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TAMRMS#: B06

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REQUEST FOR DECISION

Bylaw 21/2026 - Land Use Bylaw Amendments for Housing Accelerator Fund (HAF) #1 & #3
Presented by: Craig Walker, Senior Planner, Planning & Development

RECOMMENDED MOTIONS

1. That the Public Hearing on Bylaw 21/2026 be closed.
2. That Bylaw 21/2026, being amendment 22 to Land Use Bylaw 18/2024, be read a first time.
3. That Bylaw 21/2026 be read a second time.
4. That unanimous consent be given for consideration of third reading of Bylaw 21/2026.
5. That Bylaw 21/2026 be read a third time.

SUMMARY

The purpose of this report is to provide information, rationale, and recommendations on proposed amendments to the Land Use Bylaw (LUB). These amendments implement existing policy direction found within the Municipal Development Plan (MDP) regarding housing options and furthermore are incentivized via the City's Housing Accelerator Fund (HAF). The proposed “Made in St. Albert” amendments strike a balance between the City's values and the need to enable a wider range of housing options, while improving processing efficiency in the land development community. The proposed amending bylaw can be found in **Attachment #1**. A more reader friendly “redline” version showing the proposed changes is in **Attachment #2**, while a rationale document explaining the proposed changes is in **Attachment #3**. To supplement, a simplified table showing the key changes is provided in **Attachment #7**.

ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION

- The Municipal Government Act (MGA), Planning Bylaws, Section 692(1) states: “*Before giving second reading to:* […] (e) *a proposal 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.*”

- On April 28, 2021, *Flourish*, the City's MDP, was approved by Council which provides a long-term plan for the City's urban structure as it grows to 100,000 people. There are several policies that align with *Flourish’s* vision and enable the supportive growth strategy that

supports proposed LUB amendments - as shown in **Attachment #4.**

- On May 6, 2025, Council passed the following motion: "*That PLAN 013 HAF Initiatives be approved in the amount of $11,813,100, to be funded from the CMHC HAF program*" (AR-25-203).

- On July 7, 2026, Standing Committee of the Whole (SCoW) received the following report as information: "*Update on HAF: Transit Corridor & Neighborhood Intensification Strategies*" (AR-26-207). A copy of that report and associated presentation can be found in **Attachment #5.**

BACKGROUND AND DISCUSSION

As described within *Flourish*, as St. Albert continues grow to a population of 100,000 people, there is an increasing need to accommodate both residential and mixed-used growth within the existing built-up area. The strategic locations for intensification include Downtown and commercial areas along St. Albert Trail, particularly those in proximity to future rapid transit stations. In addition, opportunities will continue to emerge for the sensitive intensification of established neighbourhoods through the introduction of new, compatible housing forms that help maintain healthy, attractive, and vibrant communities.

To support HAF's goal of accelerating housing supply, while ensuring alignment with the policies of Flourish, Administration is recommending two groups of LUB amendments. These recommendations are implemented through HAF Initiative #1, the Transit Corridor Intensification Strategy, and HAF Initiative #3, the Neighbourhood Intensification Strategy.

- The Transit Corridor Intensification Strategy aims to encourage mixed-use and higher-density residential development along St. Albert Trail and within up to 800 meters of planned transit nodes.

- The Neighbourhood Intensification Strategy aims to support reinvestment and low-density redevelopment within St. Albert's established neighbourhoods, while ensuring that new housing forms remain compatible with the surrounding community character.

The proposed LUB changes reflect the needs of St. Albert and have been carefully crafted to respond to the City's evolving housing and growth priorities. These amendments will help ensure that St. Albert remains a connected and vibrant community as it grows, while providing a broader range of housing options to meet residents' needs at every stage of life. This is a pragmatic and thoughtful approach that reflects our community values while supporting sustainable growth, housing choice, and long-term livability.

On July 7, 2026, Administration provided SCoW with information on HAF Initiatives #1 and #3, which were previously endorsed by Council via project charter approval in May 2025, and are deemed to be a corporate priority between 2025 and 2029. These proposed amendments now require a Council decision.

HAF Initiative #1: Transit Corridor Intensification Strategy

The goal of this initiative is to guide how the City plans to redevelop land for housing and mixed-use spaces within up to 800 meters of future transit nodes along St Albert Trail. The rationale behind the associated proposed LUB changes, already envisioned within the MDP, are several-fold, including to:

1) Establish a clear growth framework that provides certainty to residents, businesses, landowners, and the development industry regarding where redevelopment is anticipated and encouraged;

2) Align higher density in proximity to future rapid transit stations - thus increasing the feasibility for potential rapid bus and/or light rail service over time (including potential for grants from higher levels of government);

3) Make efficient use of existing resources and infrastructure - thus enabling greater financial resiliency for the City due to reduced needs to expand municipal infrastructure and public operations into new greenfield contexts, and increased property assessment within existing neighbourhoods;

4) Provide additional housing options which enables more flexibility for existing and future St. Albert residents throughout changing life stages; and

5) Enable more residents to live within walking distance of employment, retail, services, parks, and community amenities - thereby reducing the need for vehicle trips and improving access to daily needs.

It is anticipated that making it easier to develop apartment buildings and townhouse complexes along St. Albert Trail within the existing Trail Corridor Commercial (TCC) district, while also introducing a new land use district for future mixed-use developments, will help address several key considerations identified through both the public engagement undertaken for Flourish and the City's recent community engagement activities. These include:

1) Addressing the City’s low rental housing vacancy rates, as identified in the 2026 Housing Needs Assessment;

2) Responding to declining household sizes by enabling housing options that appropriately reflect different household sizes (household size decreased from 2.7 persons per household in 2016 to 2.4 in 2024); and

3) Supporting the evolving needs of the business community, which indicated that attracting and retaining employees can be challenging due to a lack of rental and appropriate housing options reflective of the employment opportunities and wage levels.

HAF Initiative #3: Neighbourhood Intensification Strategy

The goal of this initiative is to support gradual, small-scale growth within St. Albert's established neighbourhoods while ensuring that new development remains compatible with the surrounding area. The proposed amendments to the LUB are intended to facilitate missing middle housing: housing types that are compatible in scale and form with detached dwellings. These housing options can help provide greater housing diversity within existing neighbourhoods while supporting walkability, neighbourhood-serving businesses, and public transportation.

The rationale for the proposed LUB amendments, which have been specifically tailored to St. Albert and are consistent with the vision and policy direction of the MDP, are several-fold, including to:

1) Identify opportunities for LUB updates that support neighbourhood renewal, aging in place, intensification, and diversification of existing housing stock through incremental redevelopment;

2) Accommodate a greater mix of housing forms in existing neighbourhoods that respect the scale and character of the area. Encouraging a wider variety of housing forms can also help ensure the housing supply remains adaptable to future demographic, economic, and societal changes;

3) Encourage intensification through innovative and emerging housing types that are compatible with existing and planned neighbourhoods; and

4) Address housing needs by monitoring changes in the local housing market and encouraging and enabling housing forms that respond to emerging housing needs.

It is anticipated that these LUB amendments will enable increased opportunities for missing middle housing and compatible redevelopment within St. Albert within the Low Density Residential (LDR) district. Changes to enable a more diverse array of single and semi-detached dwellings, accompanied with the potential for secondary suites, meet the intent of the HAF "4 units as-of-right" requirements while addressing several key considerations identified through both the public engagement undertaken for *Flourish* and the City's recent community engagement activities. These include:

1) Supporting residents' desire to age in place, while also providing more suitable housing options for students, persons with disabilities, and young individuals, couples, and families;

2) Encouraging intergenerational communities, where children, parents, and seniors can continue to live in the same neighbourhood and maintain important family and social support networks; and

3) Responding to demographic shifts and trends occurring throughout the community, including:
    - Population decline in twelve of St. Albert's oldest neighbourhoods since their peak years;
    - Growth driven primarily by one- and two-person households;

- A continued reduction in average household size;
- An increase in the average age from 37.7 to 42.5 years, making St. Albert's average age the oldest in the Edmonton Metropolitan Region; and
- Approximately 7% of census respondents identify as persons with disabilities.

These amendments create a broader range of housing options within established neighbourhoods while maintaining compatibility with existing community character and responding to the evolving needs of St. Albert residents.

As previously overviewed at SCoW, these amendments are detailed more fully in **Attachments #1**, **#2**, and **#3**. In addition, a simplified table showing the key changes is provided in **Attachment #7.**

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

Between May 2025 and June 2026, Administration has employed an array of communication tactics in order to collect a diverse array of stakeholder feedback - including a HAF webpage, outreach to Indigenous partners, workshops with development/business community representatives, an "Expanding Housing Options" questionnaire, and a 'drop-in' style public open house. For more details, please see the previous "*Stakeholder Communications or Engagement*" section content provided within July 7, 2026, SCoW report found in **Attachment #5.**

To supplement, it was mentioned within the SCoW report that due to the timing between the June 18 open house and the July 7 SCoW meeting, more detailed feedback would be provided within an updated 'What We Learned Report'. This is now contained within **Attachment #6**.

The public hearing is scheduled for September 15, 2026. A public hearing notice has been posted on the City's website, and full page Citylights advertisements appeared on both the August 27, 2026, and September 3, 2026, editions of the St. Albert Gazette.

IMPACTS OF RECOMMENDATIONS

Financial:
By enabling a broader range of housing options within the City, particularly through the regulatory changes proposed under HAF #1 and HAF #3, the City is expected to achieve greater long-term financial resilience. These changes will support more efficient use of existing infrastructure, increase property assessments within established communities, and help reduce the need to expand municipal infrastructure and services into greenfield areas at the same pace.

As outlined in the HAF Contribution Agreement with CMHC, Council consideration of these amendments is required by the end of September. If adopted, these changes are expected to support the City's continued eligibility for the next round of federal funding.

Compliance & Legal:
First reading for Bylaw 21/2026 is not a debatable motion and is required in order to table a bylaw for Council's consideration. Providing first reading of a bylaw does not indicate agreement with the bylaw, but rather is the process by which bylaws may be put forward in accordance with procedural fairness principles.

The public hearing and first, second, and third readings of Bylaw 21/2026 are scheduled for the same day. The MGA provides that a proposed bylaw must not have more than two readings at a council meeting unless the council members present unanimously agree to consider third reading at the same meeting.

If unanimous consent for third reading of Bylaw 21/2026 is not granted on September 15, 2026, after first and second reading, third reading of this bylaw will be considered at the next regular Council meeting. During that time in-between, Council members will be unable to accept further written or verbal submissions germane to this matter, and will not be able to ask for new, substantive information on the subject matter prior to third reading (MGA, s. 187; Procedure Bylaw, Schedule E, s. 19).

Program or Service:
None at this time.

Organizational:
None at this time.

Risks
None at this time.

Initiative aligned with Strategic Plan:
Missing Middle and Neighbourhood Revitalization Study and Plan

ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

- Strategic Priority One: Robust Economy & Responsible Growth: "*Support business attraction, retention and expansion and targeted residential and sector growth to support a sustainable tax base.*"

- Strategic Priority Three: Community Well Being: "*Accommodate the diverse needs of our residents and foster an inclusive and safe community where everyone has an opportunity to fully participate and feel welcomed, while preserving the natural resources that enrich our city.*"

ALIGNMENT TO LEVELS OF SERVICE DELIVERY

This aligns with Service Level Inventory Items:

- D.1.2 Issuance of Land Use and Development Permits and Licenses; and

- D.4.1 Current Planning Application Processing, which includes processing and coordination of the approval of statutory plans and amendments, subdivision and condominium applications.

IMPACTS OF ALTERNATIVES CONSIDERED

If Council does not wish to support the proposed motion, Administration presents the following

alternatives for Council's consideration.

ALTERNATIVE 1: Defeat second or third reading of Bylaw 21/2026.

Financial:
As per the HAF Contribution Agreement with the CMHC, Council consideration of these amendments is required by the end of September to advance additional funds from CMHC. By not giving second and third readings, the City would risk its continued eligibility for the next round of federal funding from CMHC. The remainder of the CHMC funding distribution is $5.9 million dollars. Failure to enable four units as-of-right (or other City-agreed upon HAF targets) might also be met with requests to claw back previously distributed money from the CMHC.

Compliance & Legal:
The proposed changes to the LUB align with Flourish and comply with the federal government housing policy direction (enabling four units as-of-right zoning in a St. Albert context). Four units as-of-right is a requirement of the HAF program and has also been incorporated into other federal funding initiatives.

Should Council choose not to adopt the proposed amendments, the City may not fully align with federal housing policy objectives, which could affect its eligibility for the continued disbursement of federal grants and for future federal grant opportunities.

Program or Service:
None at this time.

Organizational:
None at this time.

Risks
See 'Financial' above.

Report Date: September 15, 2026
Author: Craig Walker, Senior Planner
Department: Planning & Development
Department Director: Kristina Peter
Managing Director: Adryan Slaght
Chief Administrative Officer: William Fletcher

CITY OF ST. ALBERT

BYLAW 21/2026

LAND USE BYLAW AMENDMENT

Being Amendment 22 to Land Use Bylaw 18/2024

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

1. Bylaw 18/2024, Land Use Bylaw is hereby amended by this Bylaw.

AMENDMENTS RELATED TO LOW DENSITY RESIDENTIAL DISTRICT

2. Section 3.67(1)(b) is deleted in its entirety and replaced with the following:

   "(b) *Driveways* shall not exceed the width of the front attached *garage*, or 5.50 m, whichever is less, at the back of the sidewalk, or where no sidewalk is present, at the front or side *property line*, as illustrated in *Figure 3.12*; and"

3. Section 3.67(1)(c) is deleted in its entirety and replaced with the following:

   "(c) Where a *dwelling* on an *interior lot* has a front attached *garage*, the front of the *dwelling* must provide visible wall *frontage* with a minimum width of 1.22 m, exclusive of the *garage* width, which includes a clearly visible main entrance."

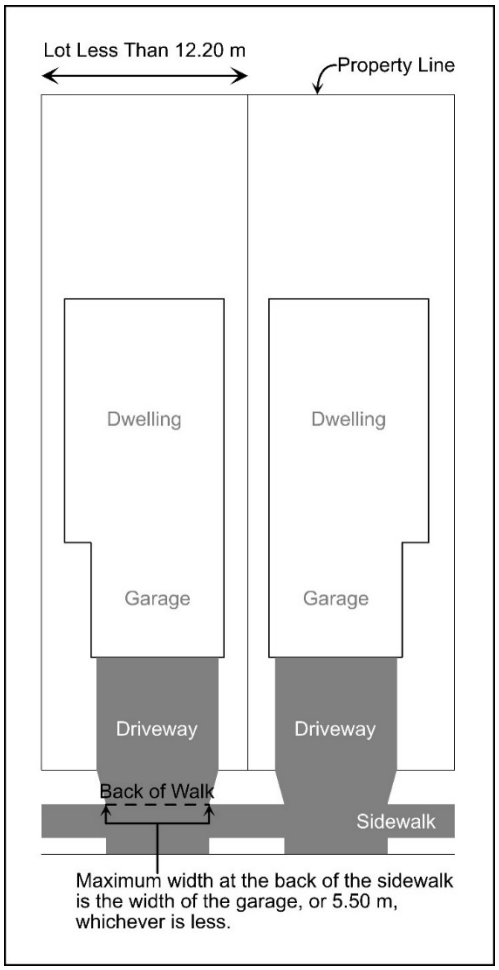
4. Section 3.67 is amended by adding the following as a new subsection, immediately after subsection 3.67(2):

   "(3) In the LDR District, for a *dwelling (single detached)* on a *lot* less than 9.82 m wide, or a *dwelling (semi-detached)* on a *lot* less than 8.00 m wide, the following regulations apply:

      (a) A front attached *garage* shall be limited to a single-width *vehicle garage*; and

      (b) Where a *dwelling* has a front attached *garage*, the front of the *dwelling* must provide visible wall *frontage* with a minimum width of 1.82 m, exclusive of the *garage* width, which includes a clearly visible main entrance."

5. Figure 3-12: Measuring Lots Less than 12.20 m Wide is deleted and replaced with the following Figure 3-12: Measuring Lots Less than 12.20 m Wide:



6. Section 3.69(5)(a) is deleted in its entirety and replaced with the following:

"(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:

(i) One of the suites is contained within the principal *dwelling*; and

(ii) The *lot* has a minimum *lot width* of 9.82 m if the *lot* has front vehicular *access*, or 8.60 m if the *lot* has rear vehicular *access*."

7. Section 5.2(1) is amended by adding the sentence "Narrower LDR districted *lots* are only permitted in neighbourhoods shown in Schedule E of this Bylaw." at the end of the section.

8. Section 5.2(5)(a)(i) is amended by adding the words ", or 8.00 m on an *interior lot* with rear vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision" immediately after the word "access".

9. Section 5.2(5)(a)(ii) is amended by adding the words ", or 8.00 m on an *interior lot* with front vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision" immediately after the word "*access*".

10. Section 5.2(5)(a)(iii) is amended by adding the words ", or 10.75 m on a *corner lot* with rear vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision" immediately after the word "*access*".

11. Section 5.2(5)(a)(iv) is amended by adding the words ", or 11.35 m on a *corner lot* with front vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision" immediately after the word "*access*".

12. Section 5.2(5)(b)(i) is amended by deleting the word "laned" and replacing it with "rear".

13. Section 5.2(5)(b)(ii) is amended by adding the words ", or 7.35 m per *dwelling unit* on an *interior lot* with front vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision" immediately after the word "*access*".

14. Section 5.2(5)(b)(iii) is amended by deleting the word "front" and replacing it with the word "rear".

15. Section 5.2(5)(b)(iv) is amended by deleting the word "laned" and replacing it with the word "front".

16. Section 5.2(8)(a) is amended by adding the words ", or 65.00 m^2 within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision" immediately after the words "75.00 m^2".

17. Section 5.2(11) is amended by adding the following as a new subsection, immediately after subsection 5.2(11)(a)(i)(A):

    "(b) The main entrance to a principal *dwelling unit* on an *interior lot* must be clearly visible from an adjoining *public roadway*.

        (i) Notwithstanding section (b), for a *dwelling (semi-detached)* or *dwelling (duplex)*, on an *interior lot*, the main entrance to at least one of the principal *dwelling units* must be clearly visible from an adjoining *public roadway*."

18. A new Schedule E: Infill Small Lot Subdivision, attached as Schedule “A” to this Bylaw, is added immediately after Schedule D: Building Heights for Specific Development Areas.

AMENDMENTS RELATED TO TCC AND MU-TOD DISTRICTS

19. Section 1.13(5) is amended by adding the references “5.9(5)(a) - TCC” and “5.20(8)(a) - MU-TOD” in numerical order within the list of references after the words “set out in sections”.

20. In Section 2.2, Table 2-1: Development Not Requiring A Development Permit, subsection 2.2(26) is amended by deleting the reference to “5.25(13)” and replacing it with “5.26(13)”.

21. Section 3.32(7)(a) is amended by deleting the words “MU2 District” and replacing it with the words “MU1, MU2, and MU-TOD Districts”.

22. Section 3.33(1)(b)(i)(A) is amended by deleting the words “and MU2” and replacing them with the words “MU2, and MU-TOD”.

23. Section 3.38(3) is amended by adding the word “, MU-TOD” immediately after the word “MU2”.

24. Section 3.38(3)(a) is amended by adding the word “, MU-TOD” immediately after the word “MU2”.

25. Section 3.43(1) is amended by adding the words “, and to *residential uses* in the TCC District” immediately after the words “*Mixed-Use Districts*”.

26. Section 3.56(1)(e) is amended by deleting the word “and”.

27. Section 3.56(1) is amended by adding the following as a new subsection, immediately after subsection 3.56(1)(e), and updating the reference numbering to the subsequent subsections accordingly:

    “(f) Notwithstanding sections (d) and (e), a *dwelling (townhouse - complex)* that is integrated with a *dwelling (apartment)* or *dwelling unit above a non-residential use*, may exceed eight consecutively attached units, at the discretion of the *Development Authority*; and”

28. Section 3.100(1) is amended by adding the word “, MU-TOD” immediately after the word “MU2”.

29. Section 3.100(2)(a) is amended by deleting the words “Midtown (MID) District” and replacing them with the words “MID, TCC, or MU-TOD Districts”.

30. Section 3.101(2)(b) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

31. Section 5.9: TCC - Trail Corridor Commercial District is deleted in its entirety and replaced with a new section 5.9, attached as Schedule "B" to this Bylaw.

32. Section 5.15(18) is amended by adding the following as a new subsection, immediately after subsection 5.15(18)(a)(viii):

    "(b) In addition to section (a), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m."

33. Section 5.16(11)(a) is amended by adding the following as a new subsection, immediately after subsection 5.16(11)(a)(iv)(G):

    "(v) In addition to section (iv), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m."

34. A new section 5.20: MU-TOD - Mixed-Use Transit-Oriented Development, attached as Schedule "C" to this Bylaw, is added immediately after section 5.19 and the reference numbering to the subsequent sections within Part 5 is updated accordingly.

35. Section 6.10(1)(d) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

36. Section 6.12(1)(d) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

37. Section 6.16(1)(b)(i) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

38. Section 6.17(1)(d) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

39. Section 6.19(1)(d) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

40. Section 6.19(6) is amended by deleting the words "and MU2" and replacing them with the words "MU2, and MU-TOD".

41. Section 6.20(1)(d) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

42. Section 6.21(1)(d) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

43. Section 6.22(4)(d) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

44. Section 6.24(1)(c) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

45. Section 6.29(1)(d) is amended by adding the word ", MU-TOD" immediately after the word "MU2".

46. In Section 7.1, the definition "**MIXED-USE DISTRICT**" is amended by adding the word ", MU-TOD" immediately after the word "MU2".

47. Schedule A is amended by adding the words "**MU-TOD** Mixed-Use Transit-Oriented Development" immediately below the words "**MU2** Mixed-Use 2" within the legend on the Land Use Districts Map Index and on Map 1 through Map 28.

GENERAL

48. The Table of Contents is updated to reflect the changes above.

49. The List of Figures contained in the Table of Contents is updated to reflect the changes above.

50. The Chief Administrative Officer is authorized to issue a consolidated version of Bylaw 18/2024 that incorporates the amendments made by this amending bylaw and otherwise conforms with the requirements of section 69 of the *Municipal Government Act.*

EFFECTIVE DATE

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

READ a First time this ___ day of _____ 20___.

READ a Second time this ___ day of _____ 20___.

READ a Third time this ___ day of _____ 20___.

SIGNED AND PASSED this ____ day of _____ 20___.

