possible based on the definitions of permitted uses, but can this be clearer in the language of the district?
- 5.17 Section (3) & (4) (page 205)
  - Averton requests that "stacked" town housing be specifically introduced as a permitted use within Area B and Area C. While Dwelling (townhouse –complex) within the definitions sections includes "stacked townhouse" – we think that this category should have its own unique definition. Stacked town housing can achieve a better outcome because it allows for greater density while keeping the built form to a low rise residential. Furthermore, parking ratios of 1:1 should apply to "Stacked townhouse" due to its increased density.
- 5.17 Section (9) Site Density (page 208)
  - Midtown currently shows a range of minimums, but lacks maximums; rather, it speaks to the specific number of units that we shall build, ultimately achieving 81 du per ha. Can 81 du per ha be treated as a floor, and then introduce the concept of density bonusing into Area B and C? Site Density Bonus' have been introduced in other Districts with similar densities.

- The Downtown District contemplates a density bonus for a variety of conditions. Many of those conditions could also be incorporated into Areas B and C of Midtown given these areas have similar density targets.

- 5.17 Section (26) Parking (page 217)
  - Averton had noted the changes to parking requirements in other section of the LUB did not apply to MID. We received confirmation via email on January 10, 2024, that the LUB team had agreed to revise the parking requirements to match the proposed parking requirement for apartments. We ask that similar consideration be given to townhouse complexes in Area B. This product should align with the rest of St. Albert with a 1.5 per unit requirement, rather than two.

Other sections of interest:

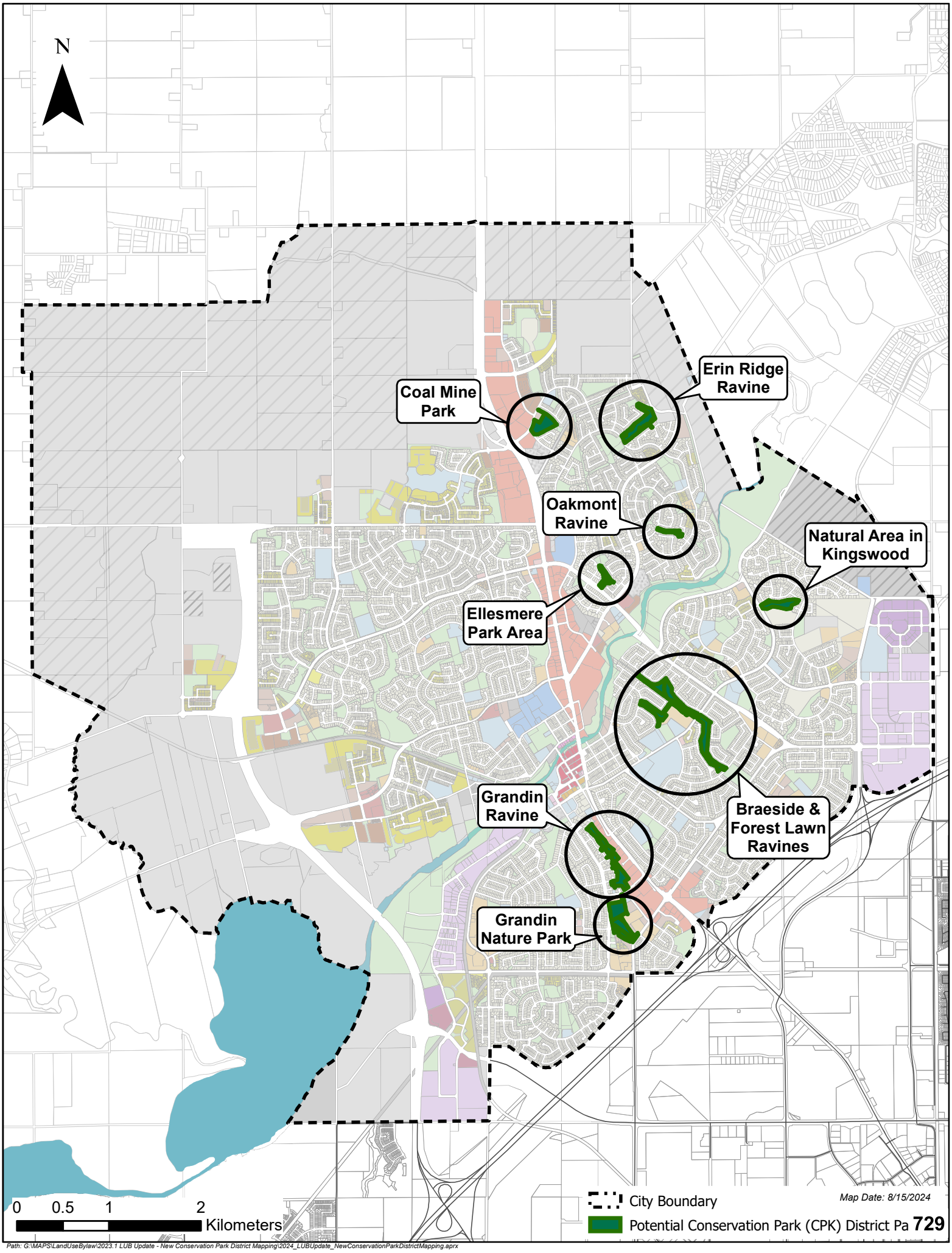
- Landscaping and Grading 3.100 Perimeter Landscaping (page 98)
  - "(2)A development located to a Major Roadway (Schedule B) must have a berm or fencing or both, to the satisfaction of the Development Authority, in consultation with Engineering Services." A berm or fencing or both is not required on all major roadways and are prohibitive from a design perspective. This takes what would be a highly desirable street-oriented product and turns it inward, making the community appear unwelcoming and isolating to adjacent communities. If architecture can be designed with an appropriate relationship to the road, this design creates a better sense of community, a safer one with more eyes on the street and an increased aesthetic for the streetscape. Each neighborhood should be reviewed in the context of the greater community, its amenities, and surrounding streets. For example, such perimeter landscaping is not a requirement of Midtown where the product was specifically developed to engage with Riel and benefit both sides of the street.
- There were discussions at the meeting on Thursday, May 30 around reduced parking requirements for lots smaller that 18' in width. Averton supports this request.
- Why does the LUB, past and current drafts, include a new road standard (i.e. Major roads)? There could be unintended consequences of a new class of road. Road classification should defer to those outlined in the engineering standards.

While the Midtown district is relatively young, we appreciate the opportunity to make some small changes now that the LUB updates are moving forward. This could be a more efficient use of resources for both Averton and the City of St. Albert if we could incorporate the changes noted above.

We appreciate you being available for the meeting yesterday and discussing our feedback. We understand that the Midtown District is unique, however, we hope that the city will apply some of the applicable changes to Midtown.

Warm regards,

Michelle Wakeling
Averton


N
Coal Mine Park
Erin Ridge Ravine
Oakmont Ravine
Natural Area in Kingswood
Ellesmere Park Area
Grandin Ravine
Braeside & Forest Lawn Ravines
Grandin Nature Park
0 0.5 1 2
Kilometers
City Boundary
Potential Conservation Park (CPK) District Pa
Map Date: 8/15/2024
Path: G:\MAPS\LandUseBylaw\2023.1 LUB Update - New Conservation Park District Mapping\2024_LUBUpdate_NewConservationParkDistrictMapping.aprx

# Conservation District Proposals

## Land Use Bylaw Update

**September 9, 2024**

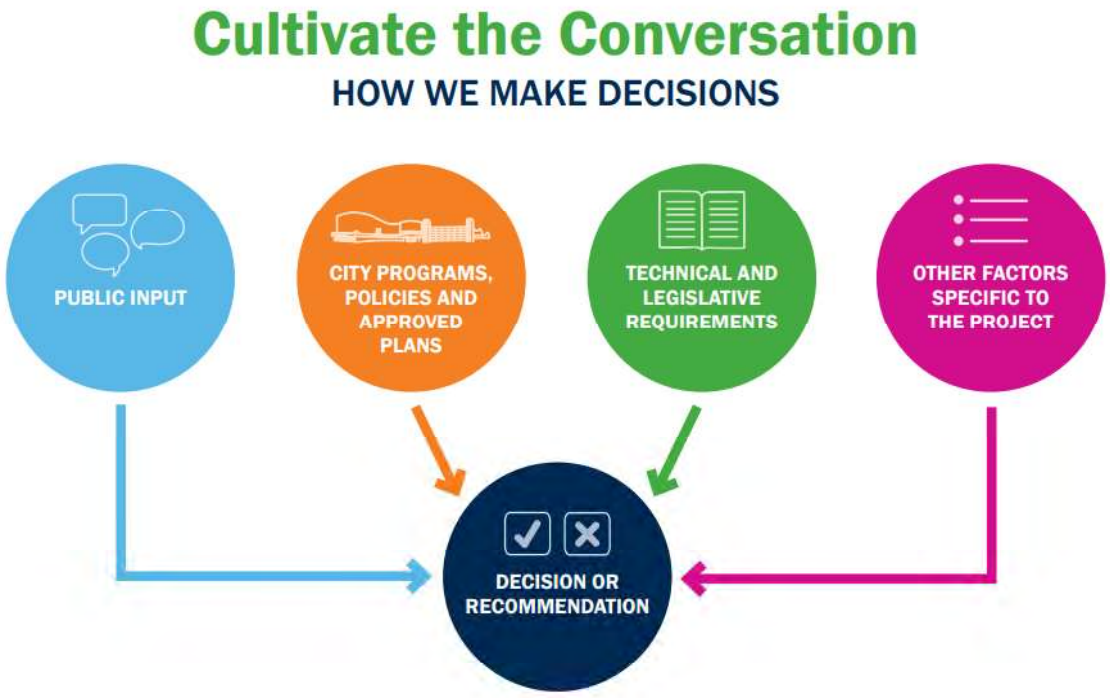
## LAND USE BYLAW – CONSERVATION DISTRICT

This report is intended to detail all the parcels that are proposed to be districted the Conservation (CON) District, which is a new district proposed in the draft Land Use Bylaw.

The purpose of the Conservation District is to provide for the protection and stewardship of natural areas and environmentally sensitive lands and to preserve ecological integrity and biodiversity, while allowing limited passive recreation. The intent is also to protect lands within the flood risk area from development.

The parcels chosen to have this district applied were typically ravines and more naturalized areas of the city.

These parcels did not have a public mailout associated. For other spot districting files, please see the additional report, titled *Spot Redistricting Proposals & Public Feedback*.