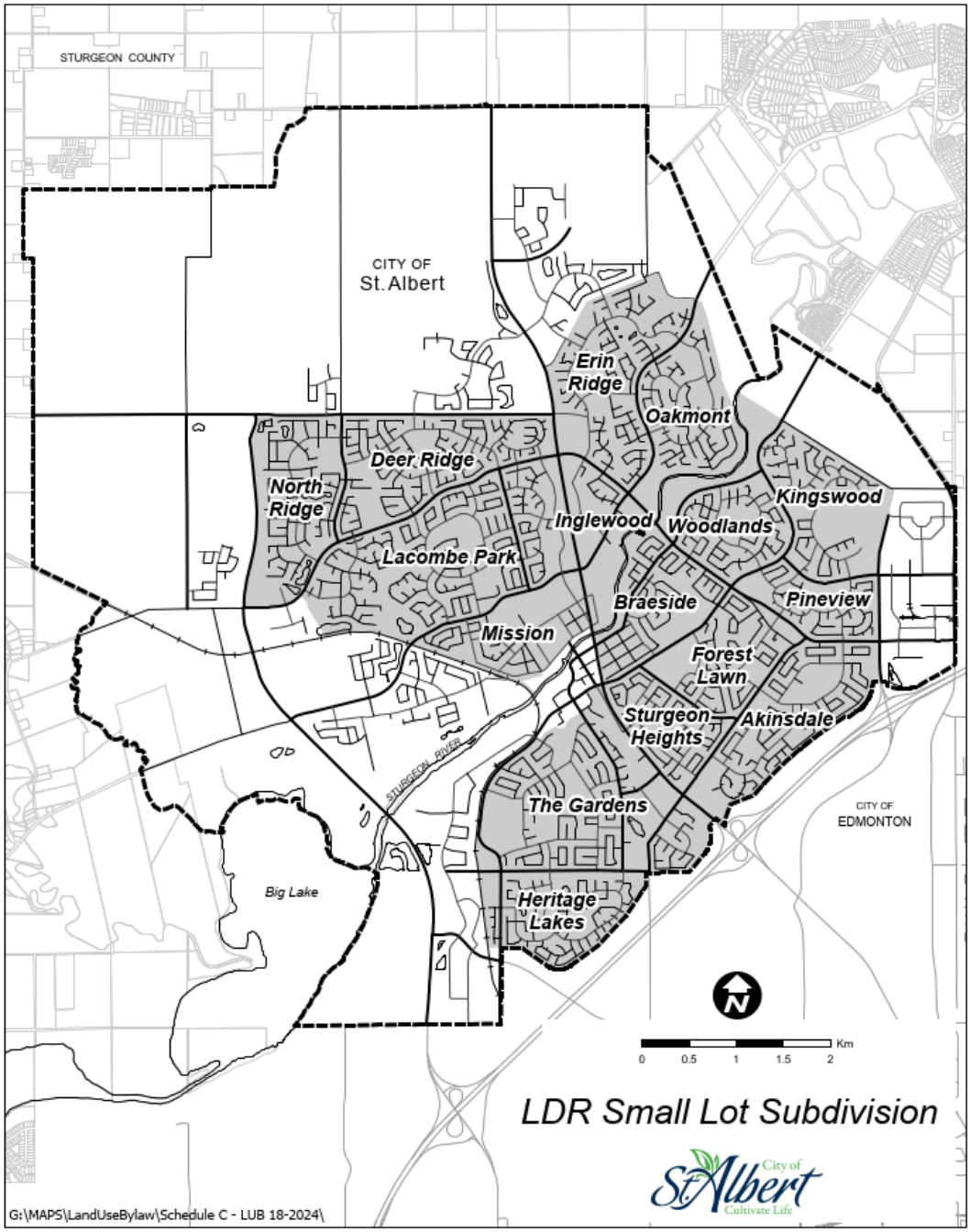
_____
MAYOR

_____
CHIEF LEGISLATIVE OFFICER

Schedule E

Infill Small Lot Subdivision

Figure E-1: Eligible Neighbourhoods for Small Lot Subdivision in the LDR District



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 gallery/studio*	(b) *Automotive (service)*
(iv)	(a) *Catering service* which uses up to three *vehicles*	(b) *Automotive (specialty)*
(v)	(a) *Dwelling (apartment)*	(b) *Broadcasting studio*
(vi)	(a) *Dwelling unit above a non-residential use*	(b) *Car wash*
(vii)	(a) *Equipment service*	(b) *Conference and banquet facility*
(viii)	(a) *Establishment (brew pub)*	(b) *Construction service*
(ix)	(a) *Establishment (drinking)*	(b) *Daycare facility*
(x)	(a) *Establishment (entertainment)*	(b) *Drive-through*
(xi)	(a) *Establishment (restaurant)*	(b) *Dwelling (townhouse - complex)*
(xii)	(a) *Funeral home*	(b) *Equipment rental*
(xiii)	(a) *Government service*	(b) *Establishment (gaming)*
(xiv)	(a) *Group home*	(b) *Home-based business (level two)*
(xv)	(a) *Health service*	(b) *Parking lot,* for *off-site parking* only
(xvi)	(a) *Hotel*	(b) *Public utility building*
(xvii)	(a) *Personal service*	(b) *Recycling depot*
(xviii)	(a) *Professional office*	(b) *Religious assembly*
(xix)	(a) *Recreation (indoor)*	(b) *Residential sales centre*
(xx)	(a) *Retail (general)*	(b) *Retail (adult)*
(xxi)	(a) *School (commercial)*	(b) *Retail (cannabis)*
(xxii)	(a) *School (post-secondary)*	(b) *Storage facility (indoor)*

(xxiii)	(a) *Service station*	(b) *Accessory Development* to any Permitted Use or Discretionary Use
(xxiv)	(a) *Shopping centre*	
(xxv)	(a) *Supportive living accommodation*	
(xxvi)	(a) *Warehouse store (retail)*	

(4) **SITE DENSITY**

(a) The minimum *site density* for a *residential use* is 50 *dwelling units* per net hectare and cannot exceed a maximum of 200 *dwelling units* per net hectare.

(b) In determining *site density*, the *Development Authority*:

(i) May consider only the portion of a *site* dedicated to *residential uses*; and

(ii) May consider the total number of *dwelling units* for multiple built forms when they comprise a *development* on a single *lot*.

(5) **SITE DENSITY BONUS**

(a) Notwithstanding section (4), the maximum *site density* may exceed 200 *dwelling units* per net hectare to a maximum of 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, 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*.

(6) **BUILDING HEIGHT**

(a) The maximum building height is 25.00 m.

(b) Notwithstanding section (a), the maximum building height of a *dwelling (townhouse-complex)* is 18.00m.

(7) **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.

(d) Notwithstanding sections (a), (b) and (c), for any *building*, excluding *dwelling (townhouse - complex)*, the minimum building *setback* is 10.00 m from any *property line* that adjoins a *low-density residential district*, other than a *public utility lot*.

(8) **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.

(9) **DESIGN, CHARACTER, AND APPEARANCE**

(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) *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) A residential *building* adjacent to a public right-of-way, *residential district*, *residential use* on a separate *site*, *natural area*, or *park*, shall not exceed 80.00 m in continuous *façade* length;

(iv) *Buildings* shall feature at-grade windows and entryways placed at regular intervals;

(v) 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

(vi) *Buildings* are encouraged to be oriented to, and have their main entrances face, a *public roadway*.

(10) **RESIDENTIAL DEVELOPMENT**

(a) Refer to section 3.55 'Dwelling (Apartment) and Dwelling Unit Above a Non-Residential Use' for regulations regarding *dwelling (apartment)* or *dwelling unit above a non-residential use*.

(b) Refer to section 3.56 'Dwelling (Townhouse)' for regulations regarding *dwelling (townhouse - complex)*.

(c) In addition to sections (a) and (b), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m.

(11) **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, 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;

(ii) In addition to section 3.27 'Pedestrian Walkway Access,' 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.

(12) **PARKING**

(a) Shared *parking* between any uses on the same *site*, or *off-site parking*, may be considered, at the discretion of the *Development Authority* in consultation with Engineering Services, to meet the *on-site parking* required under Part 4: Parking.

(13) **ADDITIONAL SITE DESIGN STANDARDS**

(a) For any *development*, the *Development Authority* may impose any of the following additional requirements intended to create an urban environment that is attractive and compatible with surrounding land uses:

(i) Additional building *setbacks* or *step-backs* beyond the minimum required if, in the opinion of the *Development Authority*, it is necessary to mitigate the building scale, or wind, sun, or shadow impacts;

(ii) Orientation of a *building* to face a *public roadway,* at a reduced front yard *setback* of 3.50 m, to create a continuous ground-level street frontage;

(iii) Highly visible direct entrances to ground-floor commercial uses to help promote *pedestrian-oriented development* and commercial activity adjacent to a *public roadway*, *private roadway,* or pedestrian walkway; and

(iv) Overhead weather protection along any building *façade* with primary entrances, whether adjacent to a public sidewalk or

otherwise. The overhead weather protection shall be designed in accordance with section 3.25 ‘Overhead Weather Protection’.

SCHEDULE "C"

5.20 MU-TOD - MIXED-USE TRANSIT-ORIENTED DEVELOPMENT DISTRICT

(1) APPLICATION

This section applies to the areas designated as Mixed-Use Transit-Oriented Development (MU-TOD) District on the Land Use District Map, Schedule A of this Bylaw.

(2) PURPOSE

The purpose of the MU-TOD District is to facilitate mixed-use *development* in proximity to rapid transit as identified in the Municipal Development Plan. This District promotes compact, pedestrian-oriented, medium and high-*density* development with a mix of non-*residential* and *residential uses* to support regional and local needs.

(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
(ii)	(a) *Art gallery/studio*	(b) *Broadcasting studio*
(iii)	(a) *Catering service* which uses up to three *vehicles*	(b) *Community garden*
(iv)	(a) *Dwelling (apartment)*	(b) *Conference and banquet facility*
(v)	(a) *Dwelling unit above a non-residential use*	(b) *Daycare facility*
(vi)	(a) *Establishment (restaurant)*	(b) *Dwelling (townhouse - complex)* only when integrated with a *dwelling (apartment)* or *dwelling unit above a non-residential use*
(vii)	(a) *Government service*	(b) *Equipment service*
(viii)	(a) *Group home*	(b) *Establishment (brew pub)*
(ix)	(a) *Health service*	(b) *Establishment (drinking)*
(x)	(a) *Live/work unit*	(b) *Establishment (entertainment)*
(xi)	(a) *Personal service*	(b) *Home-based business (level two)*
(xii)	(a) *Professional office*	(b) *Hotel*
(xiii)	(a) *Recreation (indoor)*	(b) *Parking lot*, for *off-site parking* only
(xiv)	(a) *Residential sales centre*	(b) *Parking structure*
(xv)	(a) *Retail (general)*	(b) *Religious assembly*
(xvi)	(a) *School (post-secondary)*	(b) *Retail (cannabis)*

(xvii)	(a) *Shopping centre*	(b) *School (commercial)*
(xviii)	(a) *Supportive living accommodation*	(b) *Accessory Development* to a Permitted Use or Discretionary Use

(4) **APPLICATION REQUIREMENTS**

(a) In addition to the plans and information required under section 2.4, an Applicant for a *Development Permit* within a MU-TOD District must submit the following, to the satisfaction of the *Development Authority*:

(i) An overall *conceptual site development plan* for the area designated as MU-TOD or, if the Applicant is only developing a portion of the subject area, a *site 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 MU-TOD;

(ii) A traffic impact assessment that demonstrates that traffic impacts are compatible with the purpose of the MU-TOD District and do not prejudice safety or traffic movements within the area designated as MU-TOD or on adjacent *public roadways*; and

(iii) 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) **URBAN DESIGN REVIEW**

(a) In addition to the requirements of section 3.41 ‘Urban Design Review,’ an *Urban Design Review (External)* or *Urban Design Review (Internal)* is required for any *development* that:

(i) Has a total building footprint greater than 2,500.00 m^2;

(ii) Has a total *site* area greater than 0.75 ha;

(iii) Is located on a landmark *site* identified in Schedule D; or

(iv) Is greater than 35.00 m in height.

(6) **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*.

(7) **SITE DENSITY**

(a) The minimum *site density* for a *residential use* is 100 *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*:

(i) May consider only the portion of a *site* dedicated to *residential uses*; and

(ii) May consider the total number of units for multiple built forms when they comprise a *development* on a single *lot*.

(8) **SITE DENSITY BONUS**

(a) Notwithstanding section (7), the maximum *site density* may exceed 300 *dwelling units* per net hectare to a maximum of 450 *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) **FLOOR AREA**

(a) A minimum of 5% 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 *gross floor area* for all *buildings* on multiple *sites* that comprise an integrated, mixed-use *development*.

(10) **BUILDING HEIGHT**

(a) The maximum building height is 50.00 m.

(11) **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; and

(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.

(b) The *Development Authority* may require different *setbacks* for different portions of the same building.

(12) **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) A residential *building* adjacent to a public right-of-way, *residential district*, *residential use* on a separate *site*, *natural area*, or *park*, shall not exceed 80.00 m in continuous *façade* length;

(iii) Establishment of a common architectural theme for a *development* including principal design elements, finishing materials, colours, and roof style;

(iv) *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 (iv), alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(v) Use of a *step-back* 7.50 m or greater in height along a *façade* facing a *public roadway*; and

(vi) Use of clear *glazing* on the ground floor to facilitate pedestrian interaction and safety.

(13) **RESIDENTIAL DEVELOPMENT**

(a) Refer to section 3.55 'Dwelling (Apartment) and Dwelling Unit Above a Non-Residential Use' for regulations regarding *dwelling (apartment)* or *dwelling unit above a non-residential use*.

(b) Refer to section 3.56 'Dwelling (Townhouse)' for regulations regarding *dwelling (townhouse - complex)*.

(c) In addition to sections (a) and (b), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m.

(14) **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.

(15) **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, 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) In addition to section 3.27 'Pedestrian Walkway Access,' 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.

(16) **PARKING**

(a) Shared *parking* between any uses on the same *site,* may be considered, at the discretion of the *Development Authority* in consultation with Engineering Services, to meet the *on-site parking* required under Part 4: Parking, if.

(i) The *shared parking* between any uses on the same *site,* is supported by an approved *parking* study; and

(ii) No more than 50% of the *on-site parking* required is provided as shared *parking*.

(b) Notwithstanding any other provision within this Bylaw, in this district, *off-site parking,* may be considered, at the discretion of the *Development*

Authority in consultation with Engineering Services, to meet the *on-site parking* required under Part 4: Parking, if*:*

(i) There is a convenient walkway from the *off-site parking* to the *development* that is the subject of the *Development Permit* application;

(ii) The Applicant is the owner of both the principal *development site*, and the site where *off-site parking* is proposed;

(iii) The Applicant has dedicated the *site* for *off-site parking* for the benefit of the *development* in question only;

(iv) The *off-site parking* proposal*,* is supported by an approved *parking* study;

(v) No more than 50% of the on-site parking required is provided as *off-site parking*; and

(vi) The *off-site parking* location is no more than 200 m away, measured from the nearest *property line* of a *lot* that is the subject of the *Development Permit* application, to the *property line* of the *off-site parking* location.

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 1st day of October 2024.

READ a Second time this 15th day of October, 2024.

READ a Third time this 15th day of October, 2024.

SIGNED AND PASSED this 19th day of October, 2024.

C. Heron

MAYOR

Marta Caufield (Oct 19, 2024 08:03 MDT)

CHIEF LEGISLATIVE OFFICER

City of St. Albert

Land Use Bylaw

October 15, 2024

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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.

LAND USE BYLAW AMENDMENTS

Amendment	Bylaw No.	Details	Final Reading
1	25/2024	Schedule A Map 13 – Cherot 3rd Redistricting	December 3, 2024
2	23/2024	Schedule A Map 19 – Riverside Redistricting	December 17, 2024
3	3/2025	Schedule A Map 8 – North Ridge Phase 2 (Nouveau) – 4th Redistricting	April 1, 2025
4	7/2025	Midtown District Text Amendments	April 15, 2025
5	9/2025	Schedule A Map 18 – Riverside – 4 Redspur Drive - MDR to HDR	May 12, 2025
6	10/2025	Schedule A Maps 18 & 19 – Riverside Redistrictings North & South of McKenney	May 12, 2025
7	16/2025	Schedule A Map 13 – Cherot 4th Redistricting	June 3, 2025
8	12/2025	Schedule A Map 5 – ERN 150 Edison Drive HDR to MDR	July 2, 2025
9	17/2025	MU2 District Text Amends & SchA Map 9 – ERN Redistricting MU2 to TCC	July 2, 2025
10	19/2025	Schedule A Map 5 – NE ASP 1200 St. Albert Trail TRN to PSI	September 15, 2025
11	1/2026	Schedule A Map 13 – Cherot 5th Redistricting – PRK to PSI	January 15, 2026
12	2/2026	Housekeeping – Text and Schedule A Amendments	January 27, 2026
13	3/2026	Schedule A Map 18 – Riverside west - lands north of McKenney Avenue	February 3, 2026
14	7/2026	Schedule A Map 15 – 23 Bellerose Drive – DC to TCC	March 11, 2026
15	5/2026	Schedule A Map 8 – North Ridge Phase 2 (Nouveau) – 5th Redistricting	March 3, 2026
16	9/2026	TRN District Text Amendments	April 29, 2026
17	10/2026	TRN District Text Amendments	April 29, 2026
18	14/2026	Schedule A -Map 5 – Jensen Lakes 16th Redistricting – Fire Hall #4	May 14, 2026
19	4/2026	Schedule A Maps 8 and 9 – Jensen Lakes 15th Redistricting	May 14, 2026
20	19/2026	Schedule A Map 13 – Cherot 6th Redistricting	July 20, 2026
21	20/2026	Schedule A Map 13 – Cherot 7th Redistricting	July 20, 2026

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Part 1
Purpose

This part introduces readers to the Land Use Bylaw, the local Development Authority, the process for amending this Bylaw, and the 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 *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, 5.9(5)(a) - TCC, 5.15(8)(a) - MU1, 5.17(10) - MID, ~~and~~ 5.18(7)(a) - DTN, and 5.20(8)(a) - MU-TOD.

(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 a *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 Offences Procedure Act.*

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

1.23 STOP ORDER

(1) Pursuant to the *MGA*, where an offence 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 *LPRT* 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*		1.20(2)(a)	
	(a)	*Principal building*	1.20(2)(a)	
		(i) *Residential* or *Special Districts*	1.20(2)(a)	$ 1,000
		(ii) *Commercial*, *Industrial*, or *Mixed-Use Districts*	1.20(2)(a)	$ 1,500
		(iii) Other	1.20(2)(a)	$ 1,000
	(b)	*Accessory Development*	1.20(2)(a)	
		(i) *Residential* or *Special Districts*	1.20(2)(a)	$ 500

Offence			Section	Penalty
	(ii)	*Commercial*, *Industrial*, or *Mixed-Use Districts*	1.20(2)(a)	$ 750
	(iii)	Temporary *building*	1.20(2)(a)	$ 250
	(iv)	Other	1.20(2)(a)	$ 500
(c)		Change of use, alterations, occupancy	1.20(2)(a)	
	(i)	*Residential* or *Special Districts*	1.20(2)(a)	$ 500
	(ii)	*Commercial*, *Industrial*, or *Mixed-Use Districts*	1.20(2)(a)	$ 1,000
	(iii)	Other	1.20(2)(a)	$ 500
(d)		*Home-based business*	1.20(2)(a)	
	(i)	*Home-based business (level two)*	1.20(2)(a)	$ 500
	(ii)	*Home-based business (level three)*	1.20(2)(a)	$ 750
(e)		*Stripping* and *grading*	1.20(2)(a)	
	(i)	*Site* less ≤ 3.00 ha	1.20(2)(a)	$ 500
	(ii)	*Site* > 3.00 ha	1.20(2)(a)	$ 2,000
(f)		*Sign*	1.20(2)(a)	
	(i)	Permanent	1.20(2)(a)	$ 500
	(ii)	Temporary	1.20(2)(a)	$ 150
(3)		Continued operation or construction after the expiry of an issued *Development Permit*	1.20(2)(b)	
(a)		*Residential* or *Special Districts*	1.20(2)(b)	$ 500
(a)		*Commercial*, *Industrial*, or *Mixed-Use Districts*	1.20(2)(b)	$ 750
(b)		*Stripping* and *grading* - *site* less ≤ 3.00 ha	1.20(2)(b)	$ 500
(c)		*Stripping* and *grading* - *site* > 3.00 ha	1.20(2)(b)	$ 2,000
(d)		*Sign* (permanent or temporary)	1.20(2)(b)	$ 150
(e)		Other	1.20(2)(b)	$ 500
(4)		Continued operation or construction after the cancellation or suspension of a *Development Permit*	1.19(2)(c)	
(a)		*Residential District*	1.20(2)(c)	$ 500
(a)		*Special District*	1.20(2)(c)	$ 750
(b)		*Commercial*, *Industrial*, or *Mixed-Use* Districts	1.20(2)(c)	$ 1,000
(c)		*Stripping* and *grading* - *site* less ≤ 3.00 ha	1.20(2)(c)	$ 500
(d)		*Stripping* and *grading* - *site* > 3.00 ha	1.20(2)(c)	$ 2,000
(e)		*Sign* (permanent or temporary)	1.20(2)(c)	$ 500
(f)		Other	1.20(2)(c)	$ 150
(5)		Failure to comply with *Development Permit* conditions	1.20(2)(d)	
(a)		*Residential District*	1.20(2)(d)	$ 500
(a)		*Special District*	1.20(2)(d)	$ 750
(b)		*Commercial*, *Industrial*, or *Mixed-Use* Districts	1.20(2)(d)	$ 1,000
(c)		*Stripping* and *grading* - *site* less ≤ 3.00 ha	1.20(2)(d)	$ 500
(d)		*Stripping* and *grading* - *site* > 3.00 ha	1.20(2)(d)	$ 2,000
(e)		*Sign* (permanent or temporary)	1.20(2)(d)	$ 150
(f)		Other	1.20(2)(d)	$ 750

Offence			Section	Penalty
(6)	Failure to comply with one or more regulations of this Bylaw		1.20(2)(e)	
	(a)	Any regulation, exclusive of *signs*	1.20(2)(e)	
		(i) *Residential District*	1.20(2)(e)	$ 250
		(ii) *Non-Residential District*	1.20(2)(e)	$ 500
		(iii) Other	1.20(2)(e)	$ 250
	(b)	*Signs* (permanent or temporary)	1.20(2)(e)	
		(i) *Residential District*	1.20(2)(e)	$ 150
		(ii) *Non-Residential District*	1.20(2)(e)	$ 150
		(iii) Other	1.20(2)(e)	$ 150
(7)	Obstruct a *Designated Officer* from carrying out official duties under this Bylaw or the *MGA*		1.20(3)	$ 1,000
(8)	Continuing work after a Stop Order is issued or failure to comply with a condition of a Stop Order		1.20(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.