# COAL MINE PARK

*Figure 1: Coal Mine Park Map*

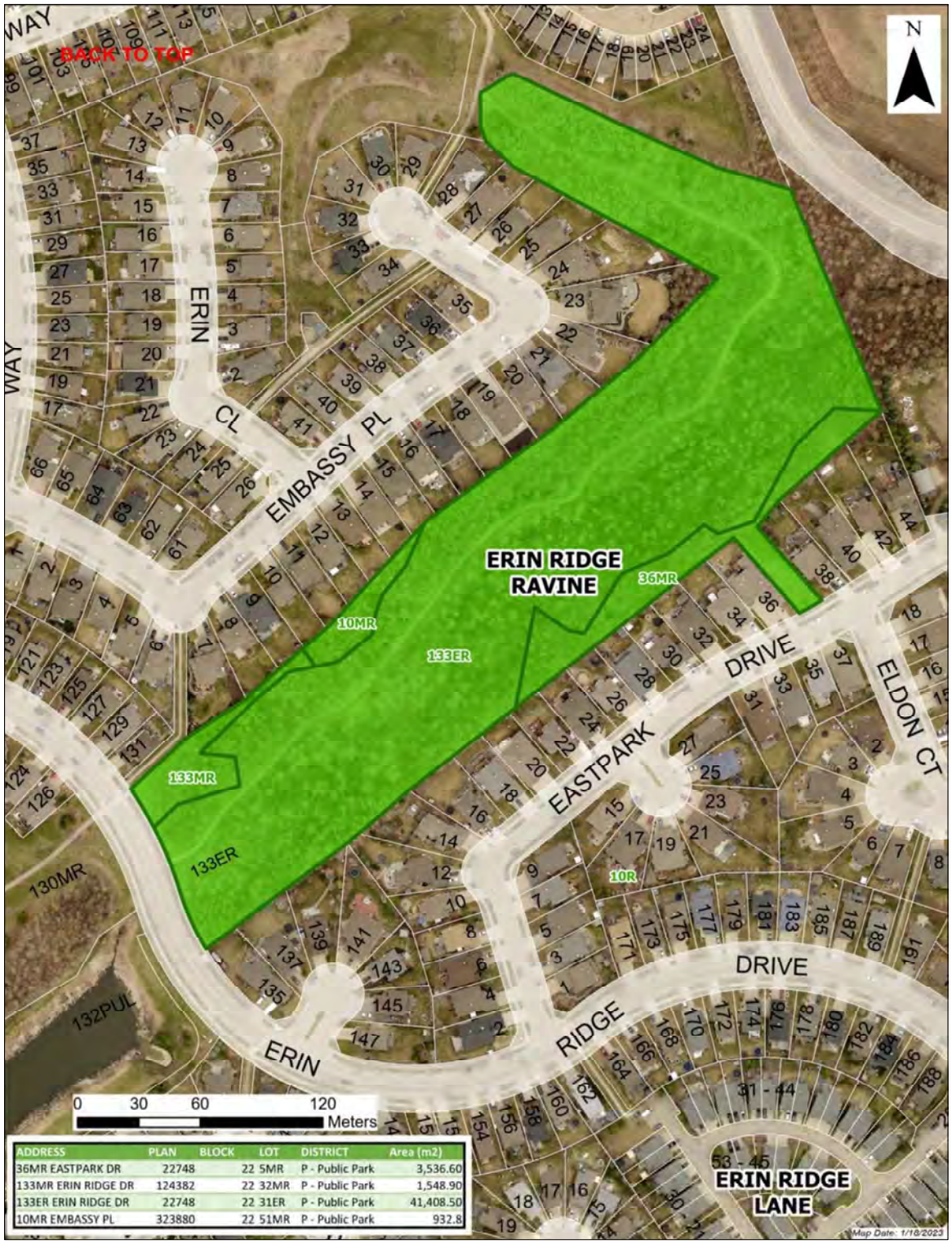


*Table 1: Coal Mine Park Parcel*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 122 3691, Block 7, Lot 162MR | NW ¼, Sec 16, Twp 54, Rge 25, W4M | 200MR Everitt Drive North | Public Park (P) District | Conservation (CON) District |

# ERIN RIDGE RAVINE

*Figure 2: Erin Ridge Ravine Map*




| ADDRESS | PLAN | BLOCK | LOT | DISTRICT | Area (m2) |
|---|---|---|---|---|---|
| 36MR EASTPARK DR | 22748 | 22 | 5MR | P - Public Park | 3,536.60 |
| 133MR ERIN RIDGE DR | 124382 | 22 | 32MR | P - Public Park | 1,548.90 |
| 133ER ERIN RIDGE DR | 22748 | 22 | 31ER | P - Public Park | 41,408.50 |
| 10MR EMBASSY PL | 323880 | 22 | 51MR | P - Public Park | 932.8 |

*Table 2: Erin Ridge Ravine Parcels*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 002 2748, Block 22, Lot 5MR | RL 35, Twp 54, Rge 25, W4M | 36MR Eastpark Drive | Public Park (P) District | Conservation (CON) District |
| Plan 012 4382, Block 22, Lot 32MR | RL 35, Twp 54, Rge 25, W4M | 133MR Erin Ridge Drive | Public Park (P) District | Conservation (CON) District |
| Plan 002 2748, Block 22, Lot 31ER | RL 35, Twp 54, Rge 25, W4M | 133ER Erin Ridge Drive | Public Park (P) District | Conservation (CON) District |
| Plan 032 3880, Block 22, Lot 51MR | RL 34 and RL 35, Twp 54, Rge 25, W4M | 10MR Embassy Place | Public Park (P) District | Conservation (CON) District |

# OVERTON PARK (OAKMONT RAVINE)

*Figure 3: Overton Park (Oakmont Ravine) Map*

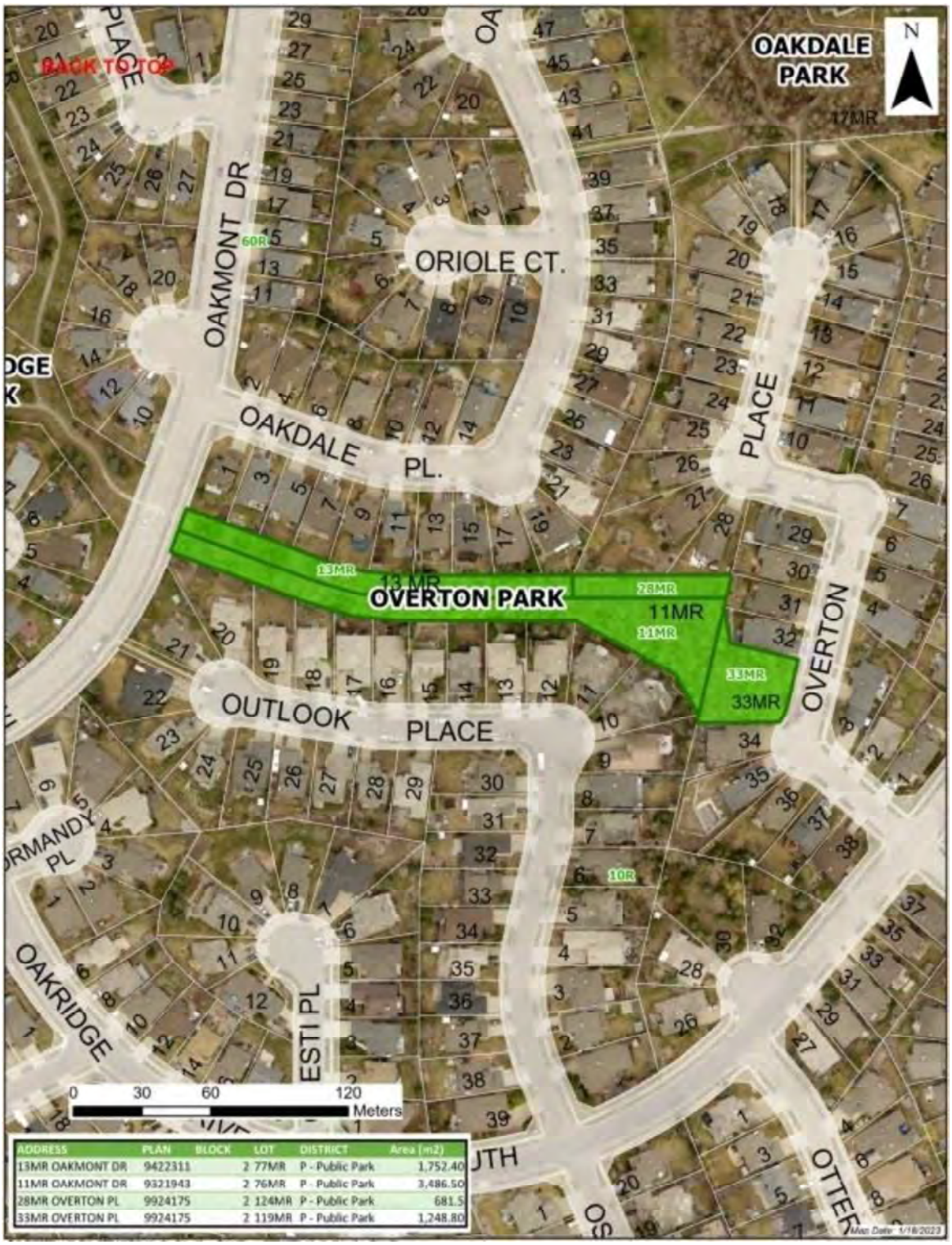
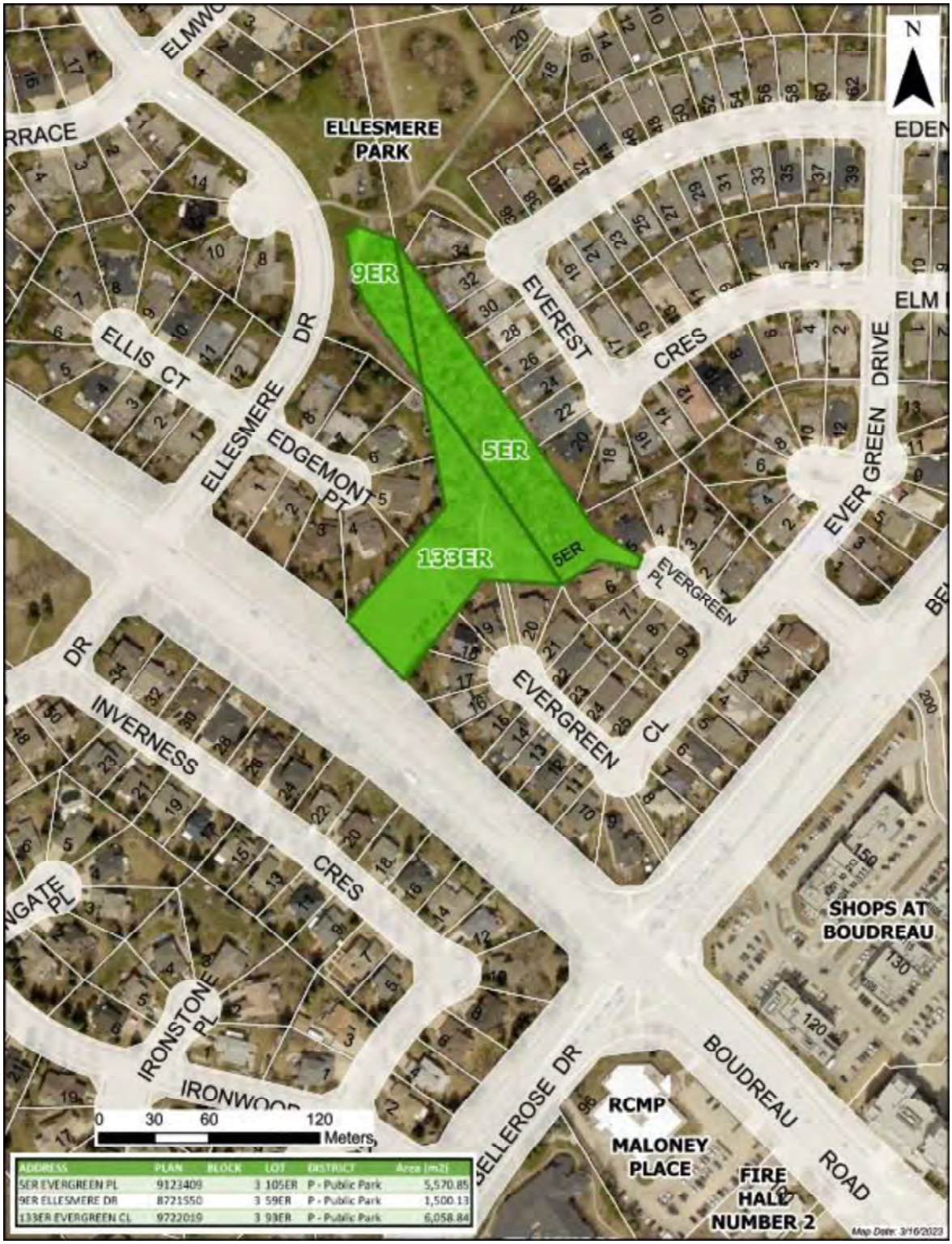