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Part 2
Development Process

This part outlines the City's Development Permit Process including 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) *Air Conditioner or Heat Pump*	(a) In a *Low-Density Residential District,* an air conditioner or Heat pump, in accordance with section 3.45 'Air Conditioners and Heat Pumps – Freestanding'
(8) 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 (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. (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.
(9) *Congregate housing (level one)*	(a) In the LDR, SLR, LLR, FBR, MID (areas A and B), FUD, or TRN Districts.
(10) Demolition	(a) The demolition of any *building*. (note: a building permit may be required)
(11) *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: (i) 7.50 m on a *lot* 12.20 m or greater in width; and (ii) 5.50 m on a *lot* less than 12.20 m in width.
(12) *Dugout*	(a) In the FUD or TRN Districts, a *dugout*, in accordance with section 3.81 'Dugout.'
(13) 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.
(14) *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).'
(15) 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
(16) *Home-based business (level one)*	(a) In accordance with section 3.59 'Home-Based Business (Level One).'
(17) *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*.
(18) Maintenance	(a) Routine maintenance of, and repairs to, a *building* not involving any structural changes.
(19) *Private pool, hot tub* or *decorative pond*	(a) Construction of a *private pool, hot tub,* or *decorative pond* 0.60 m or less in depth.
(20) *Radio antenna*	(a) Installation of a *radio antenna* in accordance with section 3.30 'Radio Antenna.'
(21) *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: (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*; (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 (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*. (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*.
(22) 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; (ii) An unenclosed, uncovered *deck*, to a maximum of 0.60 m above *finished grade*; (iii) A *patio*; and (iv) A fire pit or a barbeque (in accordance with the *Fire Services Bylaw 01/2020*); where the *development* otherwise complies with this Bylaw.
(23)	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.
(24)	*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%.
(25)	*Satellite dish*	(a)	Installation of a *satellite dish* in accordance with section 3.33 'Satellite Dish.'
(26)	*Shipping container*	(a)	In the TRN District, a *shipping container*, in accordance with section 3.35 'Shipping Container' and section 5.~~25~~26(13) 'Shipping Container.'
(27)	*Short-term rental*	(a)	A *short-term rental* in *Residential* or *Mixed-Use District*.
(28)	*Sign*	(a)	A *sign* identified in section 6.3 'Signs Not Requiring A Development Permit.'
(29)	*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.
(30)	Solar collector	(a)	Installation of solar collectors, in accordance with section 3.36 'Solar Collector (Attached)' or section 3.37 'Solar Collector (Freestanding).'
(31)	*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	
(32)	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*.
(33)	*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, report, which may include photographs, renderings, product examples or swatches, and 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* or *Subdivision Authority* must make reasonable efforts to determine within 20 days after the receipt of an application for a *Development Permit or Subdivision*, 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 or Subdivision Authority* fails to make a determination regarding completeness within 20 days of receipt of an application for a *Development Permit or Subdivision*, or within such longer time established by agreement between the Applicant and the *Development Authority or Subdivision Authority*, the application shall be deemed to be complete.

(3) When, in the opinion of the *Development Authority or Subdivision 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 or Subdivision* 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 or Subdivision Authority* shall process the application.

2.11 REVIEW PERIOD

(1) The *Development Authority* must make reasonable efforts 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*.

(4) The *Subdivision Authority* must make reasonable efforts to make a decision on the application for a Subdivision within 60 days after the Subdivision Authority determines the application is complete.

(5) Notwithstanding Section (4), the time for the *Subdivision Authority* to make a decision on a completed *subdivision* application may be extended by a written *time extension agreement* (section 2.12) between the Applicant and the *Subdivision Authority*.

(6) An application for a *subdivision* is deemed to be refused when a decision on the application is not made by the *Subdivision Authority* within 60 days of the 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 or Subdivision Authority* may request an extension of the determination of completeness time-period or the application review period of a *Development Permit or subdivision* from the Applicant.

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

(3) An agreement between the *Development Authority or Subdivision Authority* and an Applicant to extend the time for determining the completeness of a *Development Permit or subdivision* 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*.

(10) If life safety will not be reduced, the *Development Authority* may accept a dimensional tolerance of up to 0.05 m to any building *setback* or building *separation distance* within the bylaw, without a *variance*.

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.

(3) Without limiting the generality of section (1), the *Development Authority* shall impose a condition of approval of a *Development Permit* for *affordable non-market housing*, that requires the Applicant to enter into an agreement with the *City*, satisfactory to the City, which outlines the provisions for maintaining housing affordability for the *affordable non-market housing* units identified, and the length of term, in conformance with Policy *C-P&E-06 Affordable Housing*.

(4) The City may register a caveat against the property being developed with *affordable*

non-market housing units, which shall be discharged upon the conditions and term of the agreement described in section (3) being met.

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 stating that all inspections have been satisfactorily completed, that all design criteria have been complied with, and that all conditions have been met.

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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 a 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 regulations of this Bylaw, or in accordance with 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*.

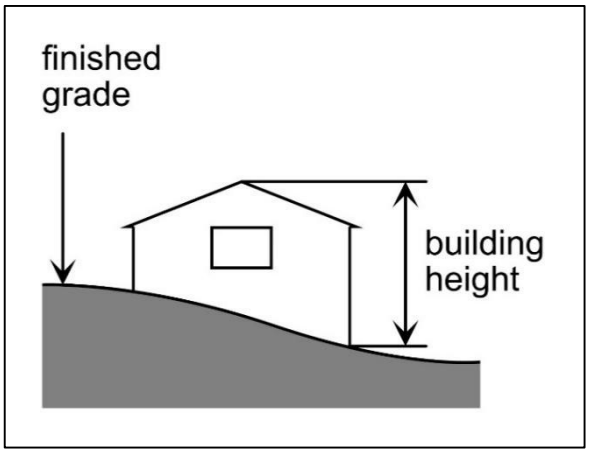
(3) Notwithstanding section (1), the following are not considered part of the *building* for the purpose of measuring building height: elevator housing, mechanical housing, rooftop stairway entrance, ventilation fan, skylight, steeple, chimney, smokestack, parapet wall, flagpole, or similar feature not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

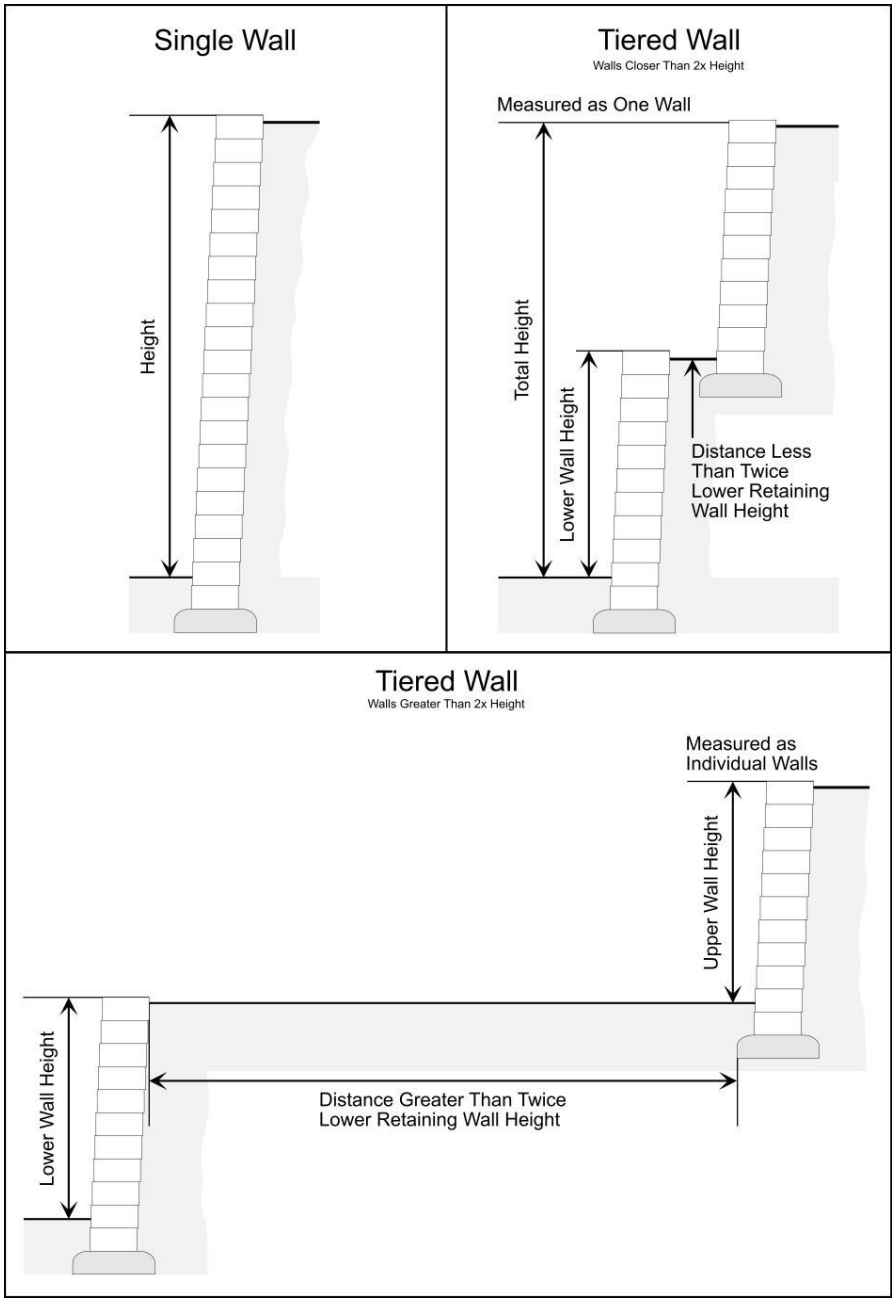


3.4 MEASUREMENT OF RETAINING WALL HEIGHT

(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*.

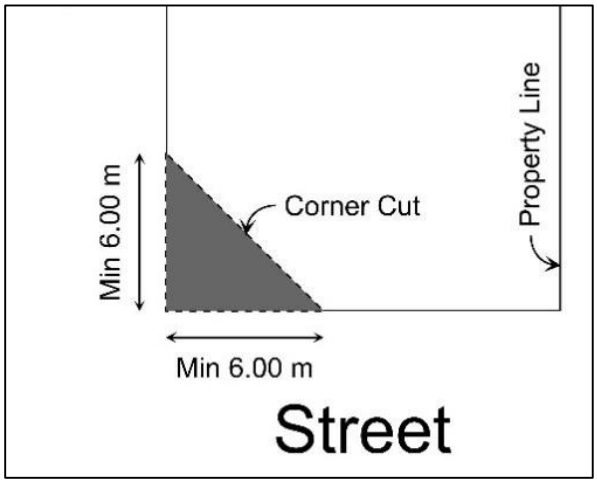
(a) Notwithstanding section (1), a greater corner cut distance may be required by the *Development Authority*, in consultation with Engineering Services.

(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 (7) 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.

(b) Notwithstanding section (4) *dwelling (single-detached), dwelling (semi-detached), dwelling (duplex), dwelling (townhouse – single), and dwelling (townhouse – plex)* are not required to provide full cut-off light fixtures.

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

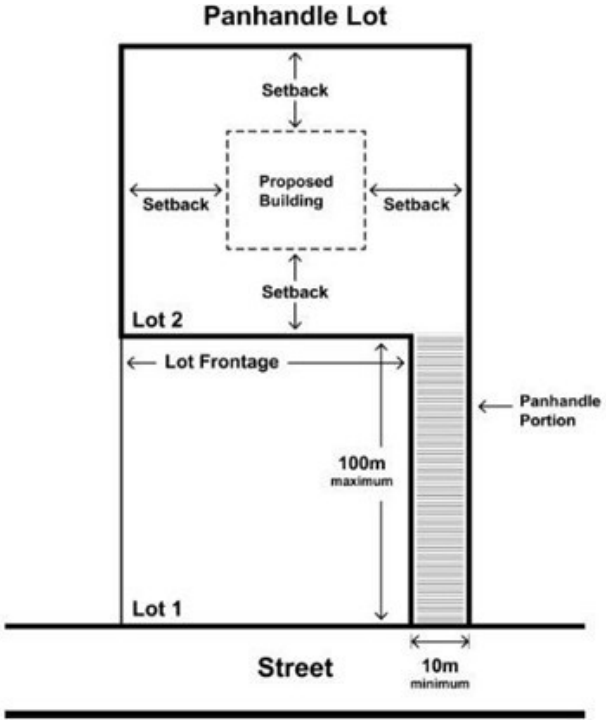
(1) Notwithstanding any other regulation in this Bylaw, the panhandle portion of the *lot* shall have a minimum width of 10.00 m, as shown on Figure 3-4.

(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~~MU1, MU2, and MU-TOD Districts, 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~~MU2, and MU-TOD 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, MU-TOD, PPI (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, MU-TOD, PPI (non-school *sites*), and IND Districts.

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

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

(a) Lands in the PRK, LDR, SLR, LLR, FBR, MDR, ICC, and PPI (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 centre*, *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) Any *building* 50.0 m or greater in height requires that an *Urban Design Review* be completed.

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

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

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

(6) 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.

(7) 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.

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

(9) 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*, and to *residential uses* in the TCC District.

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) Any *deck* must meet the required front yard setback of the *principal building*.

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

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

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

(b) 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).

(4) 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)*.

(5) 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*.

(6) 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)*.

(7) 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

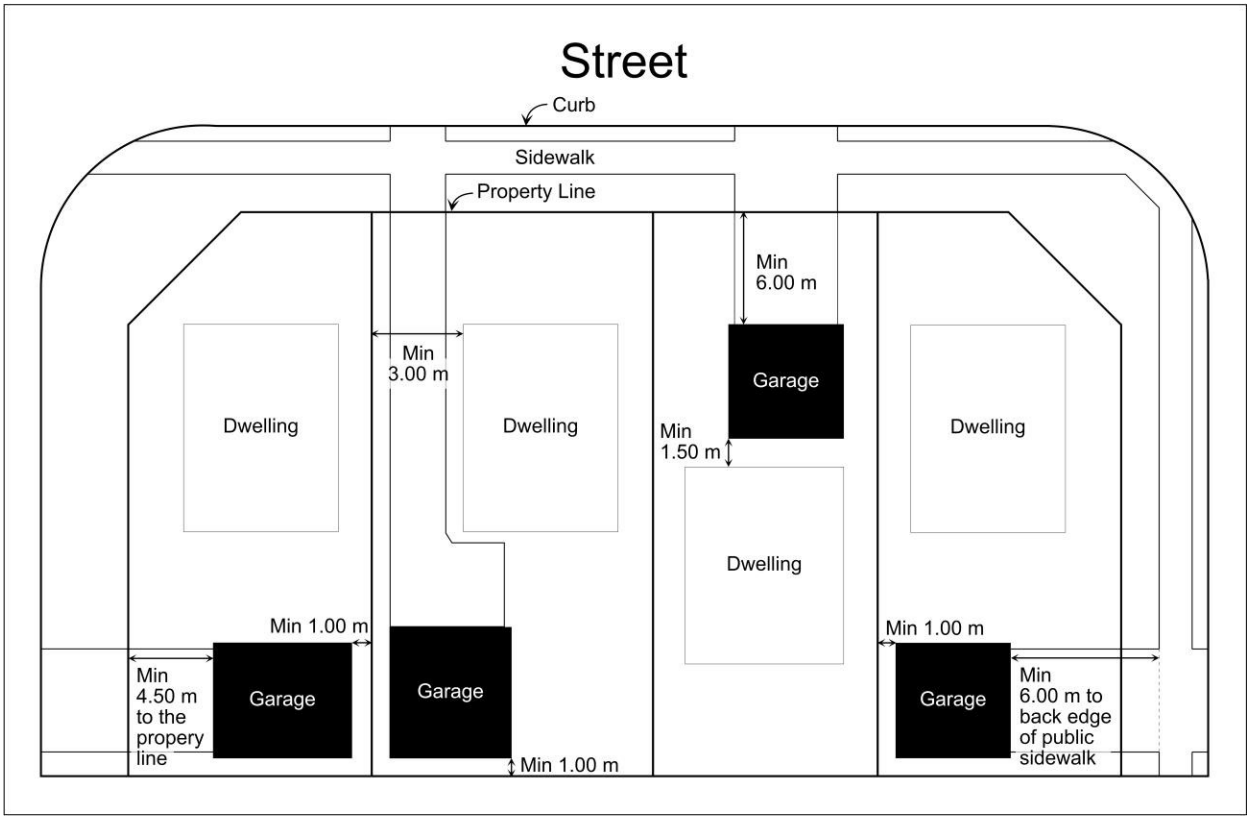
(ii) The minimum *separation distance* from any other *building* on *site* is 1.50 m.

(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~~

~~(e)~~(f) Notwithstanding sections (d) and (e), a *dwelling (townhouse - complex)* that is integrated with a *dwelling (apartment)* or *dwelling unit above a non-residential use*, may exceed eight consecutively attached units, at the discretion of the *Development Authority*; and

~~(f)~~(g) 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

(A) 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*.

(b) Vehicular access for a dwelling (townhouse – plex) shall only be provided from a lane.

(i) Notwithstanding section (b), on a *lot* which has a primary vehicular access to a rear *lane*, and can be accessed from a *public roadway*, one additional *vehicle access* from the *public roadway* may be allowed, in consultation with Engineering Services.

(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

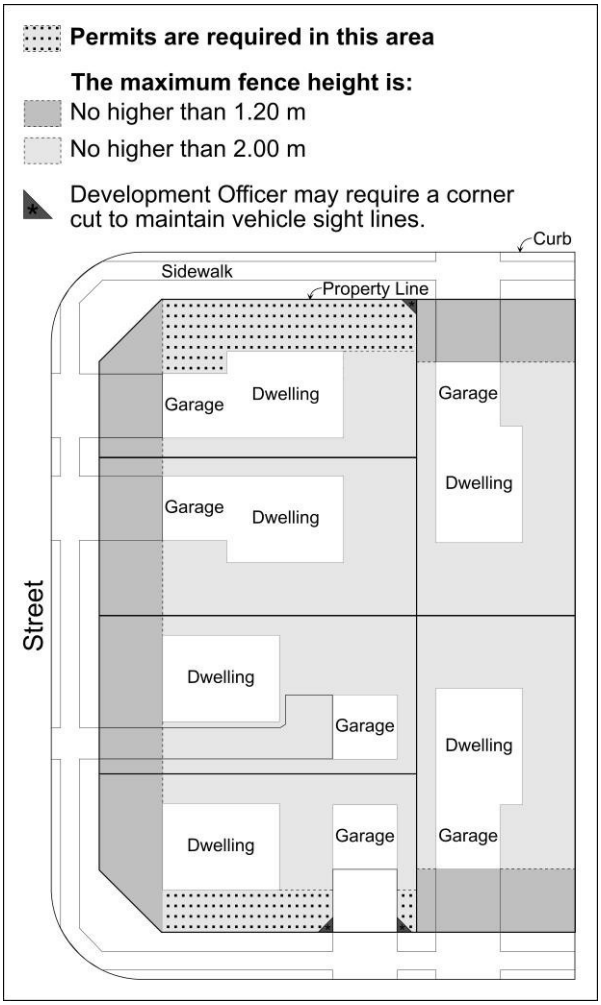
(b) Any other *fence* must not exceed 2.00 m in height.

(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*:

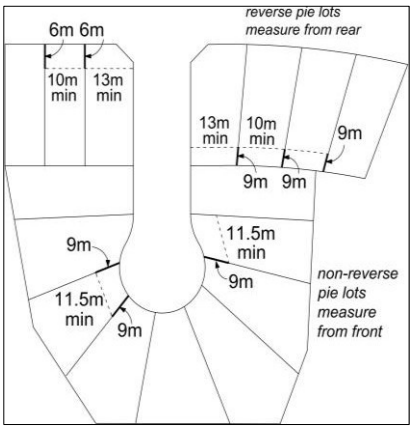
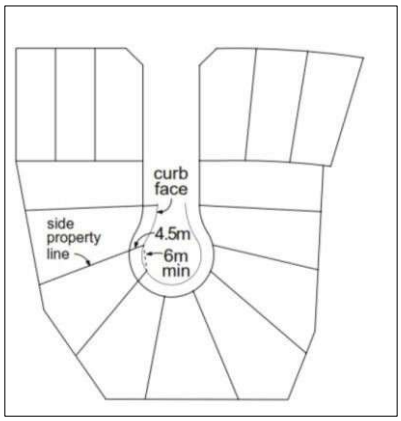
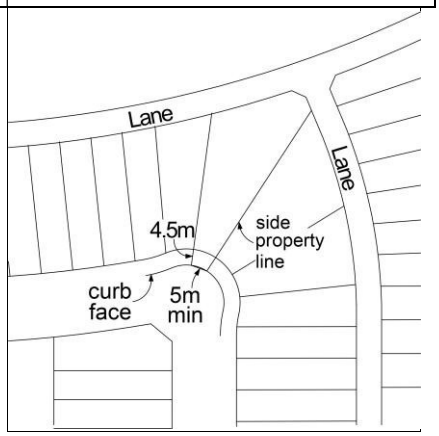
(a) *Lot width* is measured along a line 9.00 m back from the front *property line (Figure 3-7)*;

(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:

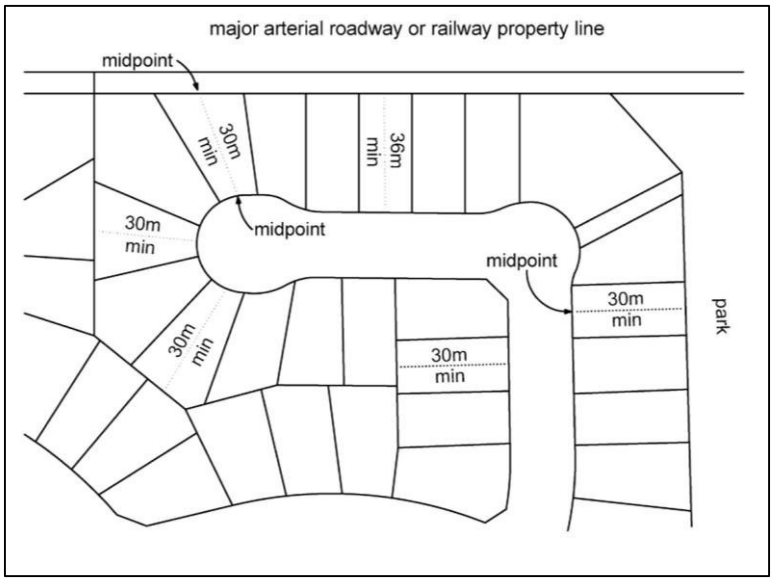
(a) 36.00 m, if the *lot* is adjacent to or backs onto a major arterial roadway identified in Schedule B, or a railway right-of-way;

(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*.

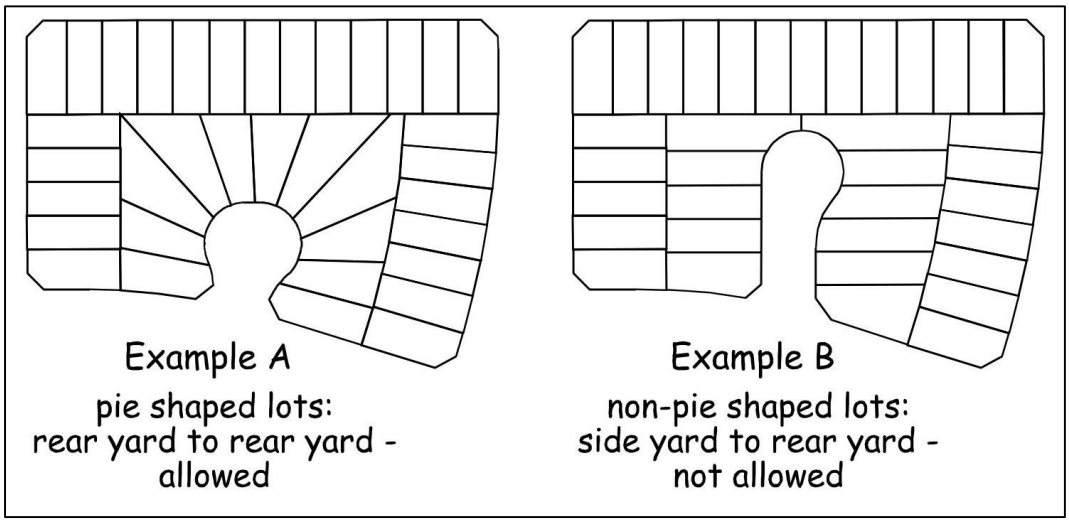
Figure 3-10: Lot Depth Requirements



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 the width of the front attached *garage*, or 5.50 m, whichever is less, ~~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* on an *interior lot* has a front attached *garage*, the front of the *dwelling* must provide visible wall *frontage* with a minimum width of 1.22 m, exclusive of the *garage* width, ~~as in a window, door, front porch, landing, or combination thereof.~~ which includes a clearly visible main entrance.

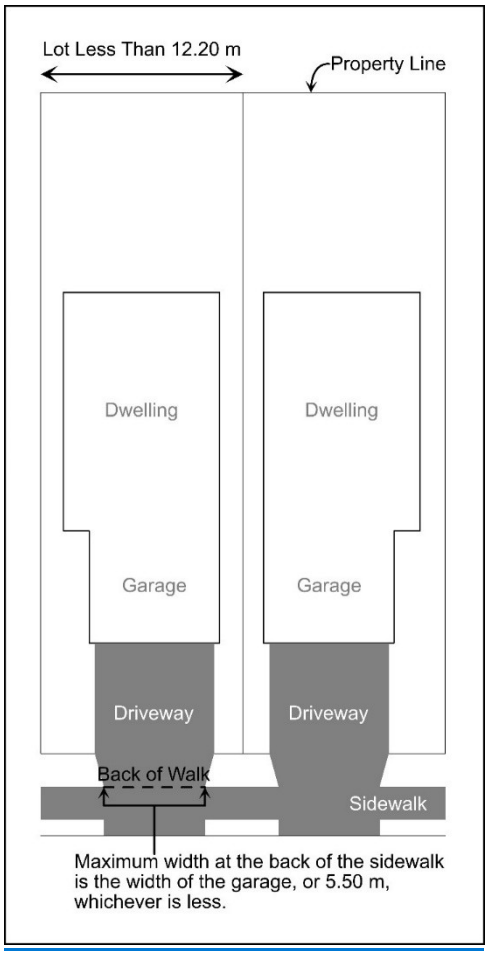
(2) *Lots* less than 11.50 m in width shall not be located on the bulb or partial bulb of a *non-through roadway*.

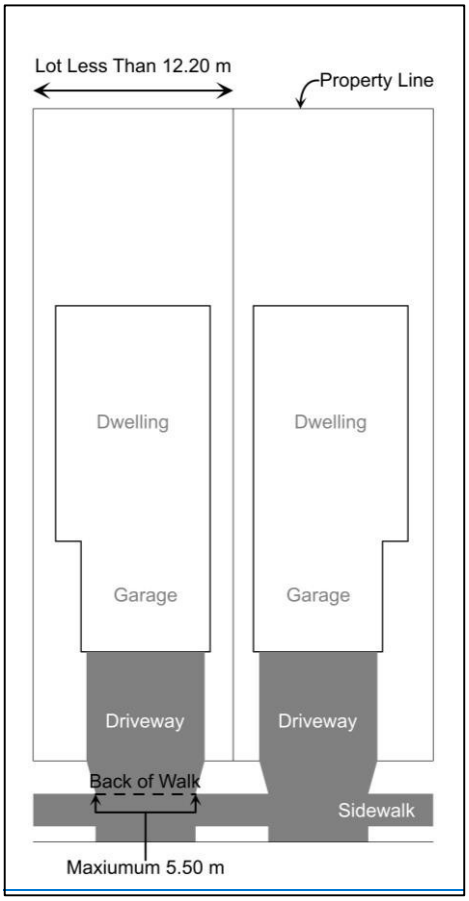
(3) In the LDR District, for a *dwelling (single detached)* on a *lot* less than 9.82 m wide, or a *dwelling (semi-detached)* on a *lot* less than 8.00 m wide, the following regulations apply:

(a) A front attached *garage* shall be limited to a single-width *vehicle garage*; and

~~(d)~~(b) Where a *dwelling* has a front attached *garage*, the front of the *dwelling* must provide visible wall *frontage* with a minimum width of 1.82 m, exclusive of the *garage* width, which includes a clearly visible main entrance.

Figure 3-12: Measuring Lots Less than 12.20 m Wide




Lot Less Than 12.20 m
Property Line
Dwelling
Dwelling
Garage
Garage
Driveway
Driveway
Back of Walk
Sidewalk
Maxiumum 5.50 m

3.68 PRIVATE POOL, HOT TUB, OR DECORATIVE POND

(1) A *private pool, hot tub,* 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) The maximum size of a *hot tub* shall not exceed 7.56 sq m.

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)* or *dwelling (semi-detached)*, 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:

(i) ~~one~~ One of the suites is contained within the principal *dwelling*~~.~~; and

~~(i)~~(ii) The *lot* has a minimum *lot width* of 9.82 m if the *lot* has front vehicular *access*, or 8.60 m if the *lot* has rear vehicular *access*.

(6) In the case of a *dwelling (duplex)*, only one secondary suite per duplex *dwelling unit* is allowed, in accordance with the applicable District.

(7) *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*;

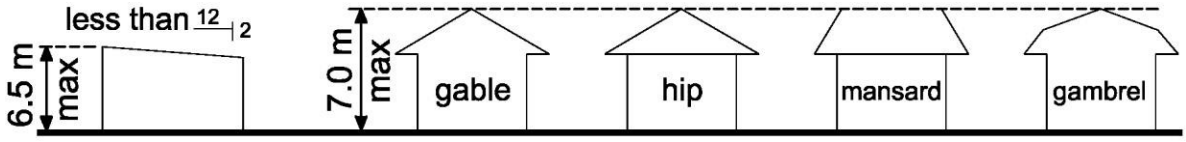
(vi) Have a maximum *gross floor area* of 75.00 m^2; and

(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



(8) *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*.

(9) *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 centre 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 centre 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

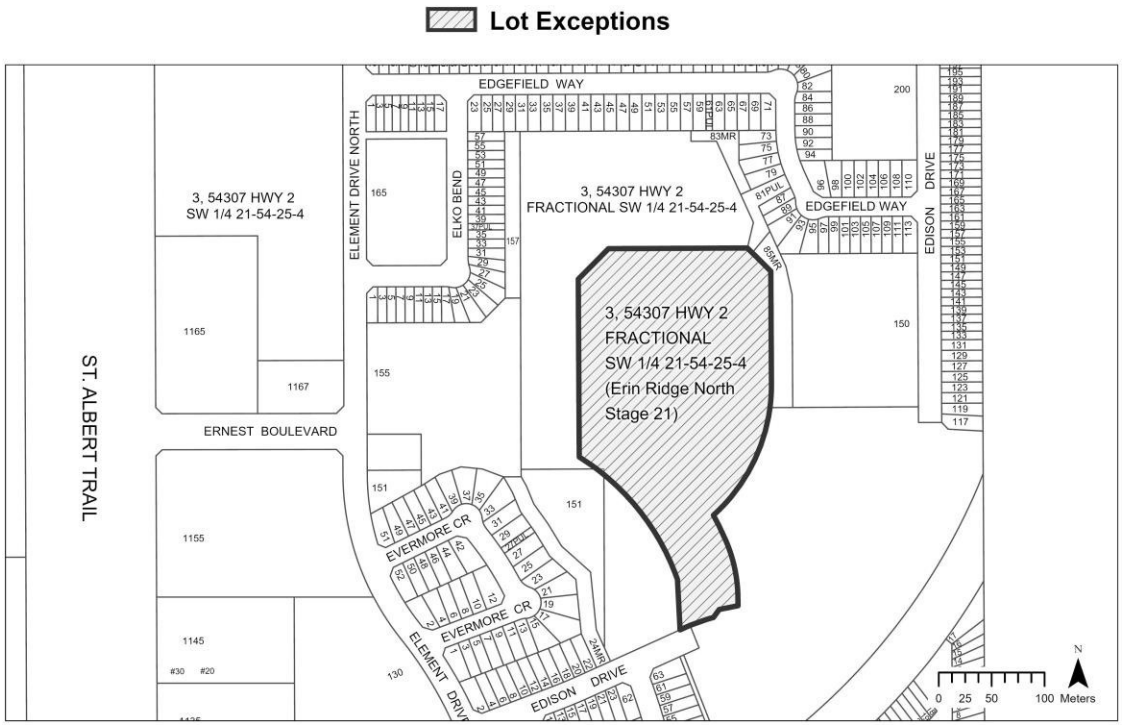
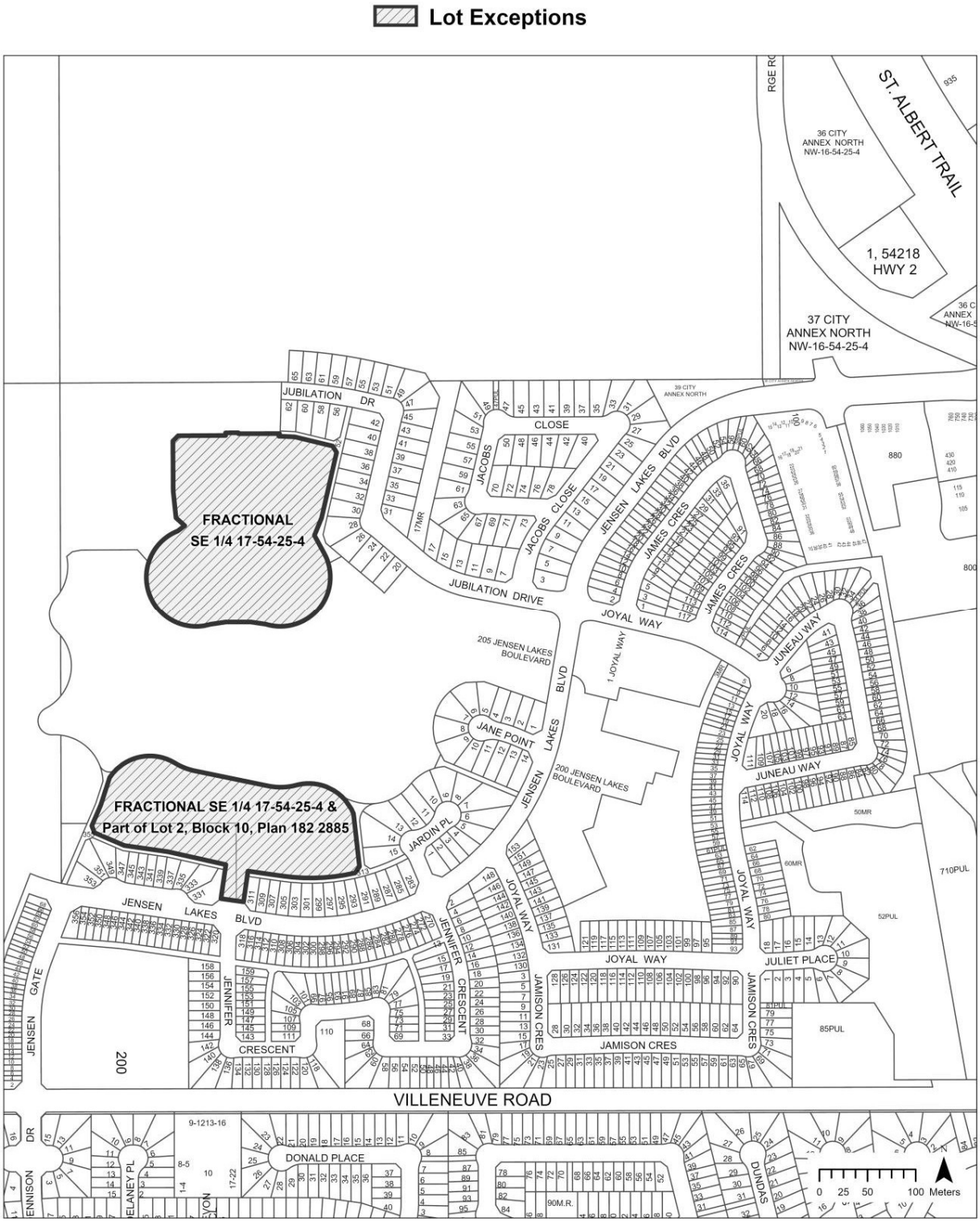


Figure 3-15: Lot Exception, Ville Giroux



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 odour 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 PPI 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.

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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, MU-TOD, or PPI 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~~MID, TCC, or MU-TOD Districts.

(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, PPI	3.50 m
(b)	TCC, RCC, BP1, BP2, ICS, IND, ICC (Area B), MU2, MU-TOD	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 forms 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 reduced *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)* *Dwelling unit above a non-residential use* *Dwelling (studio unit)* *Dwelling (loft unit)*	(a) In DTN District: (i) 0.80 stalls per *dwelling unit*, or *dwelling (loft unit)*; (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; (iii) 0.60 stalls per *affordable non-market housing dwelling unit*; (A) Notwithstanding section (iii), the *parking* ratio shall be 0.35 stalls per *affordable non-market housing dwelling unit* 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; (iv) One stall per seven *dwelling units* for visitor *parking*; (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
	(l) 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; and (b) In all other Districts: (i) One stall per *dwelling unit*, or *dwelling (loft unit)*; (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; (iii) 0.60 stalls per *affordable non-market housing dwelling unit*; and (iv) One stall per seven *dwelling units* for visitor *parking*.
(3) *Dwelling (duplex)* *Dwelling (manufactured)* *Dwelling (semi-detached)* *Dwelling (single detached)* *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 (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 (b) One stall per seven *dwelling units* for visitor *parking*.
(6) *Secondary suite (internal)* *Secondary suite (garage)* *Secondary suite (garden)*	(a) Zero stalls required per suite; or (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 (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)* *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 (b) In the DTN District: (i) Zero stalls per non-resident employee required during the *maximum working shift; and* (c) In all other Districts: (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 (b) One *parking* stall per employee required during the *maximum working shift*.
(11) *Transitional accommodation*	(a) One *parking* stall per five *sleeping units*; and (b) One *parking* stall per employee required during the *maximum working shift*.
(12) *Supportive living accommodation*	(a) One stall per *dwelling unit*; (b) One stall per five *sleeping units*; (c) One stall per seven *dwelling units* or *sleeping units* for visitor *parking*; and (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* *Agriculture (general)* *Agriculture (intensive)* *Art gallery/studio* *Broadcasting studio* *Campground* *Car wash* *Cemetery* *Chemical processing* *Community garden* *Equestrian facility* *Natural area* *Park* *Public utility building* *Recycling depot* *Residential sales centre* *School (post-secondary)* *Stadium* *Transmitting station* *Topsoil processing and sales*	(a) As required by the *Development Authority*.
(2) *Animal grooming* *Animal health* *Animal service* *Catering service* *Health service* *Personal service* *Professional office* *Retail (cannabis)* *Retail (general)*	(a) In the DTN District, one stall per 80.00 m^2 of *gross floor area*. (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 (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 (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)* *Automotive (service)* *Automotive (specialty)* *Construction service* *Equipment service* *Service station* *Heavy vehicle and equipment (sales and service)* *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 (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 (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*. (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 (b) One stall per *crematorium vehicle*.
(13) *Daycare facility*	(a) In the DTN District: (i) Four stalls; or (ii) One stall per three employees required during the *maximum working shift*, and one stall per 15 patrons, whichever is greater. (b) In all other Districts:

Non-Residential Development	Minimum Parking Requirement
	(i) Four stalls; or (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 (b) One stall for every three employees required during the *maximum working shift*.
(15) *Establishment (adult)*	(a) One stall per four seats; or (b) One stall per 50.00 m^2 of *gross floor area*, whichever is greater.
(16) *Establishment (brew pub)* *Establishment (drinking)* *Establishment (restaurant)*	(a) In the DTN District, one stall per six seats. (b) In all other Districts, one stall per four seats.
(17) *Establishment (entertainment)*	(a) In the DTN District, one stall per 10 seats. (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 (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 (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 (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 (ii) One stall per 80.00 m^2 of *gross floor area*, whichever is greater. (b) In all other Districts: (i) One stall per eight seats; or (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 (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 (b) One stall per employee required during the *maximum working shift*.
(26) *Hotel*	(a) In the DTN District: (i) 0.80 stalls 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*. (b) In all other Districts: (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*.
(27) *Industrial (level one)* *Industrial (level two)* *Industrial (level three)*	(a) Five stalls; or (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; (b) One stall per 50.00 m^2 of *gross floor area* for areas without fixed seating; and (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 (b) Any other *parking* shall be as required by the *Development Authority*.
(30) *Religious assembly*	(a) In the DTN District: (i) One stall per 10 seats; or (ii) One stall per 60.00 m^2 of *gross floor area*, whichever is greater. (b) In all other Districts: (i) One stall per eight seats; or (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: (i) Four stalls; (ii) One stall per four employees required during the *maximum working shift*; or (iii) One stall per 60.00 m^2 of *gross floor area*, whichever is greater. (b) In all other Districts: (i) Four stalls;

Non-Residential Development	Minimum Parking Requirement
	(ii) One stall per three employees required during the *maximum working shift*; or (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). (b) Four stalls per 20 students for a senior high school (grades 10 to 12). (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 (b) One stall for every three employees required during the *maximum working shift*.
(35) *Storage facility (mini)* *Storage facility (recreation vehicle and equipment)* *Sod farm*	(a) Three stalls; and (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 (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 (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*: (i) One stall per 150.00 m^2 of *gross floor area*; and (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*: (i) One stall per 300.00 m^2 of gross floor area; and (ii) One stall for every three *warehouse* employees required during the maximum working shift. (c) Greater than 9,300.00 m^2 *gross floor area*: (i) One stall per 500.00 m^2 of *gross floor area;* and (ii) One stall for every three *warehouse* employees required during the *maximum working shift*.
(39) *Shopping centre* Commercial *multi-tenant building*	(a) In the DTN District: (i) One stall per 70.00 m^2 of *gross floor area*. (A) Notwithstanding section (i), the required *parking* shall be 0 stalls 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. (b) In all other Districts: (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. (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*: • *Conference and banquet facility* • *Establishment (entertainment)* • *Establishment (gaming)* • *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.

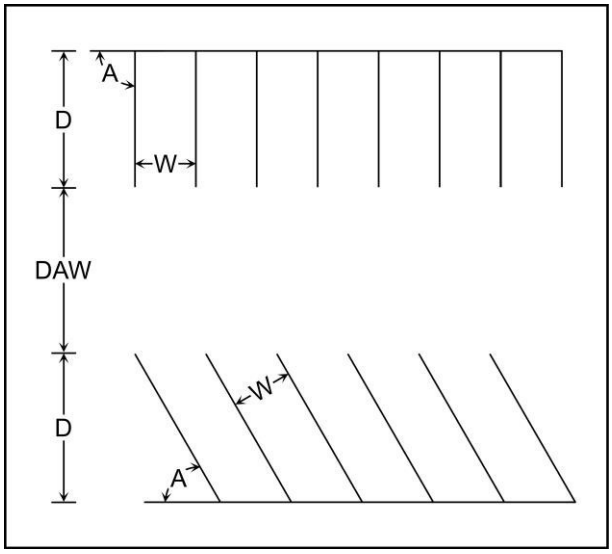
(4) All small car *parking* spaces shall be demarcated or designated as "small car *parking* only."

(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)*.

(d) Notwithstanding section (c), the minimum number of electric *vehicle* charging stations only applies to a dwelling (*townhouse – complex)* with more than twelve dwelling units.

(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 MDR District, the minimum number of public *bicycle* parking spaces shall be no less than three per *building*.

(4) In the LDR, SLR, LLR, FBR, FUD, and TRN Districts, no *bicycle parking* is required.

(5) 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*.

(6) For all other Districts and non-residential uses, the minimum number of public *bicycle parking* spaces shall be six spaces per *building*.

(7) 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*.

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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.

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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*. Narrower LDR districted *lots* are only permitted in neighbourhoods shown in Schedule E of this Bylaw.

(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*, or 8.00 m on an *interior lot* with rear vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision;

(ii) 9.82 m on an *interior lot* with front vehicular *access*, or 8.00 m on an *interior lot* with front vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision;

(iii) 11.35 m on a *corner lot* with rear vehicular *access*, or 10.75 m on a *corner lot* with rear vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision; and

(iv) 12.72 m on a *corner lot* with front vehicular *access*, or 11.35 m on a *corner lot* with front vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision.