*Table 3: Overton Park (Oakmont Ravine) Parcels*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 942 2311, Block 2, Lot 77MR | RL 34, and RL 35, Twp 54, Rge 25, W4M | 13MR Oakmont Drive | Public Park (P) District | Conservation (CON) District |
| Plan 932 1943, Block 2, Lot 76MR | RL 34, and RL 35, Twp 54, Rge 25, W4M | 11MR Oakmont Drive | Public Park (P) District | Conservation (CON) District |
| Plan 992 4175, Block 2, Lot 124MR | RL 35, Twp 54, Rge 25, W4M | 28MR Overton Place | Public Park (P) District | Conservation (CON) District |
| Plan 992 4175, Block 2, Lot 119MR | RL 35, Twp 54, Rge 25, W4M | 33MR Overton Place | Public Park (P) District | Conservation (CON) District |

# ELLESMERE PARK AREA

*Figure 4: Ellesmere Park Map*




| ADDRESS | PLAN | BLOCK | LOT | DISTRICT | Area (m2) |
|---|---|---|---|---|---|
| 5ER EVERGREEN PL | 9123409 | 3 | 105ER | P - Public Park | 5,570.85 |
| 9ER ELLESMERE DR | 8721550 | 3 | 59ER | P - Public Park | 1,500.13 |
| 133ER EVERGREEN CL | 9722019 | 3 | 93ER | P - Public Park | 6,058.84 |

*Table 4: Ellesmere Park Parcels*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 912 3409, Block 3, Lot 105ER | RL 32, Twp 54, Rge 25, W4M | 5ER Evergreen Place | Public Park (P) District | Conservation (CON) District |
| Plan 872 1550, Block 3, Lot 59ER | RL 32, Twp 54, Rge 25, W4M | 9ER Ellesmere Drive | Public Park (P) District | Conservation (CON) District |
| Plan 972 2019, Block 3, Lot 93ER | RL 32, Twp 54, Rge 25, W4M | 133ER Evergreen Close | Public Park (P) District | Conservation (CON) District |

# NATURAL AREA IN KINGSWOOD

*Figure 5: Natural Area in Kingswood Map*



*Table 5: Natural Area in Kingswood Parcels*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 852 1925, Block 2ER | SE ¼, Sec 10, Twp 54, Rge 25, W4M, and<br>SW ¼, Sec 11, Twp 54, Rge 25, W4M | 699ER Sir Winston Churchill Avenue | Public Park (P) District | Conservation (CON) District |
| Plan 892 0580, Block 2, Lot 1MR | SE ¼, Sec 10, Twp 54, Rge 25, W4M | 64MR Kingswood Drive | Public Park (P) District | Conservation (CON) District |

# BRAESIDE, BURNHAM, & FOREST LAWN RAVINES

*Figure 6: Braeside, Burnham, & Forest Lawn Ravines Map*




| ADDRESS | PLAN | BLOCK | LOT | DISTRICT | Area (m2) |
|---|---|---|---|---|---|
| 60R STURGEON RD | 4448TR | 19 | 89R | P - Public Park | 17,024.80 |
| 301R SIR WINSTON CHURCHILL AVE | 4448TR | 19 | 88R | P - Public Park | 26,618.10 |
| 19R BURNHAM AVE | 3024RS | 6 | 4R | P - Public Park | 28,192.10 |
| 90 FOREST DR | 4476RS | | R | P - Public Park | 40,563.70 |

*Table 6: Braeside, Burnham, & Forest Lawn Ravine Parcels*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 4448TR, Block 19, Lot 89R | RL 46, Twp 54, Rge 25, W4M | 60R Sturgeon Road | Public Park (P) District | Conservation (CON) District |
| Plan 4448TR, Block 19, Lot 88R | RL 46, Twp 54, Rge 25, W4M | 301R Sir Winston Churchill Avenue | Public Park (P) District | Conservation (CON) District |
| Plan 3024RS, Block 6, Lot 4R | RL 47, Twp 54, Rge 25, W4M | 19R Burnham Avenue | Public Park (P) District | Conservation (CON) District |
| Plan 4476RS, Lot R | Sec 3, Twp 54, Rge 25, W4M | 90 Forest Drive | Public Park (P) District | Conservation (CON) District |

# GRANDIN RAVINE

*Figure 7: Grandin Ravine Map*




| ADDRESS | PLAN | BLOCK | LOT | DISTRICT | AREA (m2) |
|---|---|---|---|---|---|
| 27LR GLEN MEADOW CRES | 8322791 | 1B | 34ER | P - Public Park | 15,079.80 |
| 25MR ST ALBERT TR | 8322791 | 1B | 38MR | P - Public Park | 2,554.90 |
| 222ER ST ALBERT TR | 8620642 | | 2 4ER | P - Public Park | 4,432.80 |
| 13U GLEN MEADOW CRES | 7821139 | 1B | 11R | P - Public Park | 933.6 |
| 9R GLEN MEADOW CRES | 7823262 | 1B | 5MR | P - Public Park | 5,352.10 |
| 3 GATE AVE | 2760KS | | 1 R | P - Public Park | 23,835.30 |
| 7R GILCHRIST PL | 5031TR | 1A | 7R | P - Public Park | 1,464.10 |
| 10R GREEN LEES PL | 7722993 | 1A | 27R | P - Public Park | 1,383.50 |

*Table 7: Grandin Ravine Parcels*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 832 2791, Block 1B, Lot 34ER | RL 51, Twp. 53, Rge 25, W4M | 27ER Glen Meadow Crescent | Public Park (P) District | Conservation (CON) District |
| Plan 832 2791, Block 1B, Lot 38MR | RL 51, Twp. 53, Rge 25, W4M | 25MR St. Albert Trail | Public Park (P) District | Conservation (CON) District |
| Plan 862 0642, Block 2, Lot 4ER | RL 51, Twp. 53, Rge 25, W4M | 222ER St. Albert Trail | Public Park (P) District | Conservation (CON) District |
| Plan 782 1139, Block 1B, Lot 11R | RL 51 and RL 52, Twp. 53, Rge 25, W4M | 13U Glen Meadow Crescent | Public Park (P) District | Conservation (CON) District |
| Plan 782 3262, Block 2, Lot 5MR | RL 51, Twp 53, Rge 25, W4M | 9R Glen Meadow Crescent | Public Park (P) District | Conservation (CON) District |
| Plan 276KS, Block 1, Lot R | NE ¼, Sec 33 Twp. 53, Rge 25, W4M | 3 Gate Avenue | Public Park (P) District | Conservation (CON) District |
| Plan 5031TR, Block 1A, Lot 7R | RL 51, Twp 54, Rge 25, W4M | 7R Gilchrist Place | Public Park (P) District | Conservation (CON) District |
| Plan 772 2993, Block 1A, Lot 27R | RL 51, Twp. 53, Rge 25, W4M | 10R Green Lees Place | Public Park (P) District | Conservation (CON) District |

# GRANDIN NATURE PARK

*Figure 8: Grandin Nature Park Map*



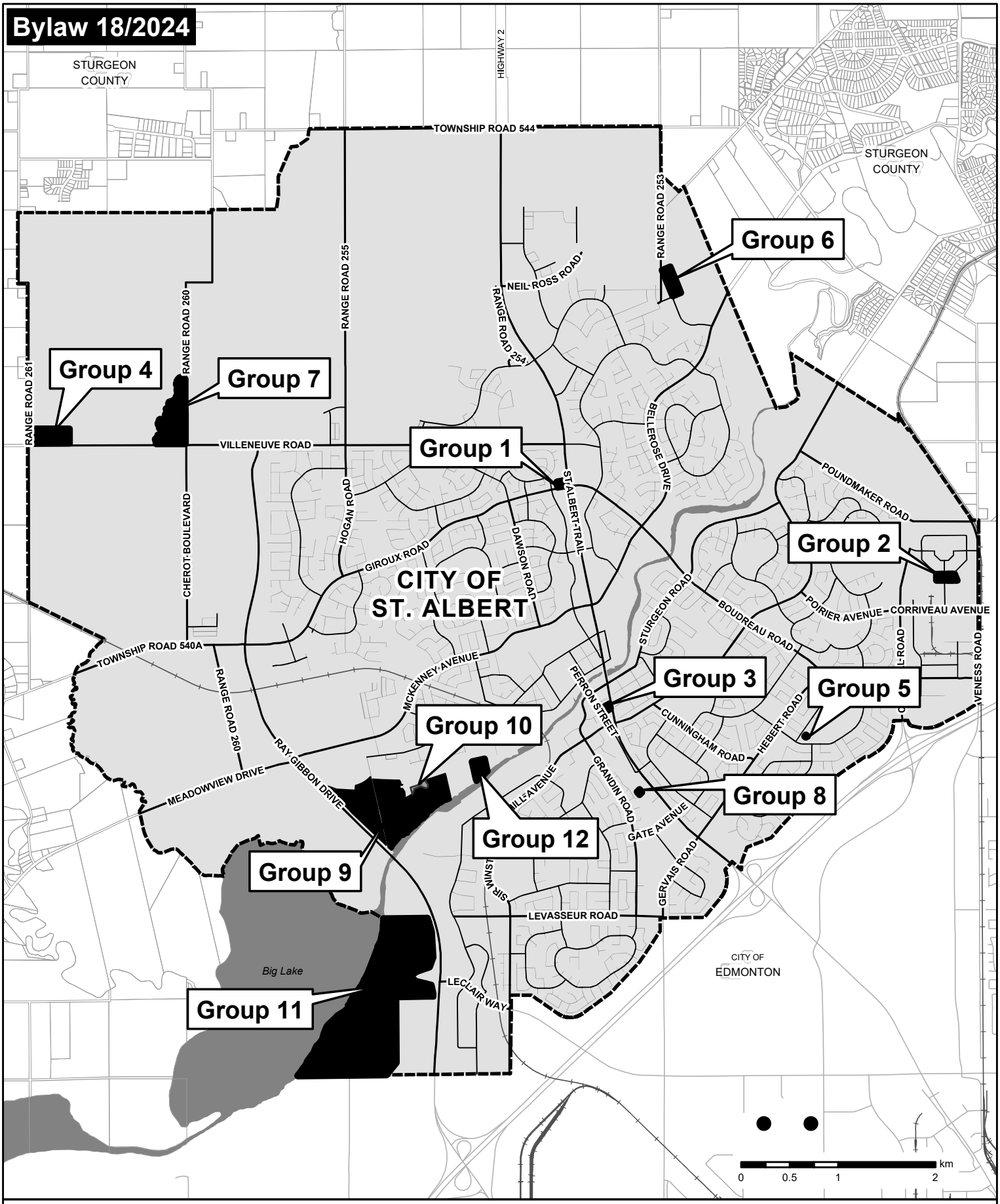
*Table 8: Grandin Nature Park Parcels*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 992 0069, Block 5, Lot 8 | RL 51, Twp. 54 Rge 25, W4M | 39 Grandin Road | Public Park (P) District | Conservation (CON) District |
| Plan 812 0276, Block 6, Lot 5MR | RL 51, Twp. 53, Rge 25, W4M | 41 Grandin Road | Public Park (P) District | Conservation (CON) District |
| Plan 812 0276, Block 6, Lot 6ER | RL 51, Twp. 53, Rge 25, W4M | 43 Grandin Road | Public Park (P) District | Conservation (CON) District |
| Plan 812 0276, Block 6, Lot 7MR | RL 51, Twp. 53, Rge 25, W4M | 9 Gervais Road | Public Park (P) District | Conservation (CON) District |
| Plan 932 0080, Block 7, Lot 6ER | SL 51, Twp. 54, Rge 25, W4M; and<br>OT, Twp. 54, Rge 25, W4M | 45ER Grandin Road | Public Park (P) District | Conservation (CON) District |
| Plan 932 0080, Block 7, Lot 5MR | SL 51, Twp. 54, Rge 25, W4M; and<br>OT, Twp. 54, Rge 24, W4M | 55MR Gervais Road | Public Park (P) District | Conservation (CON) District |