(b) The minimum *lot width* for *dwelling (semi-detached)* is:

(i) 7.35 m per *dwelling unit* on an *interior lot* with ~~laned~~ rear vehicular *access*;

(ii) 8.00 m per *dwelling unit* on an *interior lot* with front vehicular *access*, or 7.35 m per *dwelling unit* on an *interior lot* with front vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision;

(iii) 10.00 m per *dwelling unit* on a *corner lot* with ~~front~~ rear vehicular *access*; and

(iv) 10.00 m per *dwelling unit* on a *corner lot* with ~~laned~~ front 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, or 65.00 m^2 within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision, 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	1.80 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) 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

(II) 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*;

(III) Notwithstanding sections (I) and (II), the minimum side yard setback is 4.00 m in all other cases.

(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.

(b) The main entrance to a principal *dwelling unit* on an *interior lot* must be clearly visible from an adjoining *public roadway*.

~~(ii)~~(i) Notwithstanding section (b), for a *dwelling (semi-detached)* or *dwelling (duplex)*, on an *interior lot*, the main entrance to at least one of the principal *dwelling units* must be clearly visible from an adjoining *public roadway*.

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) 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

(II) 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*;

(III) Notwithstanding sections (I) and (II), the minimum side yard setback is 3.00 m in all other cases.

(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*, provided that:

(i) If an *ASP* or *ARP* contemplates more than one phase the 25% *zero lot-line* maximum will be calculated per phase; and

(ii) For an *ASP* originally passed prior to 2021, the 25% zero *lot-line* maximum will be based on the remaining undeveloped residential land at the time of *subdivision* application.

(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.

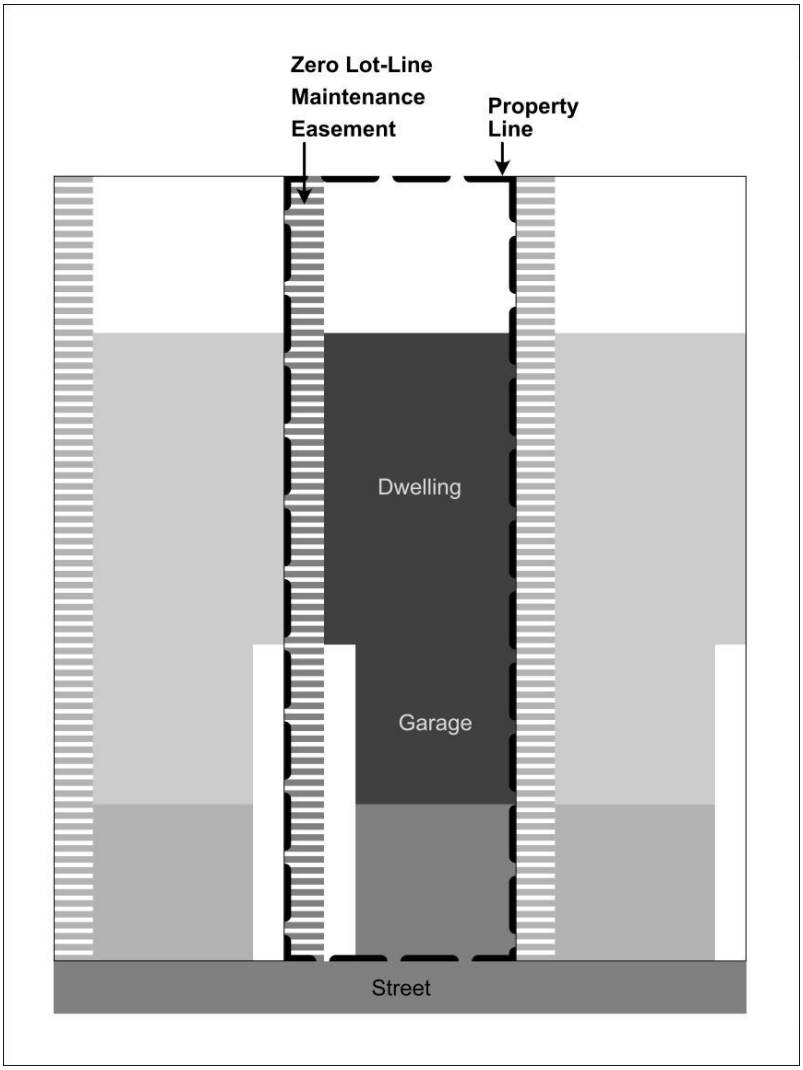
(c) *Lots* developed with a *zero lot-line* within the SLR District shall be located only on one side of a public roadway. The other side of the *public roadway* shall be:

(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

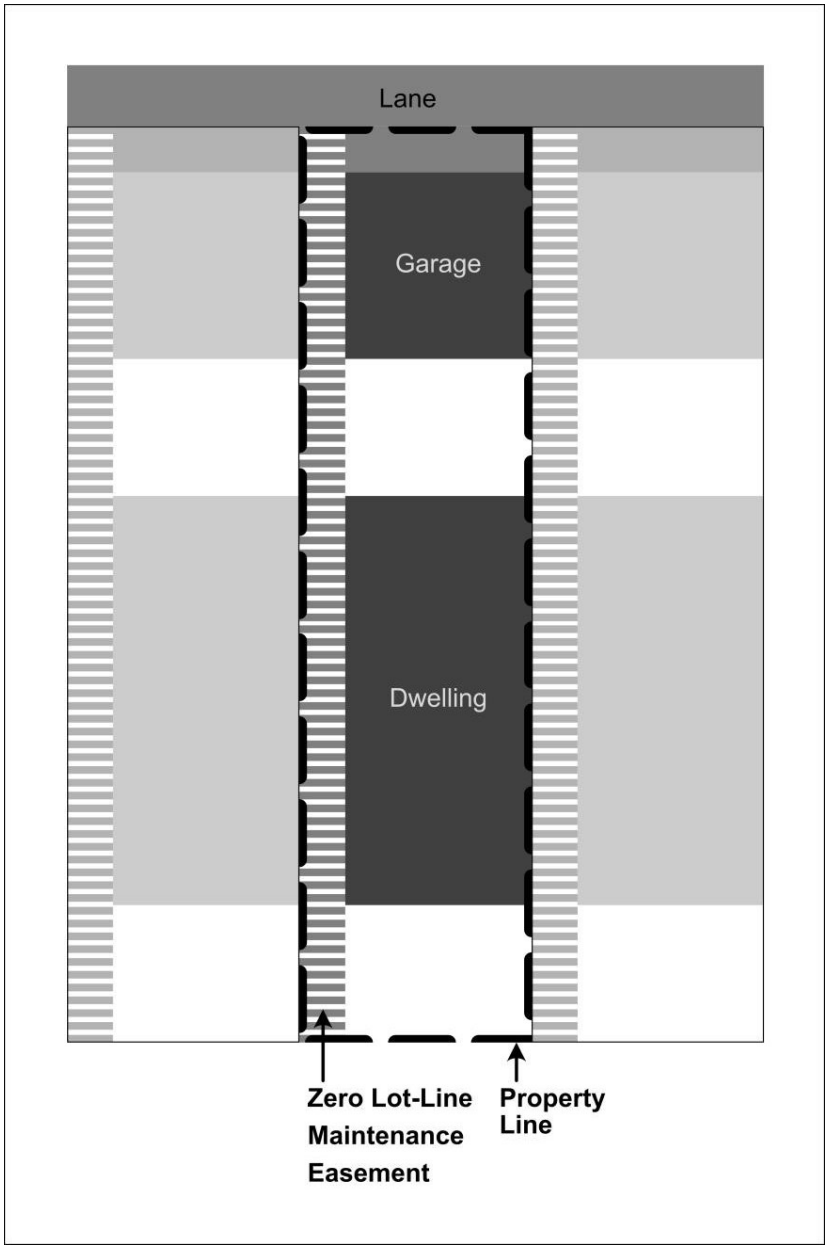
(B) Provide for the protection of drainage of the *site*, including the right for water to flow across *lots* and the requirement not to inhibit the flow of water across *lots;*

(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)

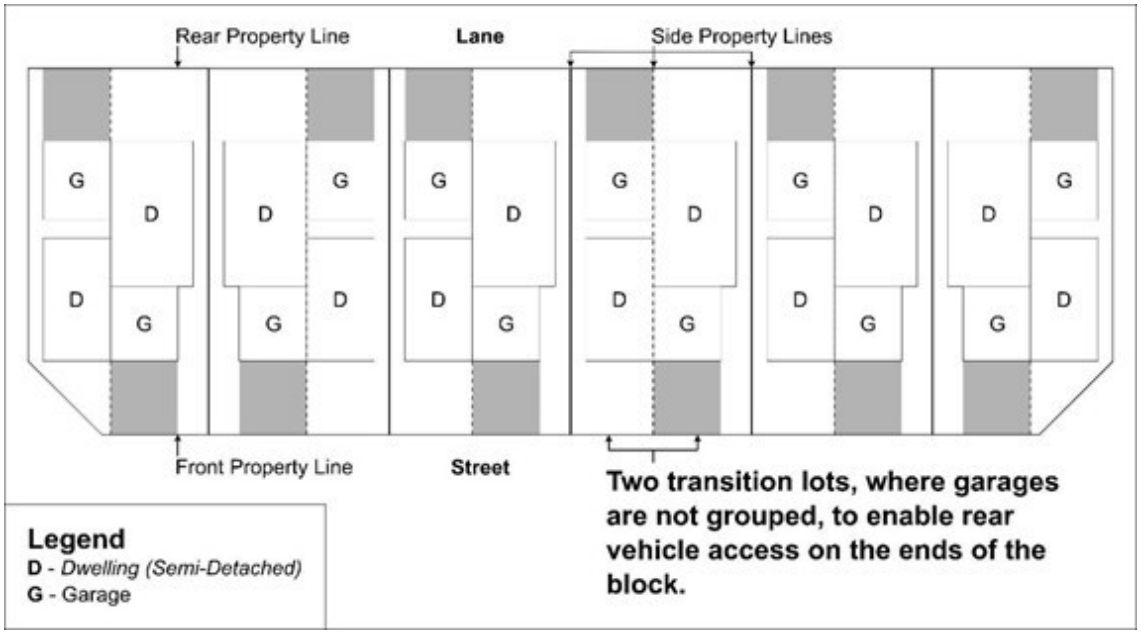
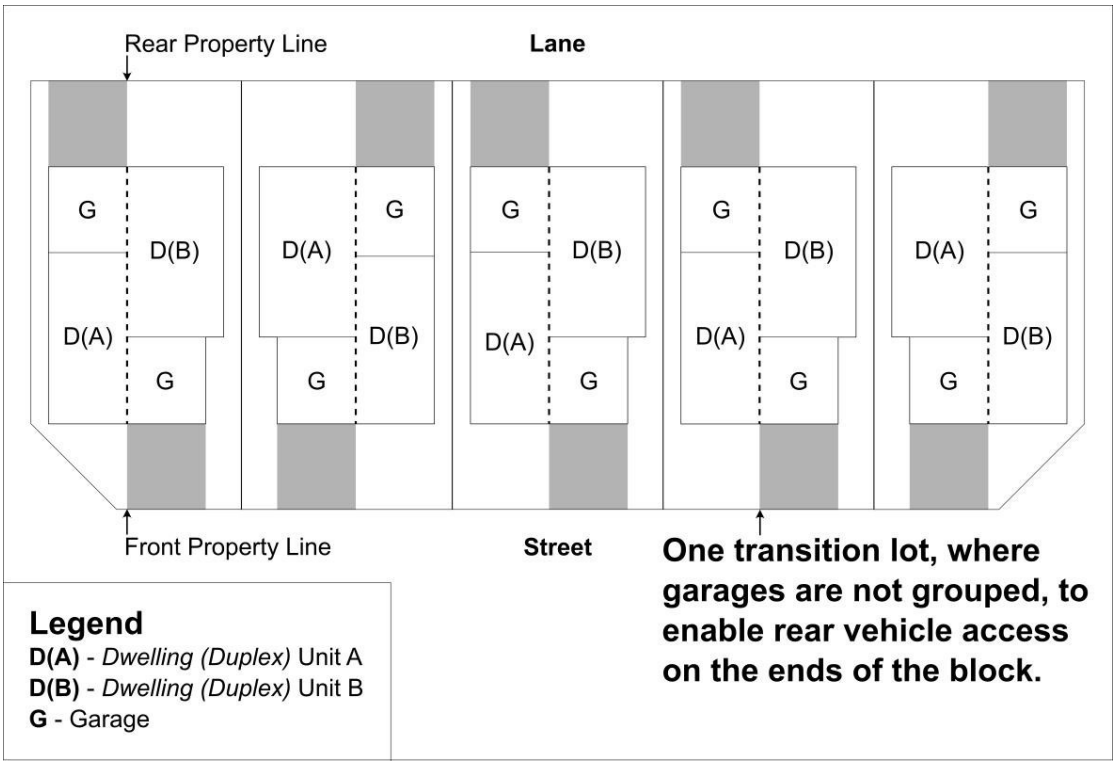


Figure 5-4: Grouping of Vehicular Access on Adjacent Lots for a Block of Dwelling (Duplex)



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*.

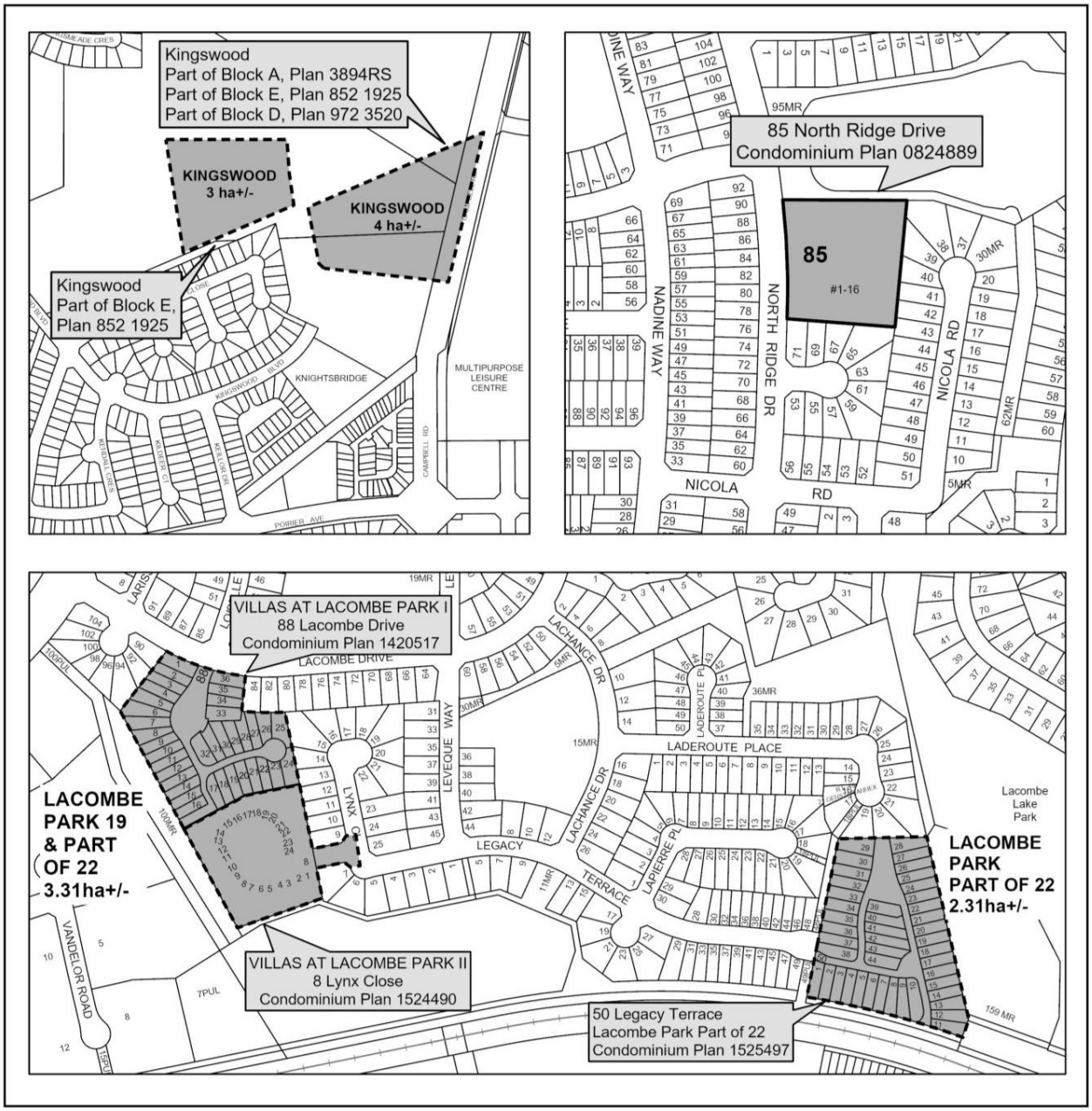
(b) Surface *parking* must not encroach into any required front yard *setback*.

(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.

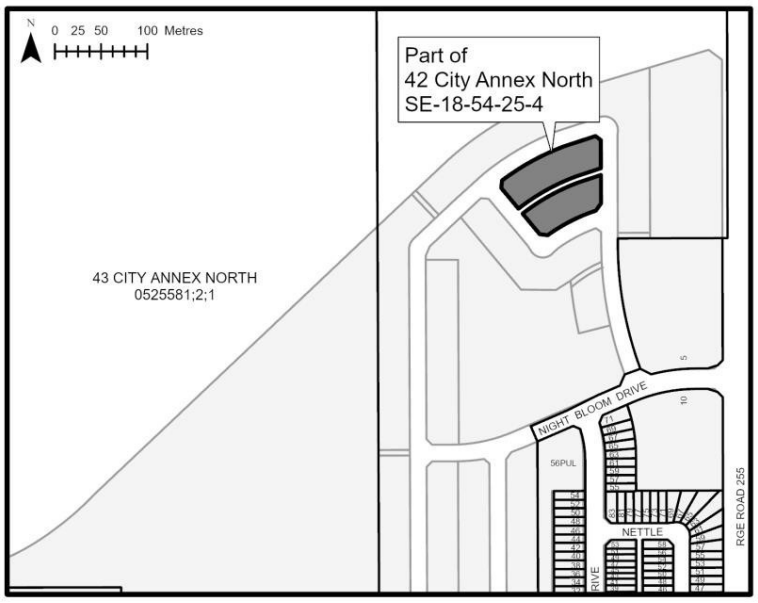
Figure 5-5: Sites for Dwelling (Semi-Detached)



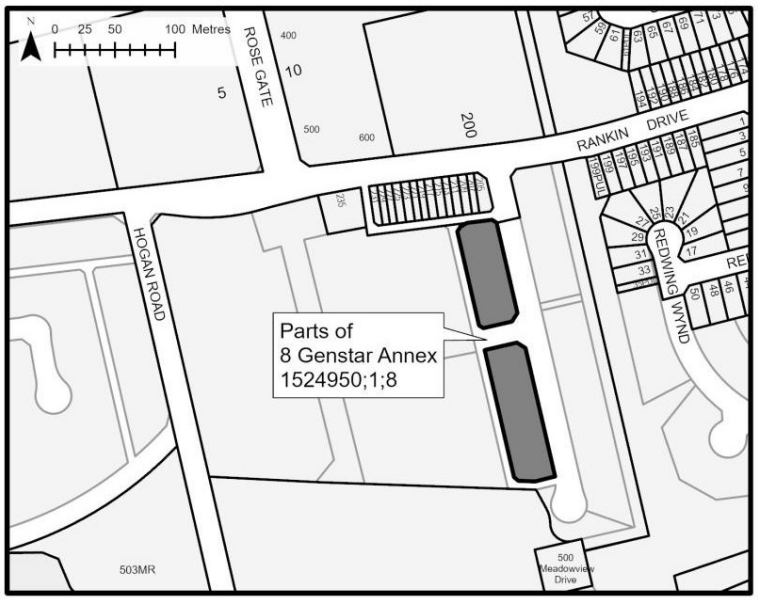
(15) **DWELLING (TOWNHOUSE – SINGLE)**

(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.