## WHAT'S NEXT

The information regarding the Land Use Bylaw Update (including these proposed redistricting files) will be presented to Council at a public hearing. The public can participate in the scheduled 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 on the Land Use Bylaw update please visit: https://conversation.stalbert.ca/




# Location Map

Proposed Spot District (Zoning) Amendment Locations

Map Date: 8/14/2024

Document Path: G:\MAPS\LandUseBylaw\2024.1 LUB Update Spot Zoning Location Map\LUB_Update_SpotZoningUpdates_LocationMap.aprx



Figure 1

# Spot Redistricting Proposals & Public Feedback

## Land Use Bylaw Update

**September 9, 2024**

## LAND USE BYLAW – REDISTRICTING NOTICES

Thank you to everyone who was involved in reviewing or providing input into the Land Use Bylaw. Some resident chose to engage with us via email, phone, and website contributions. Thank you for your feedback.

This report is indented to provide an anonymous record of emails, letters, and website comments made by participants regarding several City led redistricting files that were undertaken as part of the larger Land Use Bylaw update. It is not statistically valid, and interpretation is discretionary. This information is one of many influence factors in helping Council make decisions.

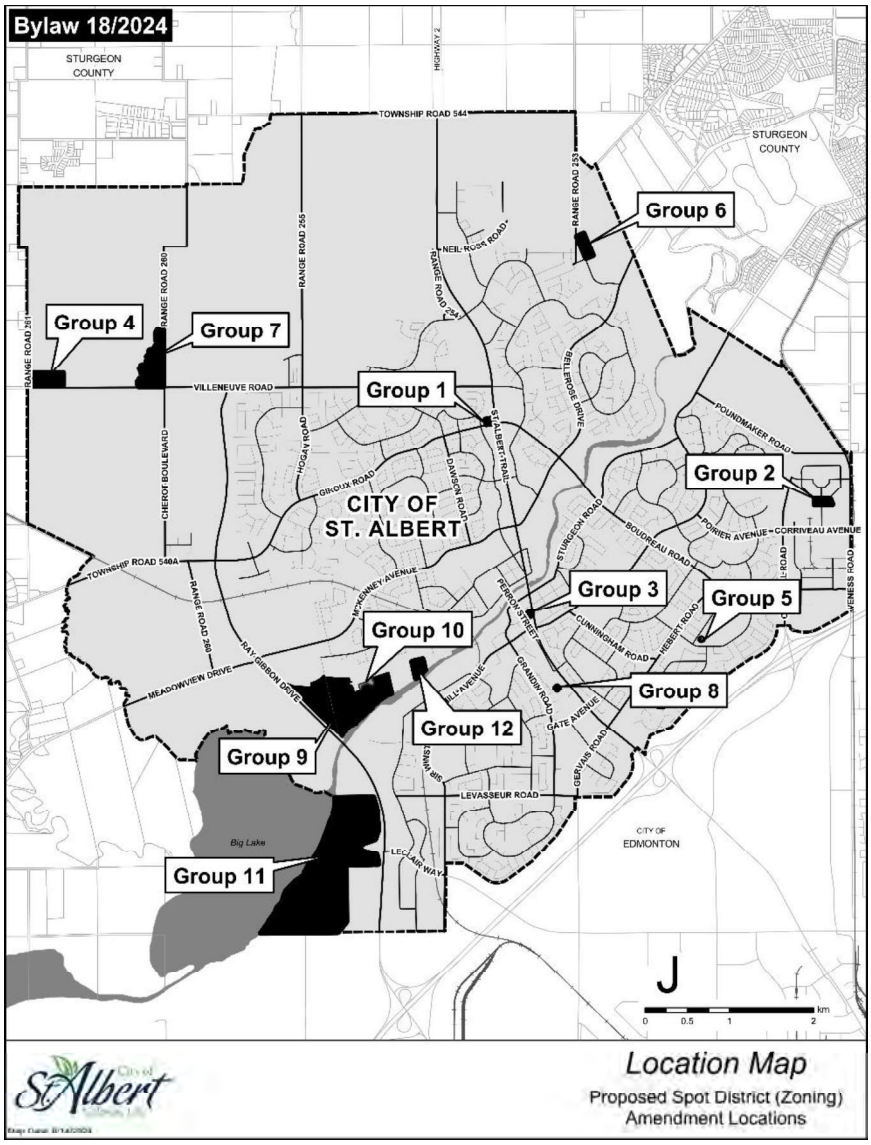


# OVERVIEW

Twelve groups of spot redistricting were undertaken as part of the land use bylaw update. An overview map of each group can be found as Figure 1, and summary details on each file are provided starting on page 3. Each site contains a quick summary, and details on the impacted parcels. If any public feedback was received, it has been noted.

For the parcels that were proposed to be transitioned from the Public Park (PRK) to the Conservation (CON) District, please see the other report titled *Conservation Redistricting Proposals*.

*Figure 1: Spot Redistricting Overview Map*



# 1 GIROUX ROAD

## Summary

Administration is proposing to redistrict 1 Giroux Road from the Neighbourhood Commercial (C1) District to the Trail Corridor Commercial (TCC) District. As this parcel is adjacent to St. Albert Trail, it is anticipated that the TCC District regulations can accommodate the existing development, which is a service station and convenience store (Esso & 7-Eleven).

The parcel location can be seen on Figure 2, and the parcel information can be found in Table 1.

*Figure 2: 1 Giroux Road Parcel Map*



*Table 1: 1 Giroux Road Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 932 1305, Block 1, Lot 196 | RL, Sec 27, Twp 54, Rge 25, W4M | 1 Giroux Road | Neighbourhood Commercial (C1) District | Trail Corridor Commercial (TCC) District |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in November 2023 and generated 120 letters. The public feedback received from this mailout is detailed in Table 2 below.

*Table 2: Feedback for 1 Giroux Road*

| |
|---|
| One resident contacted the planner on file via phone, and expressed that a funeral home or crematorium would be an inappropriate use on this parcel, and expressed concerns regarding air quality from a crematorium use. The land use bylaw does propose new regulations regarding air quality control for a crematorium use. |
| There were also concerns regarding traffic at the intersection of St. Albert Trail and Giroux Road / Boudreau Road – however this is outside of the scope of the Land Use Bylaw. |
| A business contacted the planner on file via phone asking general information about why the change is being proposed, the redistricting process, and the Land Use Bylaw project overall. |
| A business contacted the planner on file via letter asking for more details on the details of the parcel, and the proposed change. |
| Good afternoon,<br><br>We own church and residential properties at [redacted] and [redacted], St. Albert and would like to know if, and how, the proposed bylaw will affect either property.<br><br>Can you advise?<br><br>Thank you. |

# 10 CARLETON DRIVE, 55 CHEVIGNY STREET, 370 CARLETON DRIVE, & 380 CARLETON DRIVE

## Summary

Administration is proposing to redistrict the subject lands from the Business Park Transition (BPT) District to the Business Park 2 (BP2) District. As the BPT District is proposed to be retired as part of the Land Use Bylaw update, it is anticipated that the BP2 District provisions can accommodate the existing development.

The parcel location can be seen on Figure 3, and the parcel information can be found in Table 3.

*Figure 3: 10 Carleton Drive, 55 Chevigny Street, 370 Carlton Drive, and 380 Carlton Drive Parcel Map*

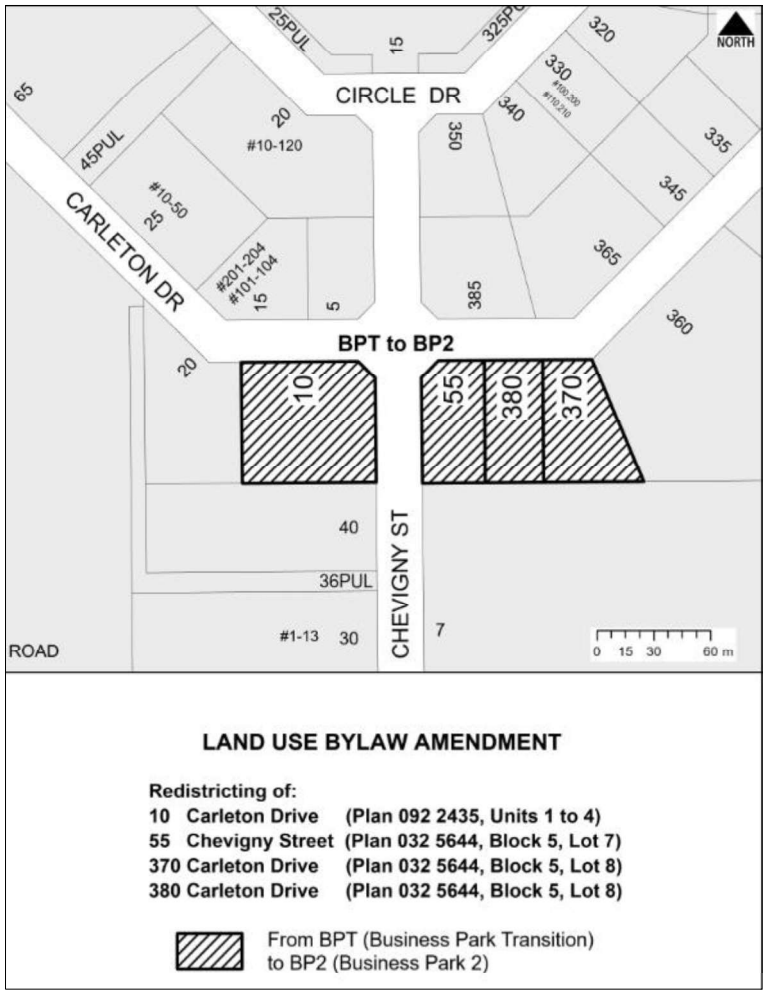


*Table 3: 10 Carleton Drive, 55 Chevigny Street, 370 Carlton Drive, and 380 Carlton Drive Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 092 2435, Units 1 to 4 | SE ¼, Sec 11, Twp 54, Rge 25, W4M | 10 Carleton Drive | Business Park Transition (BPT) District | Business Park 2 (BP2) District |
| Plan 032 5644, Block 5, Lot 7 | SE ¼, Sec 11, Twp 54, Rge 25, W4M | 55 Chevigny Street | Business Park Transition (BPT) District | Business Park 2 (BP2) District |
| Plan 032 5644, Block 5, Lot 8 | SE ¼, Sec 11, Twp 54, Rge 25, W4M | 380 Carleton Drive | Business Park Transition (BPT) District | Business Park 2 (BP2) District |
| Plan 032 5644, Block 5, Lot 9 | SE ¼, Sec 11, Twp 54, Rge 25, W4M | 370 Carleton Drive | Business Park Transition (BPT) District | Business Park 2 (BP2) District |

## Public Feedback

A mailout within 100 m of the parent parcels was completed in November 2023 and generated 40 letters. There was no public feedback received from this mailout.

# 314 ST. ALBERT TRAIL, 59 ST. THOMAS STREET, & 57 ST. THOMAS STREET

## Summary

Administration is proposing to redistrict the subject lands from the Mixed Commercial (MC) District to the Trail Corridor Commercial (TCC) District. As the MC District is proposed to be retired as part of the Land Use Bylaw update, it is anticipated that the TCC District provisions can accommodate the existing development (Jiffy Lube). Access to the subject lands will be from St. Albert Trail, as the parcels are not accessible from Downtown.

The parcel location can be seen on Figure 4, and the parcel information can be found in Table 4.

*Figure 4: 314 St. Albert Trail, 57 St. Thomas Street, and 59 St. Thomas Street Parcel Map*

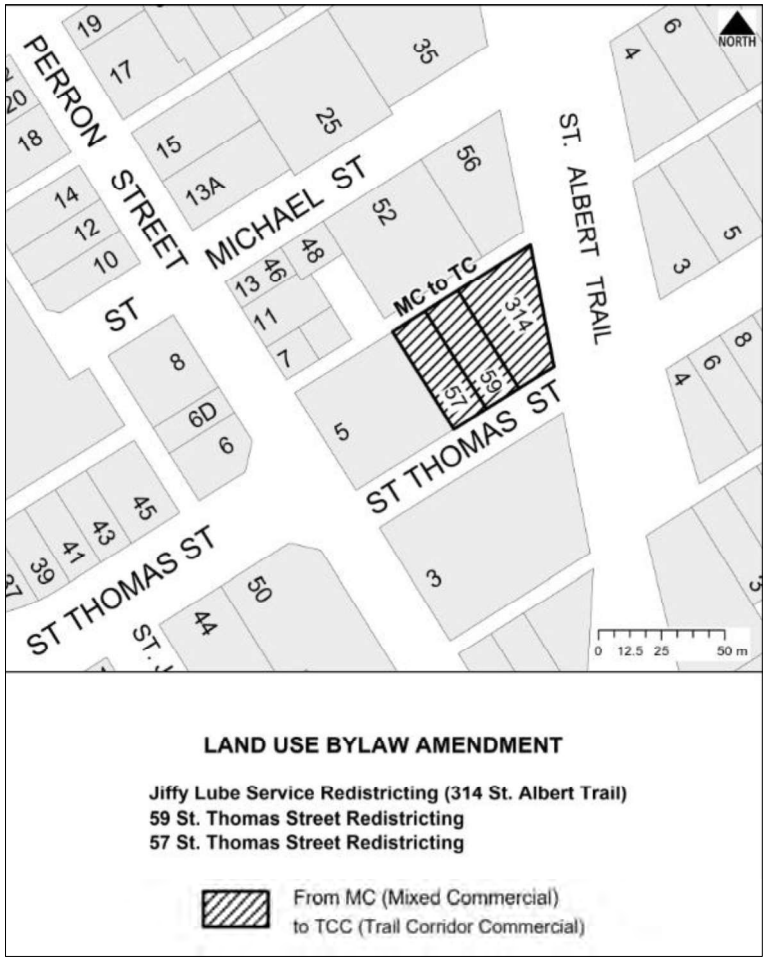


*Table 4: 314 St. Albert Trail, 57 St. Thomas Street, and 59 St. Thomas Street Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan G, Block 5, Lot 11 | SE ¼, Sec 4, Twp 54, Rge 25, W4M | 314 St. Albert Trail | Mixed Commercial (MC) District | Trail Corridor Commercial (TCC) District |
| Plan G, Block 5, Lot 12 | SE ¼, Sec 4, Twp 54, Rge 25, W4M | 59 St. Thomas Street | Mixed Commercial (MC) District | Trail Corridor Commercial (TCC) District |
| Plan G, Block 5, Lot 13 | SE ¼, Sec 4, Twp 54, Rge 25, W4M | 57 St. Thomas Street | Mixed Commercial (MC) District | Trail Corridor Commercial (TCC) District |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in November 2023, and generated 247 letters. The public feedback received from this mailout is detailed in Table 5 below. Please note there were a series of comments received that were not specific to the redistricting, and those comments have been placed in the *What We Learned – Public Feedback* report.

*Table 5: Feedback for 314 St. Albert Trail, 57 St. Thomas Street, and 59 St. Thomas Street*

| |
|---|
| One resident contacted the planner on file regarding questions about whether the street network would change as a result of the redistricting. There were concerns regarding whether St. Thomas Street would be modified to connect to St. Albert Trail). Roadway alignment changes are not proposed as part of this project. |
| Hello again,<br><br>How will the redistricting impact the overall parking availability to downtown St Albert? Also, why was the redistricting site chosen on a steephill/embankment as opposed to a flat landscape such as the old Grandin Mall site where there is ample parking availability? There is also access to both Sir Winston Churchill Avenue and Grandin Road and therefore no need for the expense of a corridor accessing an already very high traffic St Albert Trail. Wouldn't building on a flat landscape be more cost effective than an embankment? |
| Hello,<br><br>Will the St Thomas Street redistricting impact residents' accessing their respective parking areas to their condos? (#s 5 and 3 in attachment 3) Will the redistricting |

increase traffic volume on St Thomas Street adjacent to these condos? It appears that the downtown residential districts shown on Figure 13 presently have access to their parking areas from a quiet "dead end" side street where traffic volume is minimal or their own service road. This setup is ideal for residents accessing parking areas and provides a measure of safety as well.

The trail corridor to St Albert Trail depicted in attachment 3 is quite narrow compared to St Thomas and Perron Streets. Will this corridor be a one way street? How will it access St Albert Trail particularly with the contours of the landscape? Will there be a traffic light at the intersection?

We are finding it difficult to conceptualize a mixed commercial district on the side of a hill.

Appreciate clarification.

Thank you

---

Following up on our phone discussion in regard to the usage of 13 Perron Street.
I appreciate your assistance in this matter.

I contacted you as I was concerned that my prospective renter would not be approved for her intended use of the premises.

My renter has a bakery at 46C and D St Michael Street, and requires an office and storage area as an extension of her business.

I hope this would be an approved use, as until I received the information about proposed changes to the bylaws, I had not thought it necessary to contact the city prior to my renter going through the usual process.

I know that you are likely to have a heavy workload, however I would really appreciate having a prompt reply to enable us to have a renter in the premises for December, which is essential for our business.

I look forward to hearing from you at your earliest convenience next week.

---

# 54203 RANGE ROAD 261

## Summary

Administration is proposing to redistrict the subject lands from the Transitional (T) District to the Public, Private, and Institutional Service (PSI) District. This is being undertaken to accommodate the existing religious assembly located on the parcel (St. Albert Canadian Reformed Church).

The parcel location can be seen on Figure 5, and the parcel information can be found in Table 6.

*Figure 5: 54203 Range Road 261 Parcel Map*

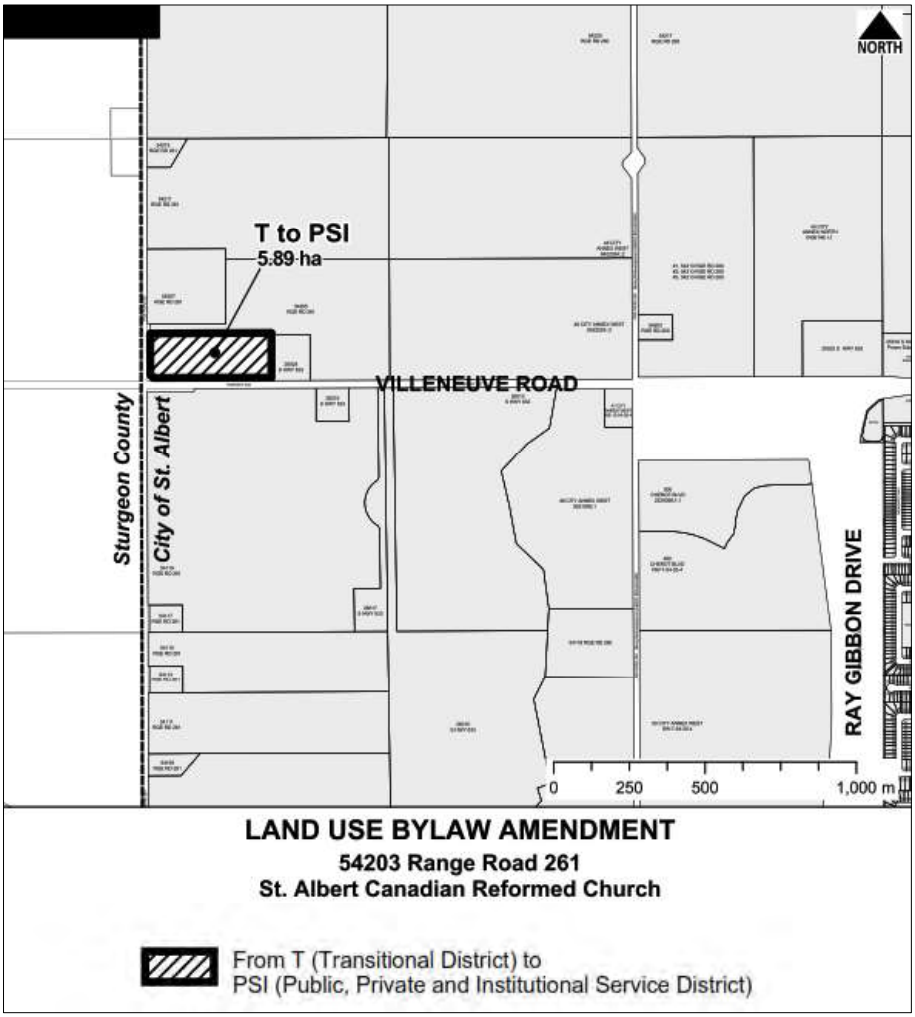


*Table 6: 54203 Range Road 261 Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 182 0654, Block 1, Lot 5 | SW-13-54-26-W4M | 54203 Range Road 261 | Transition (T) District | Public, Private, and Institutional Service (PSI) District |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in December 2023 and generated seven letters. There was no public feedback received from this mailout.