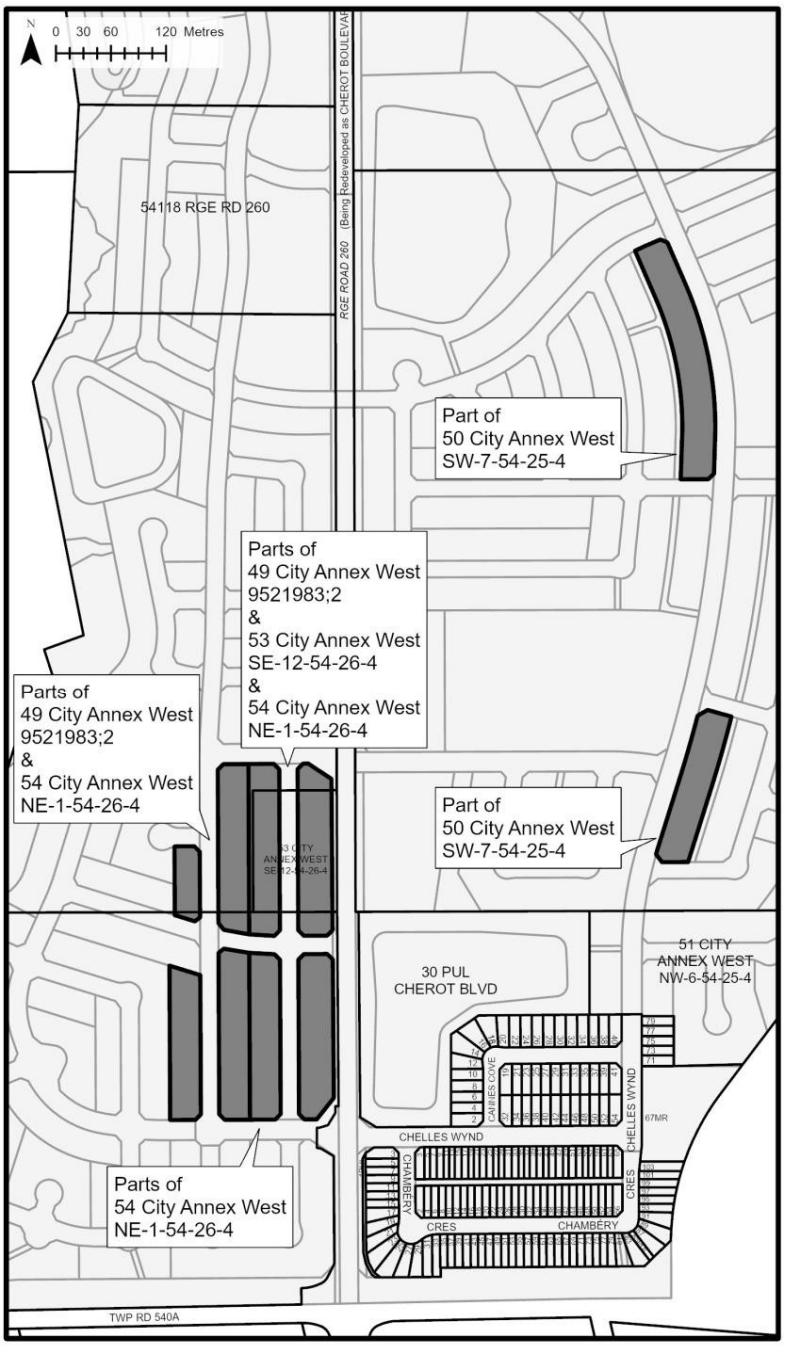
Figure 5-6: Sites for Dwelling (Townhouse – Single) in accordance with an Area Structure Plan



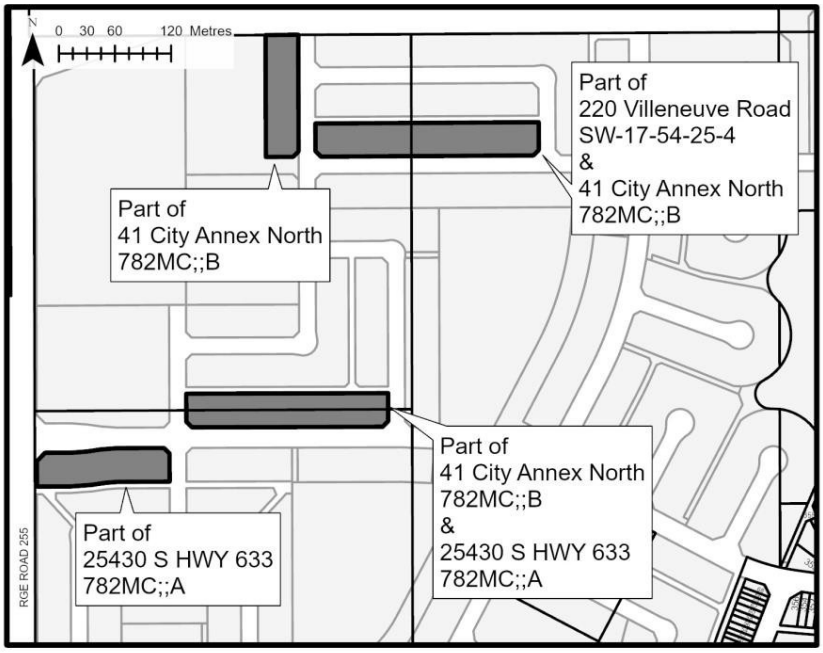
North Ridge ASP Phase 2



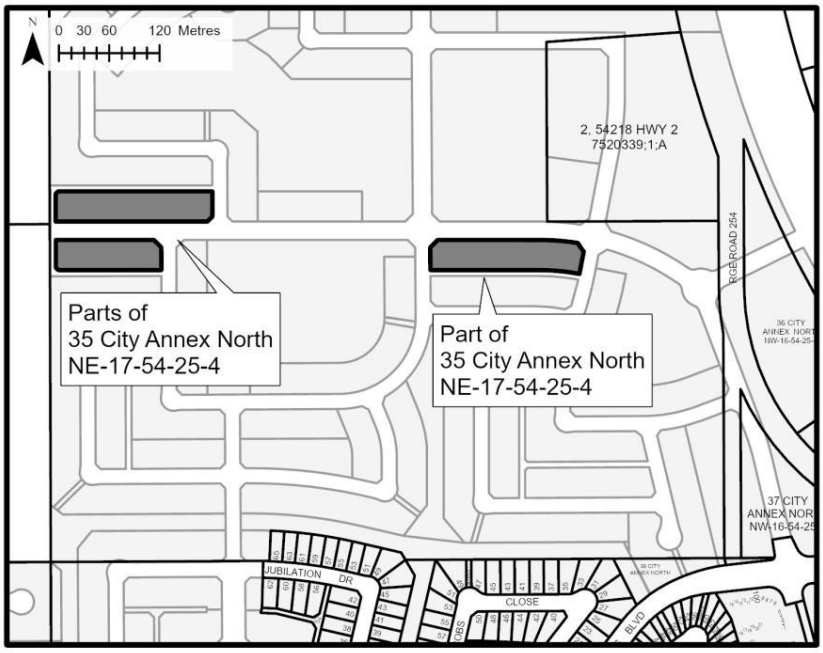
Riverside ASP


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
67MR
CHAMBERY CRES
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* unit above a non-residential use and integrated within the lower level(s) of the *building*: (i) *Art gallery/studio* (ii) *Daycare facility* (iii) *Establishment (restaurant)* (iv) *Health service* (v) *Personal service* (vi) *Retail (general)*
(v)	(a) *Park*	(b) *Accessory Development* to a Permitted Use or Discretionary Use
(vi)	(a) *Supportive living accommodation*	

(4) LOT AREA

(a) The minimum *lot area* is 0.075 ha.

(5) LOT FRONTAGE

(b) 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*.

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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~~gallery/studio*	(b) *Automotive (service)*
(iv)	(a) *Catering service* which uses up to three *vehicles*	(b) *Automotive (specialty)*
(v)	(a) *Dwelling (apartment)*	(b) *Broadcasting studio*
(vi)	(a) *Dwelling unit above a non-residential use*	(b) *Car wash*
(vii)	(a) *Equipment service*	(b) *Conference and banquet facility*
(viii)	(a) *Establishment (brew pub)*	(b) *Construction service*
(ix)	(a) *Establishment (drinking)*	(b) *Daycare facility*
(x)	(a) *Establishment (entertainment)*	(b) *Drive-through*
(xi)	(a) *Establishment (restaurant)*	(b) *Dwelling ~~(apartment)~~(townhouse - complex)*
(xii)	(a) *Funeral home*	(b) *Equipment rental*
(xiii)	(a) *Government service*	(b) *Establishment (gaming)*
(xiv)	(a) *Group home*	(b) *Home-based business (level two)*
(xv)	(a) *Health service*	(b) *Parking lot,* for *off-site parking* only
(xvi)	(a) *Hotel*	(b) *Public utility building*
(xvii)	(a) *Personal service*	(b) *Recycling depot*
(xviii)	(a) *Professional office*	(b) *Religious assembly*
(xix)	(a) *Recreation (indoor)*	(b) *Residential sales centre*
(xx)	(a) *Retail (general)*	(b) *Retail (adult)*
(xxi)	(a) *School (commercial)*	(b) *Retail (cannabis)*
(xxii)	(a) *School (post-secondary)*	(b) *Storage facility (indoor)*
(xxiii)	(a) *Service station*	(b) *Accessory Development* to any Permitted Use or Discretionary Use
(xxiv)	(a) *Shopping centre*	
(xxv)	(a) *Supportive living accommodation*	
(xxvi)	(a) *Warehouse store (retail)*	

(4) **SITE DENSITY**

(a) The minimum *site density* for a *residential use* is 50 *dwelling units* per net hectare and cannot exceed a maximum of 200 *dwelling units* per net hectare.

(b) In determining *site density*, the *Development Authority*:

(i) May consider only the portion of a *site* dedicated to *residential uses*; and

(ii) May consider the total number of *dwelling units* for multiple built forms when they comprise a *development* on a single *lot*.

(5) **SITE DENSITY BONUS**

(a) Notwithstanding section (4), the maximum *site density* may exceed 200 *dwelling units* per net hectare to a maximum of 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, 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:

- Provided at a ratio of 1.50 m^2 per *dwelling unit*;
- Grouped into areas of not less than 30.00 m^2; and
- Not located in any required *setback*.

~~(4)~~(6) **BUILDING HEIGHT**

(a) The maximum building height is ~~22.00~~25.00 m.

~~(a)~~(b) Notwithstanding section (a), the maximum building height of a *dwelling (townhouse-complex)* is 18.00m.

~~(5)~~(7) **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.

(d) Notwithstanding sections (a), (b) and (c), for any ~~*residential use*~~*building*, excluding *dwelling (townhouse - complex)*, the minimum building *setback* is 10.00 m from any *property line* that adjoins a *low-density residential district*, other than a *public utility lot*.

~~(6)~~(8) **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)~~(9) **DESIGN, CHARACTER, AND APPEARANCE**

(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) *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~~s~~-of-way, ~~*Residential*~~ *residential* ~~*District*~~*district*, *residential use*, *natural area*, or *park*, shall be of a higher standard of design;

~~(ii)~~(iii) A residential *building* adjacent to a public right-of-way, *residential district*, *residential use* on a separate *site*, *natural area*, or *park*, shall not exceed 80.00 m in continuous *façade* length;

~~(iii)~~(iv) *Buildings* shall feature at-grade windows and entryways placed at regular intervals;

~~(iv)~~(v) 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)~~(vi) *Buildings* are encouraged to be oriented to, and have their main entrances face, a *public roadway*.

(10) RESIDENTIAL DEVELOPMENT

(a) Refer to section 3.55 'Dwelling (Apartment) and Dwelling Unit Above a Non-Residential Use' for regulations regarding *dwelling (apartment)* or *dwelling unit above a non-residential use*.

(b) Refer to section 3.56 'Dwelling (Townhouse)' for regulations regarding *dwelling (townhouse - complex)*.

(c) In addition to sections (a) and (b), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m.

(11) 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, 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;

(ii) In addition to section 3.27 'Pedestrian Walkway Access', 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.

(12) PARKING

(a) Shared *parking* between any uses on the same *site*, or *off-site parking*, may be considered, at the discretion of the *Development Authority* in consultation with Engineering Services, to meet the *on-site parking* required under Part 4: Parking.

(13) ADDITIONAL SITE DESIGN STANDARDS

(a) For any *development*, the *Development Authority* may impose any of the following additional requirements intended to create an urban environment that is attractive and compatible with surrounding land uses:

(i) Additional building *setbacks* or *step-backs* beyond the minimum required if, in the opinion of the *Development Authority*, it is necessary to mitigate the building scale, or wind, sun, or shadow impacts;

(ii) Orientation of a *building* to face a *public roadway*, at a reduced front yard *setback* of 3.50 m, to create a continuous ground-level street frontage;

(iii) Highly visible direct entrances to ground-floor commercial uses to help promote *pedestrian-oriented development* and commercial activity adjacent to a *public roadway*, *private roadway*, or pedestrian walkway; and

(iv) Overhead weather protection along any building *façade* with primary entrances, whether adjacent to a public sidewalk or otherwise. The overhead weather protection shall be designed in accordance with section 3.25 'Overhead Weather Protection'.

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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

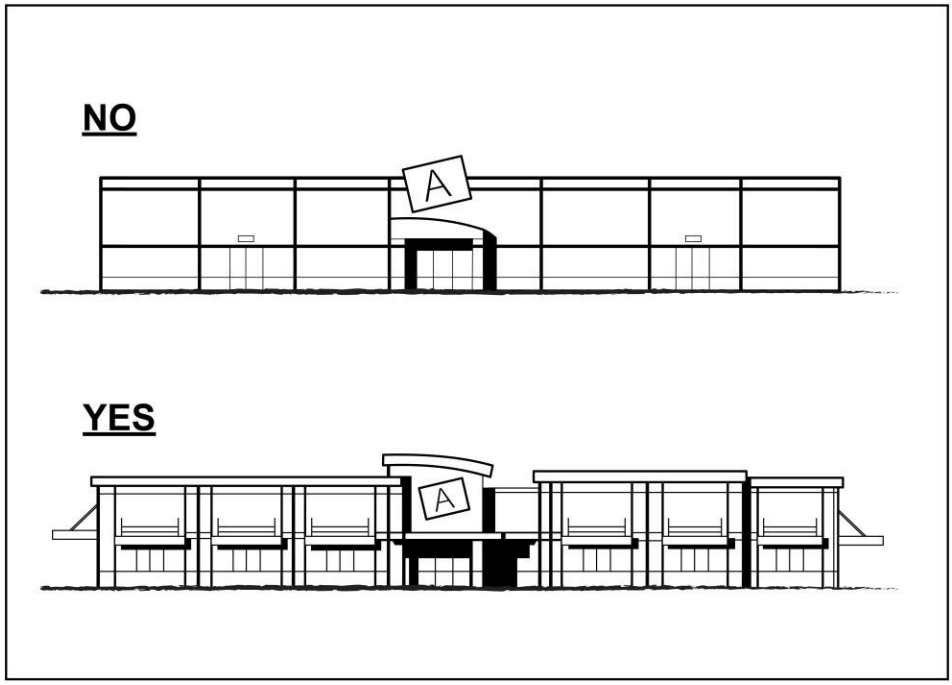
(iv) Windows are encouraged to be located along abutting *public roadways* and pedestrian walkways, excepting those areas that are used for loading areas, or garbage and recycling storage.

(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.

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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 an 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.

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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.’

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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.’

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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 PPI 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*.

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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
(ii)	(a) *Art gallery/studio*	(b) *Broadcasting studio*
(iii)	(a) *Catering service* which uses up to three *vehicles*	(b) *Conference and banquet facility*
(iv)	(a) *Community garden*	(b) *Daycare facility*
(v)	(a) *Dwelling (apartment)*	(b) *Equipment service*
(vi)	(a) *Dwelling (townhouse - complex)*	(b) *Establishment (brew pub)*
(vii)	(a) *Dwelling unit above a non-residential use*	(b) *Establishment (drinking)*
(viii)	(a) *Establishment (restaurant)*	(b) *Establishment (entertainment)*
(ix)	(a) *Government service*	(b) *Home-based business (level two)*
(x)	(a) *Group home*	(b) *Hotel*
(xi)	(a) *Health service*	(b) *Parking structure*
(xii)	(a) *Live/work unit*	(b) *Public utility building*
(xiii)	(a) *Personal service*	(b) *Recreation (indoor)*
(xiv)	(a) *Professional office*	(b) *Recreation (outdoor)*
(xv)	(a) *Residential sales centre*	(b) *Religious assembly*
(xvi)	(a) *Retail (general)*	(b) *Retail (cannabis)*
(xvii)	(a) *School (commercial)*	(b) *Accessory Development* to a Permitted Use or Discretionary Use
(xviii)	(a) *School (post-secondary)*	
(xix)	(a) *Shopping centre*	
(xx)	(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*.

(b) In addition to section (a), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m.

(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
(ii)	(a) *Art gallery/studio*	(b) *Broadcasting studio*
(iii)	(a) *Catering service* which uses up to three *vehicles*	(b) *Community garden*
(iv)	(a) *Dwelling (apartment)*	(b) *Conference and banquet facility*
(v)	(a) *Dwelling (townhouse - complex)*	(b) *Daycare facility*
(vi)	(a) *Dwelling unit above a non-residential use*	(b) *Equipment service*
(vii)	(a) *Establishment (restaurant)*	(b) *Establishment (brew pub)*
(viii)	(a) *Government service*	(b) *Establishment (drinking)*
(ix)	(a) *Group home*	(b) *Establishment (entertainment)*
(x)	(a) *Health service*	(b) *Home-based business (level two)*
(xi)	(a) *Live/work unit*	(b) *Hotel*
(xii)	(a) *Personal service*	(b) *Parking structure*
(xiii)	(a) *Professional office*	(b) *Religious assembly*
(xiv)	(a) *Recreation (indoor)*	(b) *Retail (cannabis)*
(xv)	(a) *Residential sales centre*	(b) *School (commercial)*
(xvi)	(a) *Retail (general)*	(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 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 15% 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.

(iii) Notwithstanding sections (b), (i), and (ii), a minimum of 10% of the total *gross floor area* shall be used for commercial (non-residential) purposes for the following properties:

(A) Lot C, Plan 942 3702 (825 St. Albert Trail); and

(B) Lot 1, Block 2, Plan 242 0625 (835 St. Albert Trail)

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*; and

(G) *Lot frontage*.

(v) In addition to section (iv), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m.

(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.

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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.

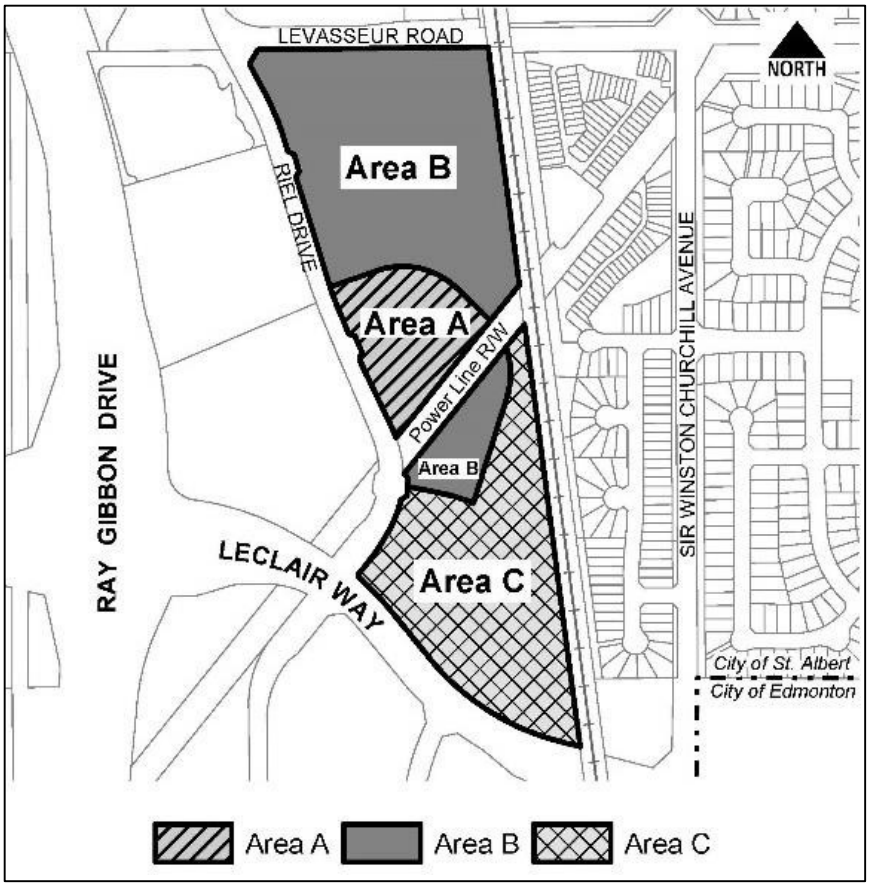
(b) The area designated as MID District encompasses residential areas A and B, and Mixed-Use Area C, as identified in *Figure 5-8*.

(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)
(ii)	(a) *Dwelling (duplex)*	(b) *Home-based business (level two)*
(iii)	(a) *Dwelling (semi-detached)*	(b) *Parking lot* at *finished grade*
(iv)	(a) *Dwelling (townhouse - complex)*	(b) *Public utility building*
(v)	(a) *Group home*	(b) *Residential sales centre*
(vi)	(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*
(vii)		(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) *Dwelling (townhouse - complex)*
(vii)	(a) *Establishment (restaurant)*	(b) *Equipment service*
(viii)	(a) *Government service*	(b) *Establishment (drinking)*
(ix)	(a) *Group home*	(b) *Establishment (entertainment)*
(x)	(a) *Health service*	(b) *Home-based business (level two)*
(xi)	(a) *Live/work unit*	(b) *Hotel*
(xii)	(a) *Parking lot* at *finished grade*	(b) *Religious assembly*
(xiii)	(a) *Parking structure*	(b) *Residential sales centre*
(xiv)	(a) *Personal service*	(b) *Retail (cannabis)*
(xv)	(a) *Professional office*	(b) *School (commercial)*
(xvi)	(a) *Public utility building*	
(xvii)	(a) *Recreation (indoor)*	
(xviii)	(a) *Retail (general)*	
(xix)	(a) *Shopping centre*	
(xx)	(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) **SITE DENSITY BONUS**

(a) Notwithstanding section (9)(a)(iii), the maximum *site density* may exceed 250 *dwelling units* per net hectare in Area C, 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*.

(11) **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*;

(ii) A *patio* or yard; or

(iii) 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

(ii) 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 line*s;

(ii) A roadway;

(iii) A common or visitor *parking* stall; and

(iv) 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)*.

(12) **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;

(ii) *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;

(iii) Each *amenity area (common)* shall have a minimum area of 500.00 m², excluding *parking lots* and pedestrian walkways;

(iv) Each *amenity area (common)* shall have a minimum width of 6.00 m at its narrowest point;

(v) The *amenity area (common)* shall not be located in any required *setback*;

(vi) The *amenity area (common)* required under section (12) is in addition to an *amenity area (common)* that may be provided under section (11)(e); and

(vii) The *Development Authority* may, at its discretion, vary the requirements of sections (iii) and (iv) above, taking into account *site* constraints, adjacent uses, and urban design considerations.

(13) **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*.

(14) **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*.

(15) **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)*;

(ii) *Dwelling (semi-detached)*; and

(iii) *Dwelling (townhouse - complex)*.

(16) **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

(ii) 70% for a *townhouse (interior unit)*.

(17) **LOT FRONTAGE**

(a) The minimum *lot frontage* is 25.00 m for:

(i) Conventional condominium *development*;

(ii) *Dwelling (apartment)*; and

(iii) *Dwelling unit above a non-residential use*.

(18) **LOT AREA**

(a) The minimum *lot area* is 0.075 ha for:

(i) Conventional condominium *development*;

(ii) *Dwelling (apartment)*; and

(iii) *Mixed-use building*.

(19) **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*.

(20) **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.

(21) **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)*.

(22) **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

(ii) 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*.

(23) **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.

(24) **SITE DENSITY BONUS SETBACK**

(a) Notwithstanding sections (20), (22), and (23) for *developments* in Area C subject to the *site density* bonus of this District, the *Development Authority* may determine the minimum building *setbacks,* taking into account adjacent uses.

(25) **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.

(26) **BUILDING SEPARATION DISTANCE**

(a) The minimum *separation distance* for residential *buildings* in areas A and B, or for a *dwelling (townhouse – complex)* in Area C 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*.

(27) **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*.

(28) **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)* *Dwelling (semi-detached)*	(i)	Two stalls per *dwelling unit*; plus
		(ii)	One stall per seven *dwelling units* for visitor *parking*.
(c)	*Dwelling (townhouse - complex)*	(i)	For a *dwelling unit* equal to or greater than 5.18 m in width, 1.5 stalls per *dwelling unit*;
		(ii)	For a *dwelling unit* less than 5.18 m in width, one stall per *dwelling unit*; plus
		(iii)	One stall per seven *dwelling units* for visitor *parking*.
(d)	*Dwelling (apartment)* *Dwelling (loft unit)* *Dwelling (studio unit)* *Dwelling unit above a non-residential use*	(i)	One stall per *dwelling unit* or *dwelling (loft unit);*
		(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;
		(iii)	0.60 stalls per *affordable non-market housing dwelling unit*; and
		(iv)	One stall per seven *dwelling units* for visitor *parking*.
(e)	*Group home*	(i)	One stall per three *sleeping units*; plus
		(ii)	One stall per resident staff member.
(f)	*Live/work unit*	(i)	1.50 stalls for the residential components; and
		(ii)	One stall per 45.00 m² of *gross floor area* for the commercial component.
		(iii)	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.