# #110, 23B AKINS DRIVE

## Summary

This is one unit of Appleyard Square (LBs Pub). Administration is proposing to redistrict the subject lands from the Direct Control (DC) District to the Neighbourhood Commercial (NHC) District.

Currently, this unit is districted as Direct Control, which was a recent change during COVID, however the remainder of the parcel is C1. We're proposing to redistrict this unit to the new Neighbourhood Commercial District.

As the Neighbourhood Commercial district has had drinking establishment added to the use list, and it will again be congruent with the rest of the Appleyard Square parcel, and accommodate the existing use.

The parcel location can be seen on Figure 6, and the parcel information can be found in Table 7.

*Figure 6: #110, 23B Akins Drive Parcel Map*

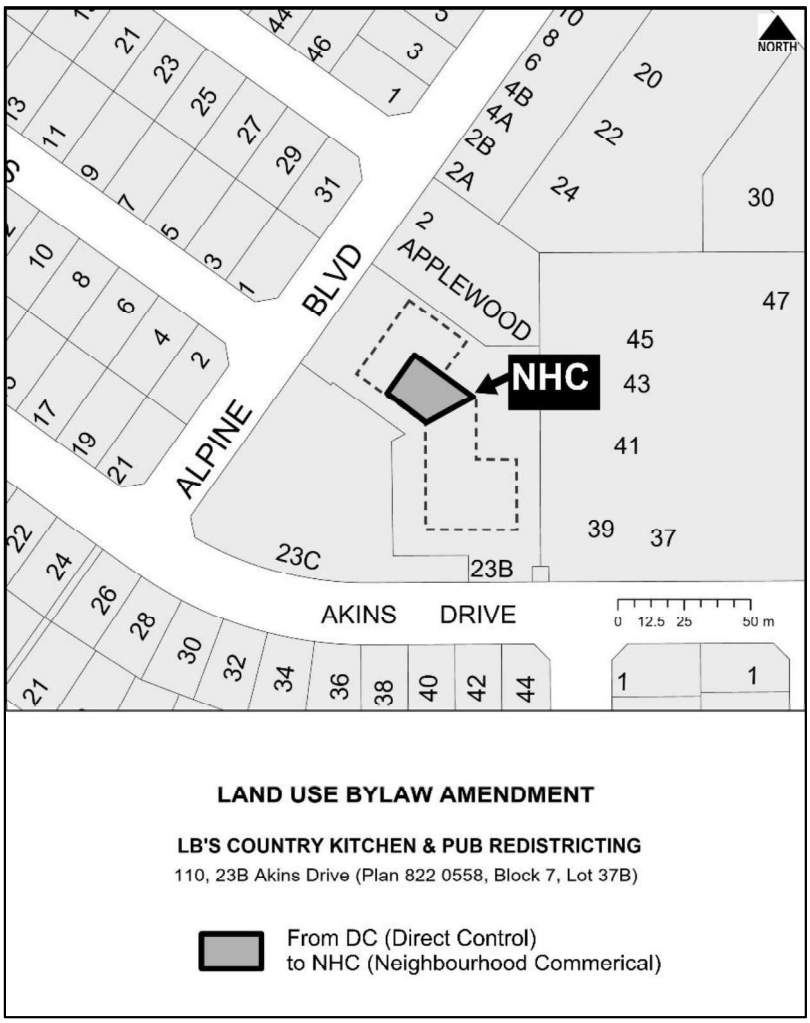



*Table 7: #110, 23B Akins Drive Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| A portion of Plan 822 0558, Block 7, Lot 37B | SE-3-54-25-W4M | #110, 23B Akins Drive | Direct Control (DC) District | Neighbourhood Commercial (NHC) District |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in January 2024 and generated 323 letters. There was no public feedback received from this mailout.

# 25230 TWP RD 542

## Summary

Administration is proposing to redistrict the subject lands from the Transitional (T) District to the Public, Private, and Institutional Service (PSI) District. This is being undertaken to accommodate the existing religious assembly located on the parcel (Christ Community Church).

The parcel location can be seen on Figure 7, and the parcel information can be found below in Table 8.

*Figure 7: 25230 Twp Road 542 Parcel Map*

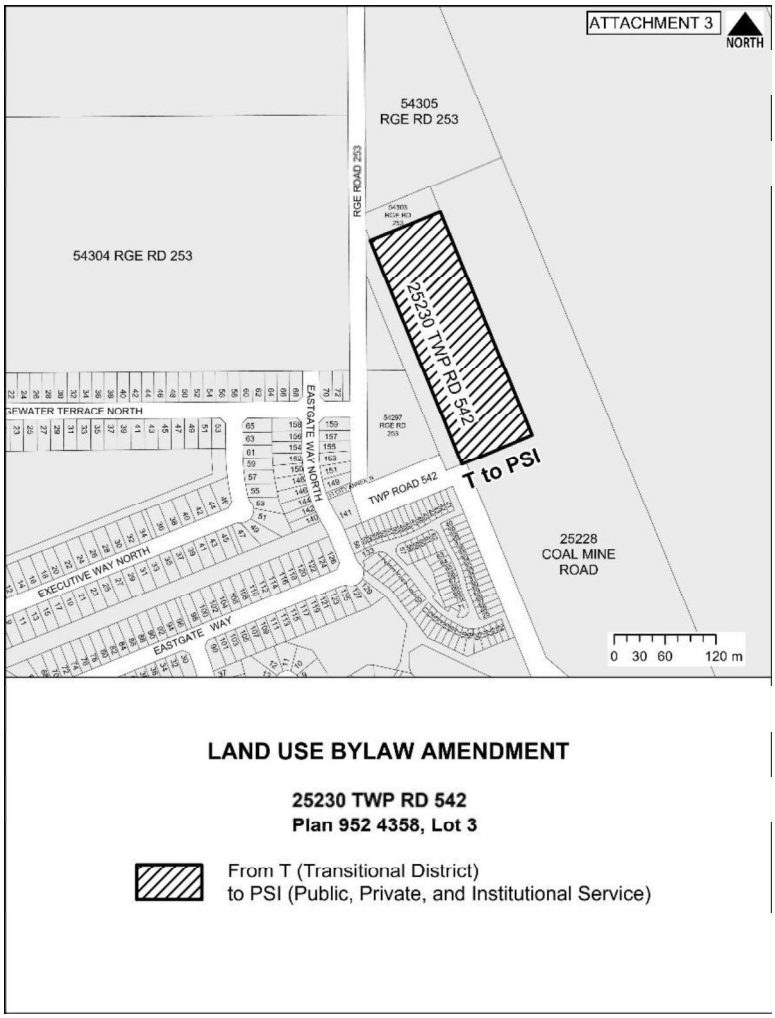


*Table 8: 25230 Twp Rd 542 Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 952 4358, Lot 3 | NW ¼, Sec 15, Twp 54, Rge 25, W4M; and SW ¼, Sec 22, Twp 54, Rge 25, W4M | 25230 Township Road 542 | Transition (T) District | Public, Private, and Institutional Service (PSI) District |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in July 2024 and included 29 letters. The public feedback received from this mailout is detailed in Table 9.

*Table 9: Feedback for 25230 Twp Rd 542*

---

Hello [redacted]. I am wondering if I can have a few moments of your time. We have 6.7 acres here with a church and unserviced land to the north (with a community garden). I have a couple of questions I hope you could help me find answers to:

1. Is the new PSI district assignment to replace the Transitional district as the governing document for our site?

2. We are considering building a few dozen units of cooperative housing. Some of these units may have some supportive function, but our vision is for a mix of populations (Seniors, newcomers to Canada, large families, PDD...). Would the new PSI district land use allow for that kind of development, and if not, are we able to adjust the current formula to make room for it?

I look forward to connecting with you.

---

# 45 & 46 CITY ANNEX WEST

## Summary

The City is proposing to redistrict a portion of the subject lands from the Transitional (T) District to the Future Urban Development (FUD) District. This will result in two split districted parcels.

The proposal is to align the districting with the expected development time horizon as per *Flourish* Municipal Development Plan - Map 4. The portion of the parcels that are east of Carrot Creek is expected to be developed sooner and would be districted the Future Urban Development (FUD) District. Those portions of the parcels west of Carrot Creek will remain the Transitional (T) District, as the horizon for development is longer.

The parcel location can be seen on Figure 8, and the parcel information can be found in Table 10.

*Figure 8: 45 & 46 City Annex West Parcel Map*

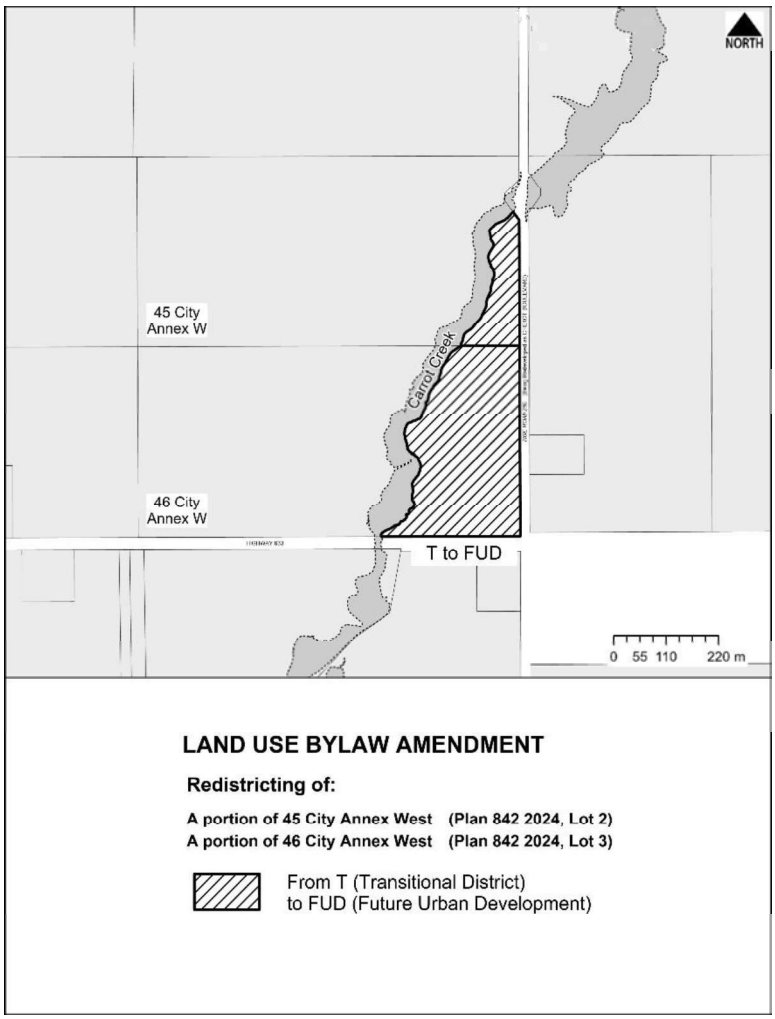



*Table 10: 45 & 46 City Annex West Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| A portion of Plan 842 2024, Lot 2 | S ½, Sec 13, Twp 54, Rge 26, W4M | A portion of 45 City Annex West | Transitional (T) District | Future Urban Development (FUD) District (a portion of the parcel) |
| A portion of Plan 842 2024, Lot 3 | S ½, Sec 13, Twp 54, Rge 26, W4M | A portion of 46 City Annex West | Transitional (T) District | Future Urban Development (FUD) District (a portion of the parcel) |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in July 2024 and included 22 letters. There was no public feedback received from this mailout.

# 216ER ST. ALBERT TRAIL

## Summary

Administration is proposing to redistrict one parcel that is a part of the Grandin Ravine from the Corridor Commercial (CC) District to the Conservation (CON) District.

The subject lands were subdivided from the parent parcel in 2011, and retained the CC district. As this area has a steep slope, it is being proposed to be redistricted to the Conservation (CON) district.

The parcel location can be seen on Figure 9, and the parcel information can be found in Table 11.

*Figure 9: 216ER St. Albert Trail Parcel Map*

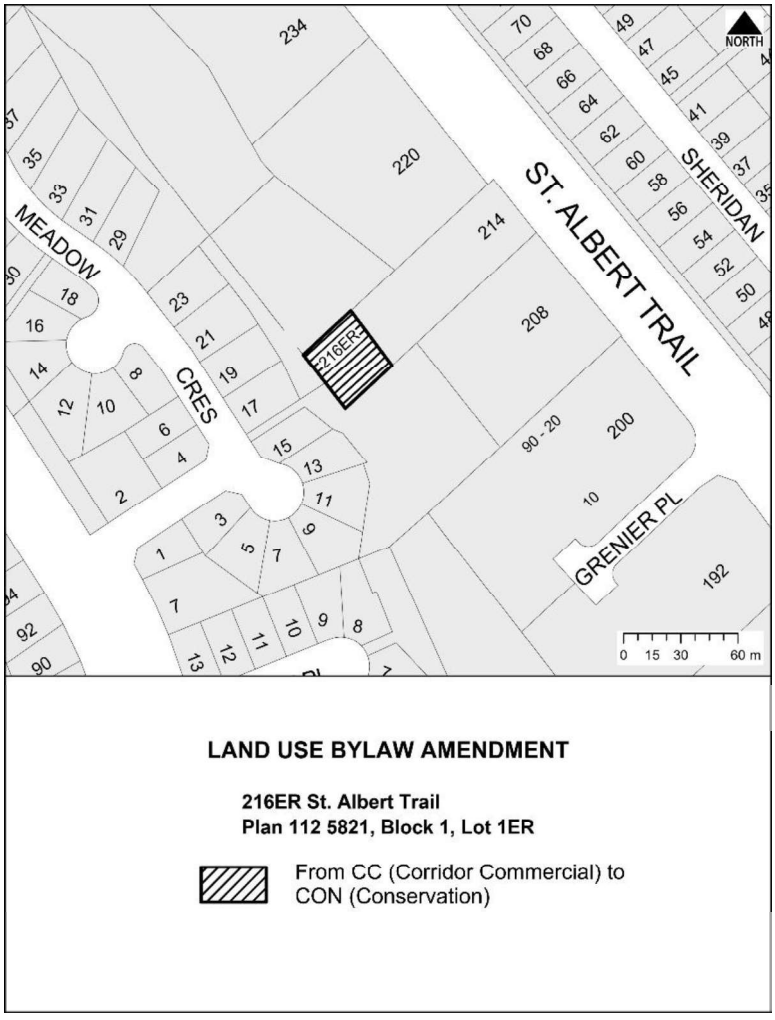


*Table 11: 216ER St. Albert Trail Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 112 5821, Block 1, Lot 1ER | NE ¼, Sec 33, Twp 53, Rge 25, W4M | 216ER St. Albert Trail | Corridor Commercial (CC) District | Conservation (CON) District |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in July 2024 and included 35 letters. There was no public feedback received from this mailout.

# GREY NUNS PARK

## Summary

Administration is proposing to redistrict the four parcels that comprise the Grey Nuns White Spruce Park to the Conservation (CON) District.

The Conservation (CON) District was chosen to be applied to all four parcels, as the purpose of the district is for the protection and stewardship of natural areas and environmentally sensitive lands, which reinforces the intent of the White Spruce Forest bylaw.

The parcel location can be seen on Figure 10, and the parcel information can be found in Table 12.

*Figure 10: Grey Nuns White Spruce Park Parcel Map*

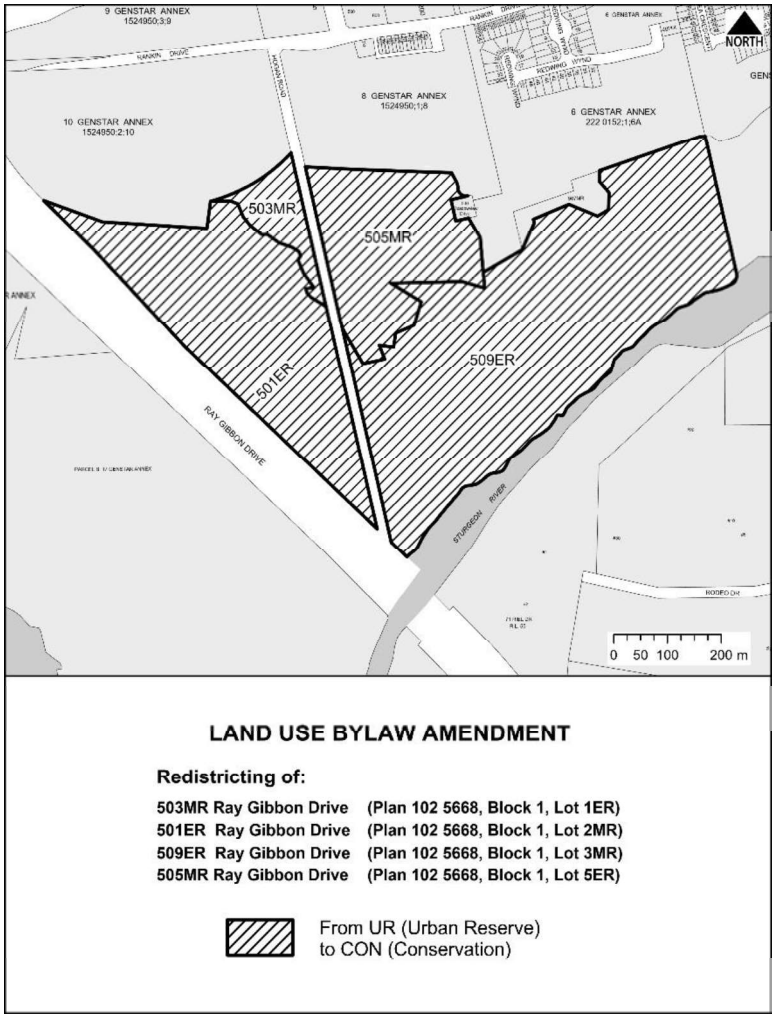


*Table 12: Grey Nuns White Spruce Park Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 102 5668, Block 1, Lot 2MR | RL 17, Twp 53, Rge 25, W4M | 503MR Ray Gibbon Drive | Urban Reserve (UR) District | Conservation (CON) District |
| Plan 102 5668, Block 1, Lot 1ER | RL 16 & RL 17, Twp 53, Rge 25, W4M | 501ER Ray Gibbon Drive | Urban Reserve (UR) District | Conservation (CON) District |
| Plan 102 5668, Block 1, Lot 5ER | RL 18, RL 19 & RL 20, Twp 53, Rge 25, W4M | 509ER Ray Gibbon Drive | Urban Reserve (UR) District | Conservation (CON) District |
| Plan 102 5668, Block 1, Lot 3MR | RL 18, Twp 53, Rge 25, W4M | 505MR Ray Gibbon Drive | Urban Reserve (UR) District | Conservation (CON) District |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in June 2024 and included two letters. There was no public feedback received from this mailout.

# 507MR RAY GIBBON DRIVE

## Summary

The City is proposing to redistrict the subject lands from the Urban Reserve (UR) District to the Public Park (PRK) District. This parcel of land is adjacent to a stormwater management facility, and is identified as park in the Riverside Area Structure Plan Future Land Use map.

The parcel location can be seen on Figure 11, and the parcel information can be found in Table 13.

*Figure 11: 507MR Ray Gibbon Drive Parcel Map*

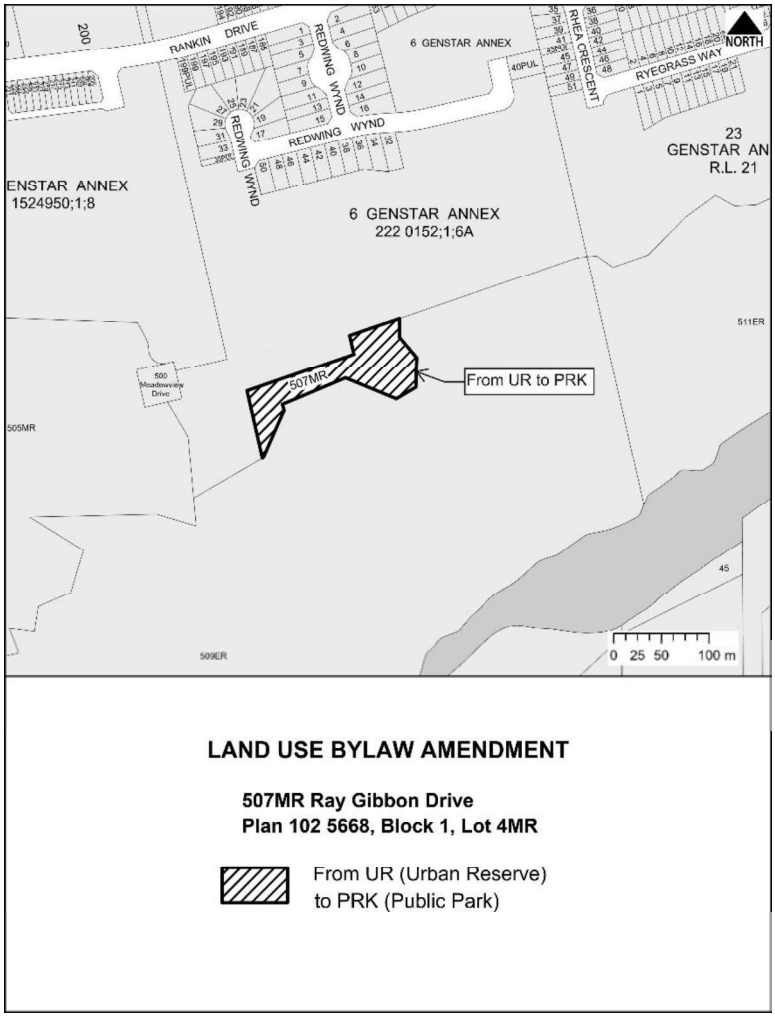


*Table 13: 507MR Ray Gibbon Drive Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 102 5668, Block 1, Lot 4MR | RL 19 & RL 20, TWP 53, Rge 25, W4M | 507MR Ray Gibbon Drive | Urban Reserve (UR) District | Public Park (PRK) District |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in June 2024, and included two letters. There was no public feedback received from this mailout.

# LOIS HOLE CENTENNIAL PROVINCIAL PARK

## Summary

Administration is proposing to redistrict the subject lands from the Direct Control (DC) and Urban Reserve (UR) Districts to the Alternate Jurisdiction (ALT) District. This is being undertaken due to the province having management over these lands.

The parcel location can be seen on Figure 12, and the parcel information can be found in Table 14.