RESIDENTIAL LAND USE	MINIMIMUM PARKING REQUIREMENT
(g) *Supportive living accommodation*	(i) One stall per six *dwelling units*; (ii) One stall per seven *dwelling units* for visitor *parking*; and (iii) One stall for every one-and-a-half employees required during the *maximum working shift*.

NON-RESIDENTIAL LAND USE	MINIMUM PARKING REQUIREMENT
(h) 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.
(i) *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*.

(j) If a calculation under sections (b) through (i) results in a fractional number, the number shall be rounded upwards to the next whole number.

(k) 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.

(l) Notwithstanding section (k)(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.

(m) 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.

(n) Small-car *parking* spaces may comprise a maximum of 20% of required *parking* for a *dwelling (apartment*) and *mixed-use building* only.

(29) **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.

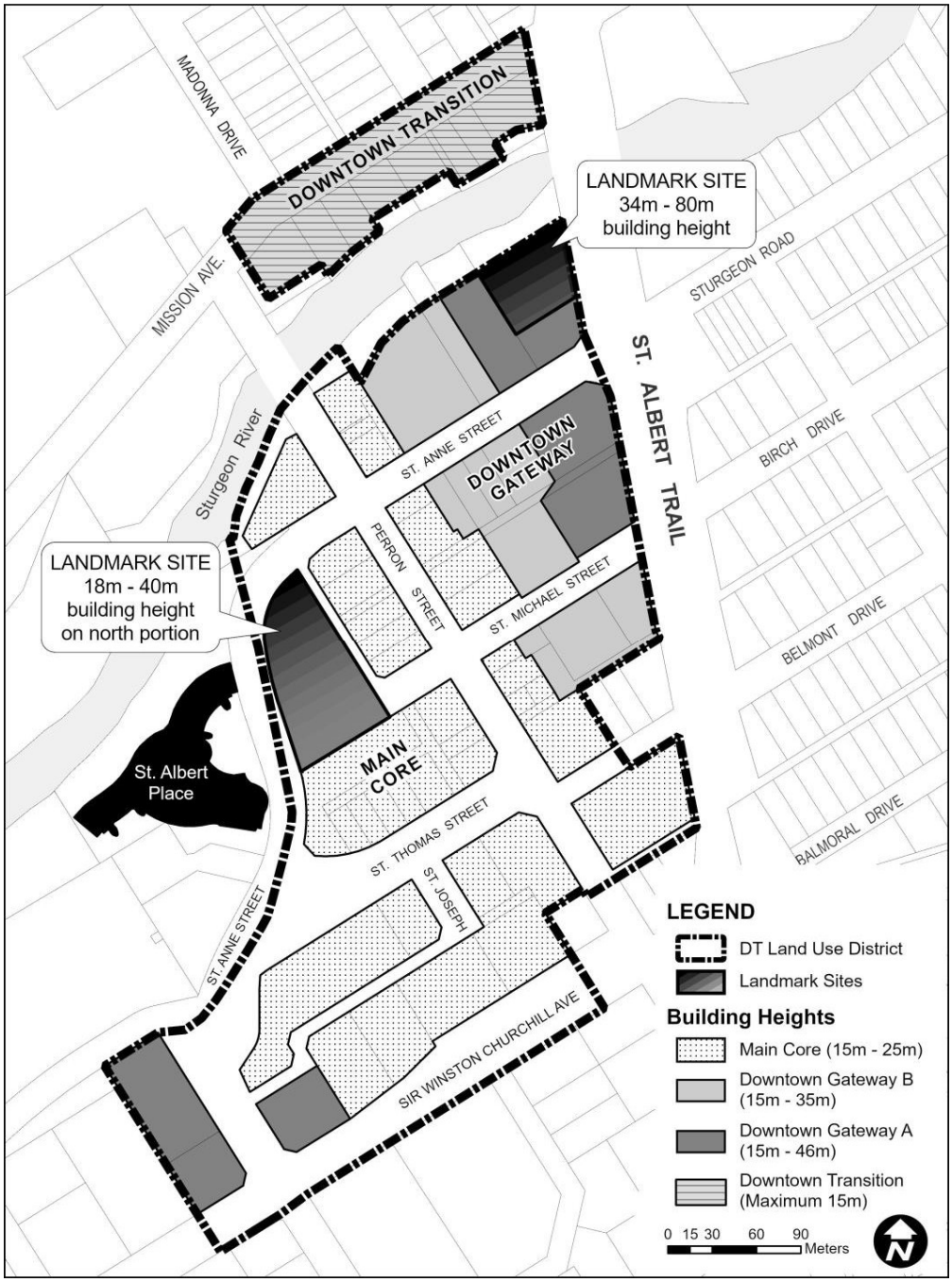
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5.18 DTN - DOWNTOWN DISTRICT

(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**

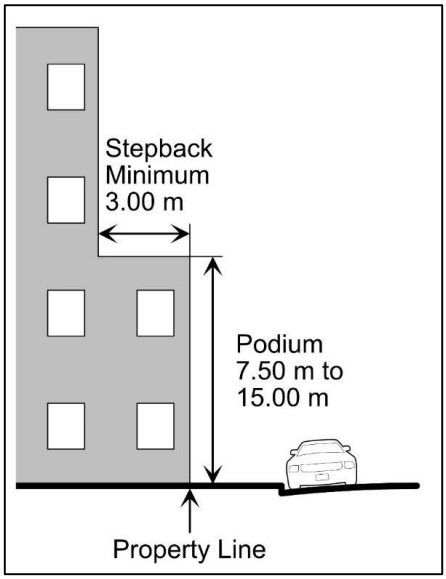
(a) A *building* greater than 22.00 m but equal to or less than 35.00 m in height, shall:

(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

(ii) 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 PPI 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**

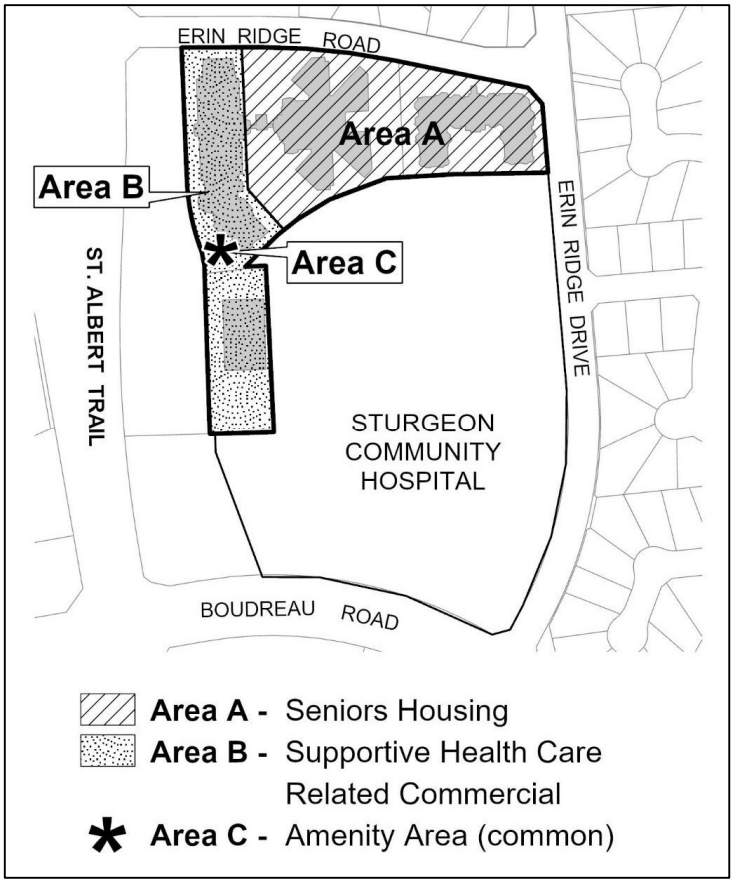
(a) For the minimum requirements for townhousing, refer to section 3.56 ‘Dwelling (Townhouse).’

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*, *dwelling (apartment)*, or a *dwelling unit* above a *non-residential use*, and;

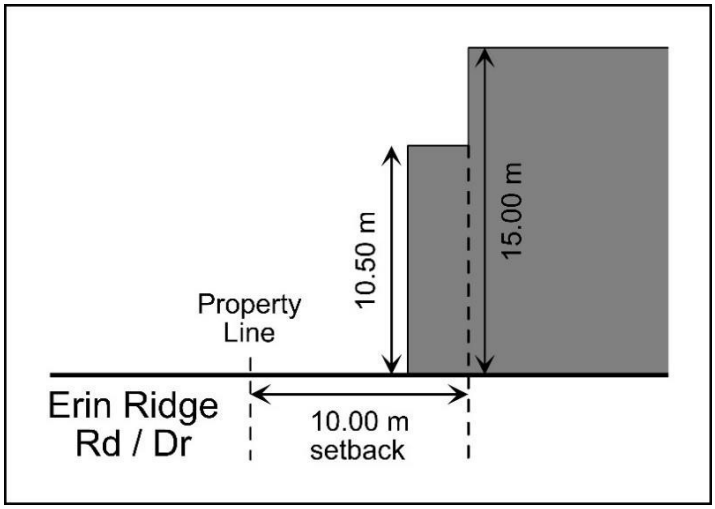
(ii) For the purpose of calculating the maximum *site density*, 27.50 m^2 may be added to the *lot area* for every *parking* stall which is constructed underground, if the *Development Authority* considers this to be appropriate given *site* constraints.

(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:

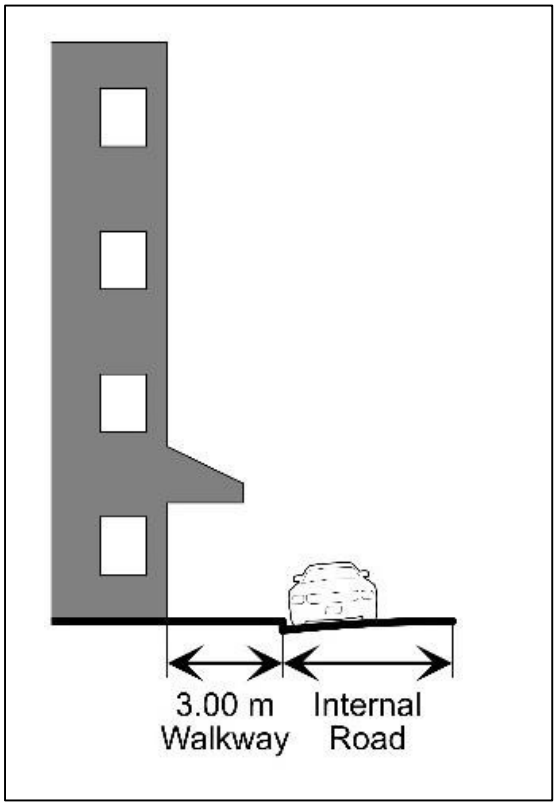
(A) Be constructed of a *hard-surface* material; and

(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*.

5.20 MU-TOD - MIXED-USE TRANSIT-ORIENTED DEVELOPMENT DISTRICT

(1) APPLICATION

This section applies to the areas designated as Mixed-Use Transit-Oriented Development (MU-TOD) District on the Land Use District Map, Schedule A of this Bylaw.

(2) PURPOSE

The purpose of the MU-TOD District is to facilitate mixed-use *development* in proximity to rapid transit as identified in the Municipal Development Plan. This District promotes compact, pedestrian-oriented, medium and high-*density* development with a mix of non-*residential* and *residential uses* to support regional and local needs.

(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
(ii)	(a) *Art gallery/studio*	(b) *Broadcasting studio*
(iii)	(a) *Catering service* which uses up to three *vehicles*	(b) *Community garden*
(iv)	(a) *Dwelling (apartment)*	(b) *Conference and banquet facility*
(v)	(a) *Dwelling unit above a non-residential use*	(b) *Daycare facility*
(vi)	(a) *Establishment (restaurant)*	(b) *Dwelling (townhouse - complex)* only when integrated with a *dwelling (apartment)* or *dwelling unit above a non-residential use*
(vii)	(a) *Government service*	(b) *Equipment service*
(viii)	(a) *Group home*	(b) *Establishment (brew pub)*
(ix)	(a) *Health service*	(b) *Establishment (drinking)*
(x)	(a) *Live/work unit*	(b) *Establishment (entertainment)*
(xi)	(a) *Personal service*	(b) *Home-based business (level two)*
(xii)	(a) *Professional office*	(b) *Hotel*
(xiii)	(a) *Recreation (indoor)*	*(b) Parking lot*, for *off-site parking* only
(xiv)	(a) *Residential sales centre*	(b) *Parking structure*
(xv)	(a) *Retail (general)*	(b) *Religious assembly*
(xvi)	(a) *School (post-secondary)*	(b) *Retail (cannabis)*
(xvii)	(a) *Shopping centre*	(b) *School (commercial)*
(xviii)	(a) *Supportive living accommodation*	(b) *Accessory Development* to a Permitted Use or Discretionary Use

(4) APPLICATION REQUIREMENTS

(a) In addition to the plans and information required under section 2.4, an Applicant for a *Development Permit* within a MU-TOD District must submit the following, to the satisfaction of the *Development Authority*:

(i) An overall *conceptual site development plan* for the area designated as MU-TOD or, if the Applicant is only developing a portion of the subject area, a *site 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 MU-TOD;

(ii) A traffic impact assessment that demonstrates that traffic impacts are compatible with the purpose of the MU-TOD District and do not prejudice safety or traffic movements within the area designated as MU-TOD or on adjacent *public roadways*; and

(iii) 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) URBAN DESIGN REVIEW

(a) In addition to the requirements of section 3.41 'Urban Design Review,' an *Urban Design Review (External)* or *Urban Design Review (Internal)* is required for any *development* that:

(i) Has a total building footprint greater than 2,500.00 m^2;

(ii) Has a total *site* area greater than 0.75 ha;

(iii) Is located on a landmark *site* identified in Schedule D; or

(iv) Is greater than 35.00 m in height.

(6) 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*.

(7) **SITE DENSITY**

(a) The minimum *site density* for *residential use* is 100 *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*:

(i) May consider only the portion of a *site* dedicated to *residential uses*; and

(ii) May consider the total number of units for multiple built forms when they comprise a *development* on a single *lot*.

(8) **SITE DENSITY BONUS**

(a) Notwithstanding section (7), the maximum *site density* may exceed 300 *dwelling units* per net hectare to a maximum of 450 *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) **FLOOR AREA**

(a) A minimum of 5% 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 *gross floor area* for all *buildings* on multiple *sites* that comprise an integrated, mixed-use *development*.

(10) **BUILDING HEIGHT**

(a) The maximum building height is 50.00 m.

(11) **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; and

(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.

(b) The *Development Authority* may require different *setbacks* for different portions of the same building.

(12) **DESIGN, CHARACTER, AND APPEARANCE OF BUILDINGS 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) A residential *building* adjacent to a public right-of-way, *residential district*, *residential use* on a separate *site*, *natural area*, or *park,* shall not exceed 80.00 m in continuous *façade* length;

(iii) Establishment of a common architectural theme for a *development* including principal design elements, finishing materials, colours, and roof style;

(iv) *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 (iv), alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District.

(v) Use of a *step-back* 7.50 m or greater in height along a *façade* facing a *public roadway*; and

(vi) Use of clear *glazing* on the ground floor to facilitate pedestrian interaction and safety.

(13) RESIDENTIAL DEVELOPMENT

(a) Refer to section 3.55 'Dwelling (Apartment) and Dwelling Unit Above a Non-Residential Use' for regulations regarding *dwelling (apartment)* or *dwelling unit above a non-residential use*.

(b) Refer to section 3.56 'Dwelling (Townhouse)' for regulations regarding *dwelling (townhouse - complex)*.

(c) In addition to sections (a) and (b), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m.

(14) 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.

(15) 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, 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) In addition to section 3.27 'Pedestrian Walkway Access,' 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.

(16) **PARKING**

(a) Shared *parking* between any uses on the same *site,* may be considered, at the discretion of the *Development Authority* in consultation with Engineering Services, to meet the *on-site parking* required under Part 4: Parking, if.

(i) The *shared parking* between any uses on the same *site,* is supported by an approved *parking* study; and

(ii) No more than 50% of the *on-site parking* required is provided as shared *parking*.

(b) Notwithstanding any other provision within this Bylaw, in this district, *off-site parking,* may be considered, at the discretion of the *Development Authority* in consultation with Engineering Services, to meet the *on-site parking* required under Part 4: Parking, if:

(i) There is a convenient walkway from the *off-site parking* to the *development* that is the subject of the *Development Permit* application;

(ii) The Applicant is the owner of both the principal *development site*, and the site where *off-site parking* is proposed;

(iii) The Applicant has dedicated the *site* for *off-site parking* for the benefit of the *development* in question only;

(iv) The *off-site parking* proposal, is supported by an approved *parking* study;

(v) No more than 50% of the on-site parking required is provided as *off-site parking*; and

(vi) The *off-site parking* location is no more than 200 m away, measured from the nearest *property line* of a *lot* that is the subject of the *Development Permit* application, to the *property line* of the *off-site parking* location.

Special Districts

5.21 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.

5.22 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 area*s 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.

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5.23 PPI - PUBLIC, PRIVATE, AND INSTITUTIONAL SERVICE DISTRICT

(1) APPLICATION

This section applies to the areas designated as Public, Private, and Institutional Service (PPI) 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.

5.24 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) DISCRETIONARY USES

Any use shall be consistent with those uses, activities, and operations prescribed in the appropriate superior legislation. When a *Development Permit* is determined to be required, any use shall be considered a discretionary use.

(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.

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5.25 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 (garage)*
(xviii)	(a) *Secondary Suite (garden)*
(xix)	(a) *Secondary suite (internal)*
(xx)	(a) *Sod farm*
(xxi)	(a) *Topsoil processing and sales*
(xxii)	(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*	PPI
(v) *Religious assembly*	PPI
(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.

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5.26 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) *Congregate housing (level two)*	(c) *Event venue (rural)*
(ix)	(a) *Community garden*	(b) *Construction service*	(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) *Equestrian facility*	(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) *Recreation (indoor)*
(xiii)	(a) *Equestrian facility*	(b) *Public utility building*	(c) *Religious assembly*
(xiv)	(a) *Event venue (rural)*	(b) *Religious assembly*	(c) *Sod farm*
(xv)	(a) *Home-based business (level three)*	(b) *Sod farm*	(c) *Storage Facility (recreation vehicle and equipment)*
(xvi)	(a) *Public utility building*	(b) *Storage facility (recreation vehicle and equipment)*	(c) *Accessory Development* to a Discretionary Use
(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.

5.27 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.

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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 PPI 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 PPI 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 PPI 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) *Intentionally Deleted*;

(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, TCC, 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*.

(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.

Figure 6-1: A-Board Sign



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, MU-TOD, and MID Area C)	
		(e)	Special (PPI)	
(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: (i) 30.00 m from a *Residential District* (ii) 1.50 m from all *property lines* when located on the ground (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, PPI)	
		(d)	Mixed-Use (MU1, MU2, MU-TOD)	
(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*: (i) Commercial (TCC) (ii) Industrial (BP1, BP2, ICS, IND) (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: (i) 30.50 m from a roadway intersection (ii) 3.00 m from a *property line* (iii) 100.00 m from a *Residential*, *Mixed-Use*, PRK, CON or PPI 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*. (i) Commercial (TCC) (ii) Industrial (ICS, IND)	Discretionary
(2)	*Development Permit* requirement	(a)	*Development Permit* required	
(3)	*Sign* dimensions	(a)	Maximum area is 18.60 m²	
		(b)	Maximum height is 8.00 m	
(4)	*Setbacks*	(a)	Minimum *setbacks* are: (i) 30.50 m from a roadway intersection (ii) Notwithstanding section (i), 3.0 m from a *property line* (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)

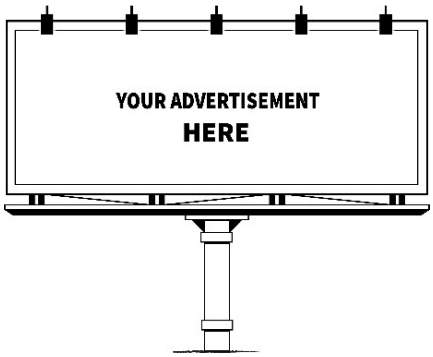
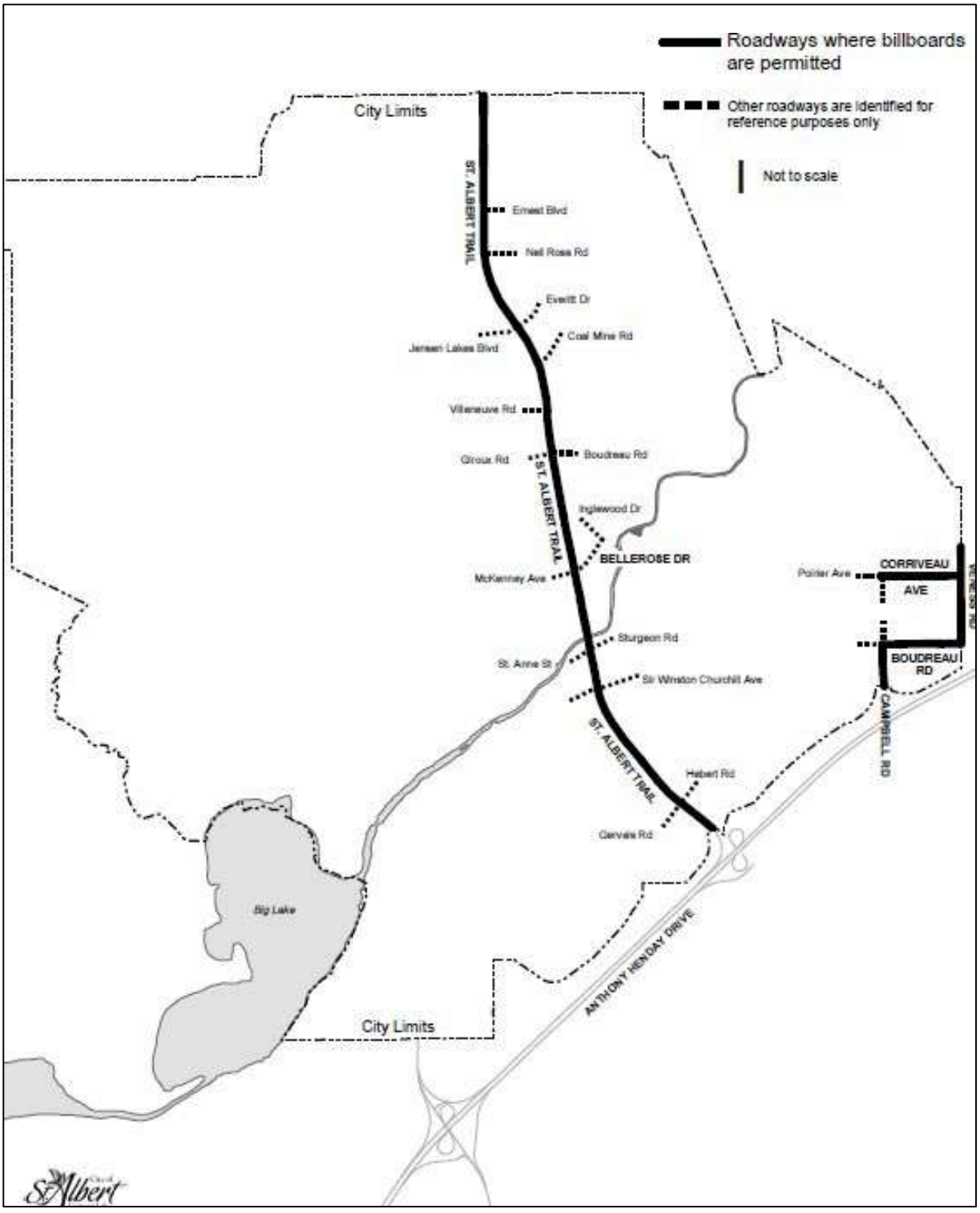