*Figure 12: Lois Hole Centennial Provincial Park Parcel Map*

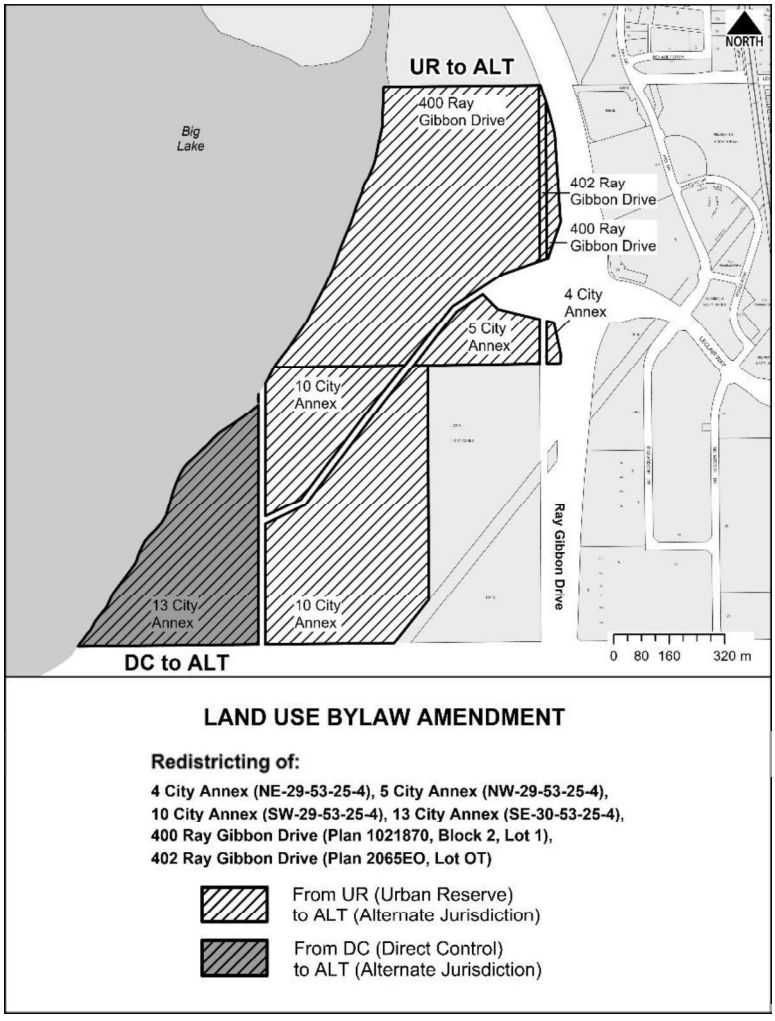


*Table 14: Lois Hole Centennial Provincial Park Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| A portion of the NE ¼, Sec 29, Twp 53, Rge 25, W4M | NE ¼, Sec 29, Twp 53, Rge 25, W4M | 4 City Annex | Urban Reserve (UR) District | Alternate Jurisdiction (ALT) District |
| A portion of the NW ¼, Sec 29, Twp 53, Rge 25, W4M | NW ¼, Sec 29, Twp 53, Rge 25, W4M | 5 City Annex | Urban Reserve (UR) District | Alternate Jurisdiction (ALT) District |
| A portion of the SW ¼, Sec 29, Twp 53, Rge 25, W4M | SW ¼, Sec 29, Twp 53, Rge 25, W4M | 10 City Annex | Urban Reserve (UR) District | Alternate Jurisdiction (ALT) District |
| A portion of the SE ¼, Sec 30, Twp 53, Rge 25, W4M | SE ¼, Sec 30, Twp 53, Rge 25, W4M | 13 City Annex | Direct Control (DC) District | Alternate Jurisdiction (ALT) District |
| Plan 102 1870, Block 2, Lot 1 | N, Sec 29, Twp 53, Rge 25, W4M | 400 Ray Gibbon Drive | Urban Reserve (UR) District | Alternate Jurisdiction (ALT) District |
| Plan 2065EO, Lot OT | NW ¼, Sec 29, Twp 53, Rge 25, W4M | 402 Ray Gibbon Drive | Urban Reserve (UR) District | Alternate Jurisdiction (ALT) District |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in July 2024 and included five letters. The public feedback received from this mailout is detailed in Table 15.

*Table 15: Feedback for Lois Hole Centennial Provincial Park Redistricting*

| |
|---|
| Thanks [redacted] for taking my call and for forwarding my questions to the LUB Team. The below is intended to clarify that we are responding to the July 8, 2024, letter from [redacted] mailed to Registered Owner or Occupant ([redacted]) regarding File: E.1.264/LUB00172. In response to the City's letter we have reviewed the materials provided for Proposed LUB00172 and have questions for the City's response. |

We note the City's letter indicated July 31, 2024, as the comment deadline. On behalf of my client, [redacted], a directly affected landowner, we request the City's response to the below:

1. **What is the City of St. Albert's current understanding of what the Province (Alberta Parks) intends to develop on the LHCPP lands, specifically the East Facility zoned lands designated in the LHCPP Management Plan (February 2019)?** We have attached a City of St. Albert presentation by [redacted] on Development of LHCPP Master Plan in 2022 and note a map included shows a campground use in the East Facility Area while maps in the LHCPP Management Plan indicate a Day Use Shelter involving 6 picnic shelters, a nature based playground, a parking lot/staging area and paved commuter trail loops to connect nature to adjacent systems. In the LHCPP Management Plan Section 6.1.1 there is mention of development of an Environmental Learning Centre. We are asking what the City understands Alberta Parks intends to develop in the East Facility Zone because the [redacted] property is located directly adjacent to the east and may be affected.

2. **What is the City's understanding of Alberta Park's anticipated timing for development of the East Facility Zone within LHCPP?**

3. **What information can the City provide on Alberta Park's landowner consultation and notification requirement/process for notifying adjacent affected landowners regarding development in LHCPP i.e., written notification via letter from whom? Other?**

4. **What is [redacted]'s recourse regarding any adverse spillover effects on [redacted]'s property caused by Alberta Park's development of LHCPP? Would the City have a role in addressing any adverse spillover effects on City landowners?** We note that the LHCPP Management Plan maps show an alignment for roadway connection through provincial land from Le Clair Way extension south to connect to 137 Avenue in Edmonton, in addition to the Day Use Shelter development. We understand that the City is involved in designing the roadway connection to 137 Avenue. If the roadway alignment moves eastward off the provincial lands in whole in in part, and onto the [redacted] parcel will [redacted] be compensated by the City for the loss of land (value)?

5. **The Proposed LUB Amendment Bylaw 00172 to change provincially owned lands in LHCPP from the current Direct Control (DC) District and Urban Reserve (UR) District to Proposed Alternative Jurisdiction (ALT) District indicates the following *in Section (4) DEVELOPMENT REGULATIONS***

a. ***that a development permit is not required under ALT District if the development is exempted by reason of provisions in federal or provincial***

***legislation or the developer being the crown, a crown agency, or a federal industry.***

b. ***If development of the lands within the ALT District no longer satisfies the requirement of subsection (a), a Development Permit is required and/or the lands redistricted to an appropriate district. If for any reason (including a change in use, ownership, or legislation) lands to which the ALT District originally applies but subsequently become subject to the City's jurisdiction, the most restrictive district on the adjacent parcels shall apply.***

**Please clarify the circumstances referred to in Section (4) (b) that would lead to the City requiring a development permit as the meaning is unclear, and specifically what Land Use District the City would apply to the land adjacent to the west boundary of the [redacted] property i.e., Major Open Space or something else, and the City's notification method to notify landowners of the development permit or the change in Land Use District?**

Thank you for your consideration of the above. We look forward to receiving the City's responses.

# 513ER RAY GIBBON DRIVE

## Summary

Administration is proposing to redistrict the subject lands from the Urban Reserve (UR) District to the Public Park (PRK) District. This parcel was purchased by the City in 2022 to continue the Red Willow Park trail system, and this redistricting is being undertaken to ensure the parcel is consistent with it's neighbouring parcels. It is within the designated flood line, and development opportunities on this parcel are limited.

The parcel location can be seen on Figure 13, and the parcel information can be found in Table 16.

*Figure 13: 513ER Ray Gibbon Drive Parcel Map*

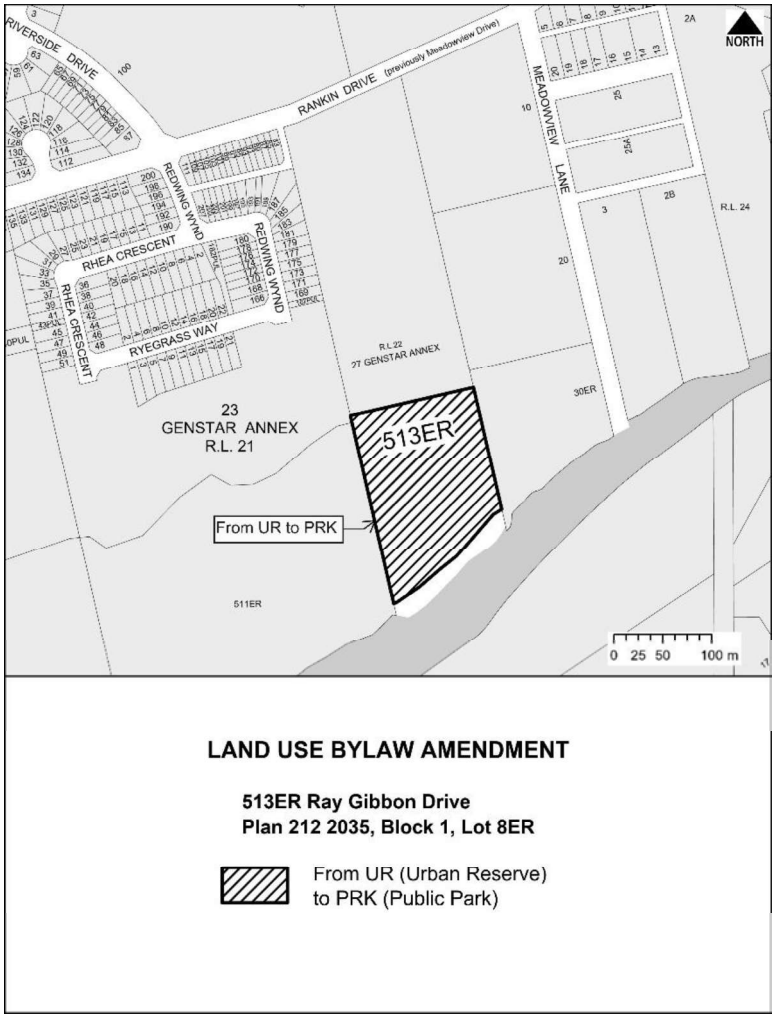


*Table 16: 513ER Ray Gibbon Drive Parcel Information*

| Legal Description | ATS Reference | Address | From | To |
|---|---|---|---|---|
| Plan 212 2035, Block 1, Lot 8ER | RL-22-53-25-W4M | 513ER Ray Gibbon Drive | Urban Reserve (UR) District | Public Park (PRK) District |

## Public Feedback

A mailout within 100 m of the parent parcel was completed in June 2024, and generated three letters. There was no public feedback received from this mailout.

## WHAT'S NEXT

The information regarding the Land Use Bylaw Update (including these proposed redistricting files) will be presented to Council at a public hearing. The public can participate in the scheduled 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/