Figure 6-4: Billboard Sign Locations



6.15 CONSTRUCTION IDENTIFICATION SIGN

(1)	District	(a)	All Districts	Permitted
(2)	*Development Permit* requirement	(a)	No *Development Permit* required	
(3)	*Sign* dimensions	(a) (b)	Maximum area is 6.00 m² 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: (i) Residential (LDR, SLR, LLR, FBR, MDR, HDR, MID areas A and B) (ii) Commercial (NHC, TCC, RCC) (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: (i) Mixed-Use (MU1, MU2, MU-TOD, MID Area C) (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) (b)	Maximum area is 1.50 m² 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) (b) (c) (d)	Residential (LDR, MDR, HDR, ICC Area A, MID areas A and B) Commercial (NHC, TCC, RCC, ICC Area Industrial (BP1, BP2, ICS, IND) Mixed-Use (DTN, MU1, MU2, MU-TOD, MID Area C)	Permitted
		(e)	Special (PPI)	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) (i) (ii) (iii) (b) (i) (ii)	Maximum area is: 3.00 m² for a *frontage* < 30.00 m 9.00 m² for a *frontage* of 30.00 m to 100.00 m 18.00 m² for a *frontage* > 100.00 m and minimum *site* area of 1.00 ha Maximum height is: 3.00 m for a *frontage* < 30.00 m 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 PPI 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, PPI, 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, MU-TOD, MID Area C)	
		(e)	Special (PRK, PPI)	
(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~~MU2, and MU-TOD 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, MU-TOD, MID Area C)	
		(e)	Special (PPI)	

(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 ENTRY FEATURE SIGN

(1)	District	(a)	Residential (LDR, MDR, HDR, ICC Area A, MID areas A and B)	Permitted
		(b)	Commercial (NHC, TCC, RCC, ICC Area B)	
		(c)	Industrial (BP1, BP2, ICS, IND)	
		(d)	Mixed-Use (DTN, MU1, MU2, MU-TOD, MID Area C)	
		(e)	Special (PRK, PPI, ICC Area C)	
(2)	*Development Permit* requirement	(a)	*Development Permit* required	
(3)	*Sign* dimensions	(a)	Maximum area is 2.50 m^2	
		(b)	Maximum height is 2.00 m	
(4)	*Setbacks*	(a)	Minimum *setbacks* are: (i) 1.50 m from a *property line* (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*.

6.22 FASCIA SIGN (WITHOUT A DIGITAL DISPLAY)

(1)	District	(a)	All *Non-Residential Districts*: (i) Notwithstanding section (a), in the MDR and HDR Districts, for commercial uses only (ii) Notwithstanding sections (a) and (i), in the MDR and HDR Districts, for *residential uses - on-site* name and address only	Permitted * Discretionary when facing a *Residential District*
(2)	*Development Permit* requirement	(a)	≤ 0.50 m²	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, MU-TOD, 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*.

6.23 FASCIA SIGN (WITH A DIGITAL DISPLAY)

(1)	District	(a)	Commercial (TCC)	Discretionary
		(b)	Industrial (ICS, IND)	
(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*.

6.24 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, MU-TOD, MID Area C)	
		(d)	Special (PRK, PPI, FUD, TRN)	
(2)	*Development Permit* requirement	(a)	*Development Permit* required	
(3)	*Sign* dimensions	(a)	Maximum area is: (i) 7.50 m² for a *frontage* ≤ 30.00 m (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: (i) 3.00 m from a *property line* (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) The *frontage* along which a *sign* is located shall be deemed the applicable *frontage* length. Multiple *frontages* shall not be combined.

(7) 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*.

(8) 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*.

6.25 FREESTANDING SIGN (WITH A DIGITAL DISPLAY)

(1)	District	(a) (b) (c)	Commercial (TCC) Industrial (ICS, IND) Special (PPI)	Discretionary
(2)	*Development Permit* requirement	(a)	*Development Permit* required	

(3)	*Sign* dimensions	(a) The maximum *digital display* area shall not: (i) Exceed 10.00 m² in TCC, ICS, and IND Districts (ii) Exceed 4.00 m^2 in the PPI District (b) Maximum height is: (i) 10.00 m in the TCC, ICS, and IND Districts; and (ii) 4.00 m in the PPI District	
(4)	*Setbacks*	(a) Minimum *setbacks* are: (i) 30.50 m from a roadway intersection (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 PPI District *lot* (iv) 75.00 m from a Residential, PRK, or PPI 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 PPI 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.

6.26 LAWN SIGN

(1)	District	(a) (b) (c)	Residential (LDR, SLR, LLR, MDR, HDR) Mixed-Use (DTN)* for Residential only Special (FUD, TRN)	Permitted
(2)	*Development Permit* requirement	(a)	No *Development Permit* required	

(3)	*Sign* dimensions	(a) (b)	Maximum area is 0.30 m² 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*.

6.27 NEIGHBOURHOOD IDENTIFICATION SIGN

(1)	District	(a)	All Districts	Permitted
(2)	*Development Permit* requirement	(a)	*Development Permit* required	
(3)	*Sign* dimensions	(a) (b)	Maximum area is 6.00 m² 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.

6.28 PORTABLE SIGN

(1)	District	(a)	Commercial (NHC, TCC, CRC, ICC Area B)	Permitted
		(b)	Industrial (ICS, IND)	
		(c)	Special (PRK, PPI, FUD, TRN)	Discretionary
(2)	*Development Permit* requirement	(a)	*Development Permit* required	
(3)	*Sign* dimensions	(a)	Maximum area is 5.00 m²	
		(b)	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.

6.29 PROJECTING SIGN

(1)	District	(a)	Residential (HDR)	Permitted
		(b)	Commercial (NHC, TCC, RCC)	
		(c)	Industrial (BP1, BP2, ICS, IND)	
		(d)	Mixed-Use (DTN, MU1, MU2, MU-TOD, MID Area C)	
		(e)	Special (PPI, FUD, TRN)	
(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*;

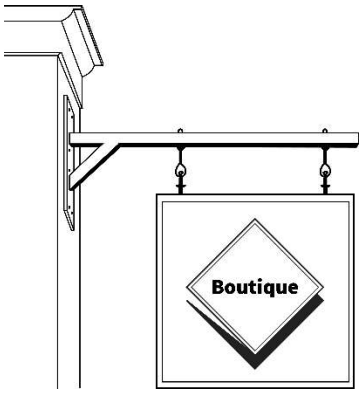
(d) Have clearance from any electrical power lines or other utilities, and provide for safe pedestrian movement or any other activities or use underneath the *projecting sign*;

(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.

6.30 PROMOTIONAL ADVERTISING SIGN

(1)	District	(a)	Commercial (NHC, TCC, RCC)	Permitted
		(a)	Industrial (ICS, IND)	
(2)	*Development Permit* requirement	(a)	No *Development Permit* required	
(3)	*Sign* dimensions	(a)	Maximum area is 2.50 m²	
		(b)	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*.

6.31 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: (i) 1.50 m² in the LDR, SLR, LLR, and FBR Districts (ii) in the MDR, HDR, Mixed-Use, and ICC Area A Districts: (A) 3.00 m² (B) 0.17 m² per panel for a consolidated post *sign* (maximum 10 panels) (iii) 3.00 m² in all other Districts	
		(b)	Maximum height is: (i) 1.80 m in the LDR, SLR, LLR, and FBR Districts; (ii) In the MDR, HDR, Mixed-Use, and ICC Area A Districts: (A) 3.00 m (B) 1.80 m for a consolidated post *sign* (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



6.32 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*.

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), animal grooming,* 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 may include a portion of the facility, as an *accessory* to the principal production and distribution use to be use for the retail sale of *cannabis*. 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 m² – or as otherwise defined by the *Federal Cannabis Regulations SOR/2018-144*. This may include a portion of the facility, as an *accessory* to the principal production and distribution use, to be use for the retail sale of *cannabis*. 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.

DAYCARE FACILITY means a *development* used to provide care and supervision to seven or more children or adults. Typical *development* includes a Daycare 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 single *building* constructed in a *low-density residential district*, 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 one or more *buildings*, each containing three or more *dwelling units*, all on a *lot*, where each unit has a separate, direct entrance from the exterior to *grade*. No *dwelling (townhouse – complex)* shall have less than five *dwelling units* total. This use may also include stacked townhousing, or 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.

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)*.

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.

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.

HOT TUB means an *accessory development* that is a heated tub full of water used for hydrotherapy or relaxation, located either above or below *grade*. This does not include a *private pool* or *decorative pond*.

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.

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, fowl, foxes, mink, skunks, insects, and all other animals; whether of a domestic nature or wild; but does not include hens that are kept pursuant to a valid and subsisting Hen License 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, MU-TOD, 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 DEVELOPMENT PLAN (MGA) means a statutory plan, as provided for in the *MGA,* which provides direction on the future land use and development of the City.

MUNICIPAL GOVERNMENT ACT (MGA) means the *MGA.*

MUNICIPAL RESERVE is as defined in the *MGA.*

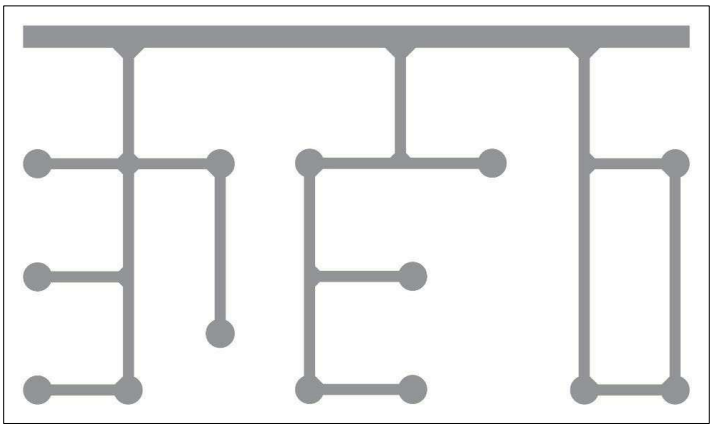
NATURAL AREA means land or water, identified as environmentally sensitive, that require protection and stewardship. Examples include wetlands, watercourses, ravines, forests, meadows, grasslands, and riparian areas.

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, whether above or below the ground. This does not include a *decorative pond or a hot tub*.

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), PPI, 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*.

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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.

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Schedule A

Land Use District Map

[Editor's note: The Land Use Districts Map Index and Map 1 through Map 28 are not included in this redline due to formatting issues. "**MU-TOD** Mixed-Use Transit-Oriented Development" is proposed to be simply added to the legend on each map in Schedule A. No redistricting of any lands is proposed.]

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) Garden 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 / Cherot Boulevard

(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)

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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 3.66 m or more, and/or an increase in *gross floor area* of the house of 30% or more; or

(c) Intentionally Deleted.

(2) Intentionally Deleted.

(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*;

(g) Side yard *setbacks*.

(h) Lot *coverage*

(i) Building height; and

(j) Rear yard *setbacks*

(4) Intentionally Deleted.

(5) Intentionally Deleted.

C.2 PURPOSE

(1) The purpose of Schedule C is to ensure that, in *Established Neighbourhoods* an appropriate balance is achieved which preserves the character of neighbourhoods and streetscapes, while encouraging more viable redevelopment and housing diversity.

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 the *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*:

C.4 INTENTIONALLY DELETED

(1) Intentionally Deleted

C.5 INTENTIONALLY DELETED

(1) Intentionally Deleted.

C.6 INTENTIONALLY DELETED

(1) Intentionally Deleted.

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):

(i) the *Development* Authority has the discretion to change this requirement if the lot's configuration, location, or topography does not allow for such access; or

(ii) in the case of a corner lot, the *Development Authority*, in consultation with Engineering Services, may allow a side vehicle access adjacent to the flanking street.

(b) 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) Intentionally Deleted.

(3) Intentionally Deleted.

(4) The maximum projection of an attached *garage* face is 3.00 m from the front or side of the *dwelling*, or within 1.50 m of the adjacent *garage* projections, where large front *garages* predominate on the street.

C.9 FRONT YARD SETBACK

(1) The front yard building *setback* for a new *development* shall be the average of the front yard building *setbacks* of the two adjoining properties.

(a) Notwithstanding section (1), the *Development Authority* has the discretion to reduce the average front yard *setback* calculation by up to 1.50 m, having consideration for the overall streetscape, the proposed building design, or existing property characteristics.

(2) The *Development Authority* has the discretion to consider the setbacks of other dwellings along the street when determining the front yard setback

(3) No front yard setback shall be less than the minimum required setback of the applicable Land Use District.

C.10 INTENTIONALLY DELETED

C.11 INTENTIONALLY DELETED

C.12 INTERFACE WITH ADJACENT RESIDENTIAL

(1) Design measures must be taken to minimize the impact of a new *development* on the existing adjacent residential *dwellings*. A design shall have consideration for:

(a) the placement and treatment of windows on a side elevation;

(b) the location of a *balcony* or *deck* greater than 1.50 m in height;

(c) the installation of a privacy screen for a *deck* greater than 1.50 m in height;

(d) the location of outdoor lighting; and

(e) the placement *of landscaping* and landscape buffers.

(2) Additional *development* requirements to ensure privacy for the adjacent *dwellings* may be required, at the discretion of the *Development Authority*.

(3) Intentionally Deleted.

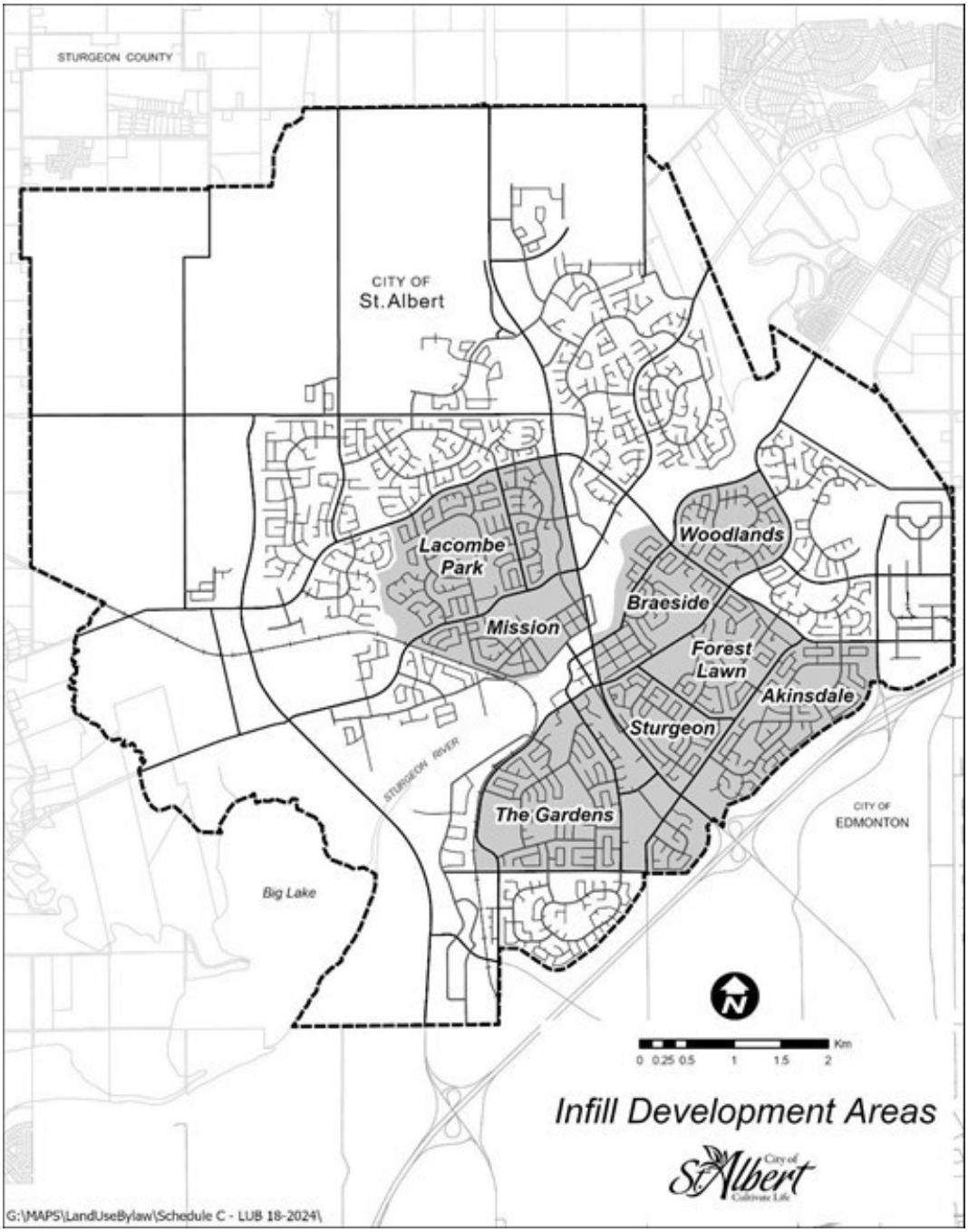
(4) Intentionally Deleted.

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



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Schedule D

Building Heights for Specific Development Areas

Figure 11-1: Building Heights for Redevelopment, Downtown Neighbourhood

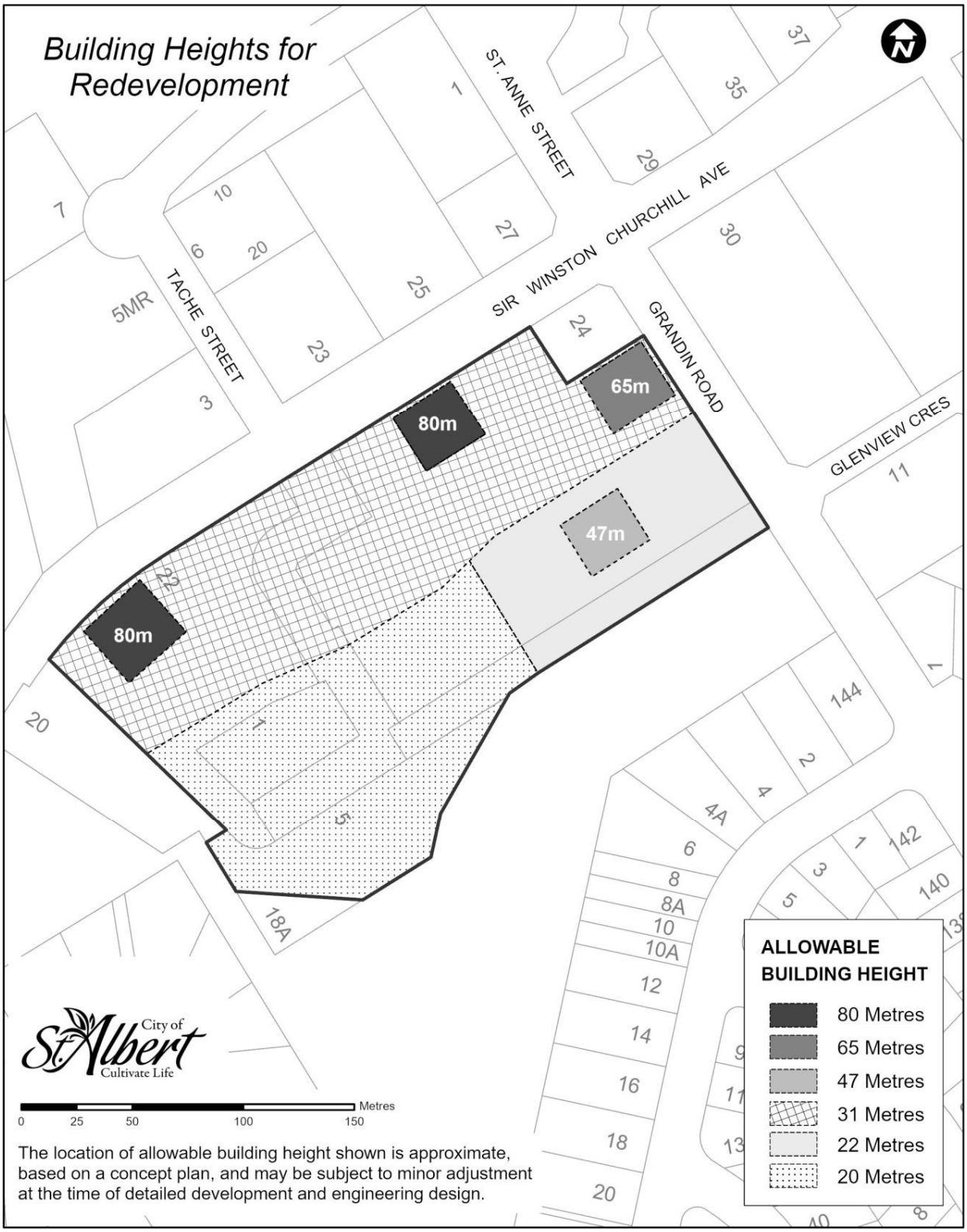
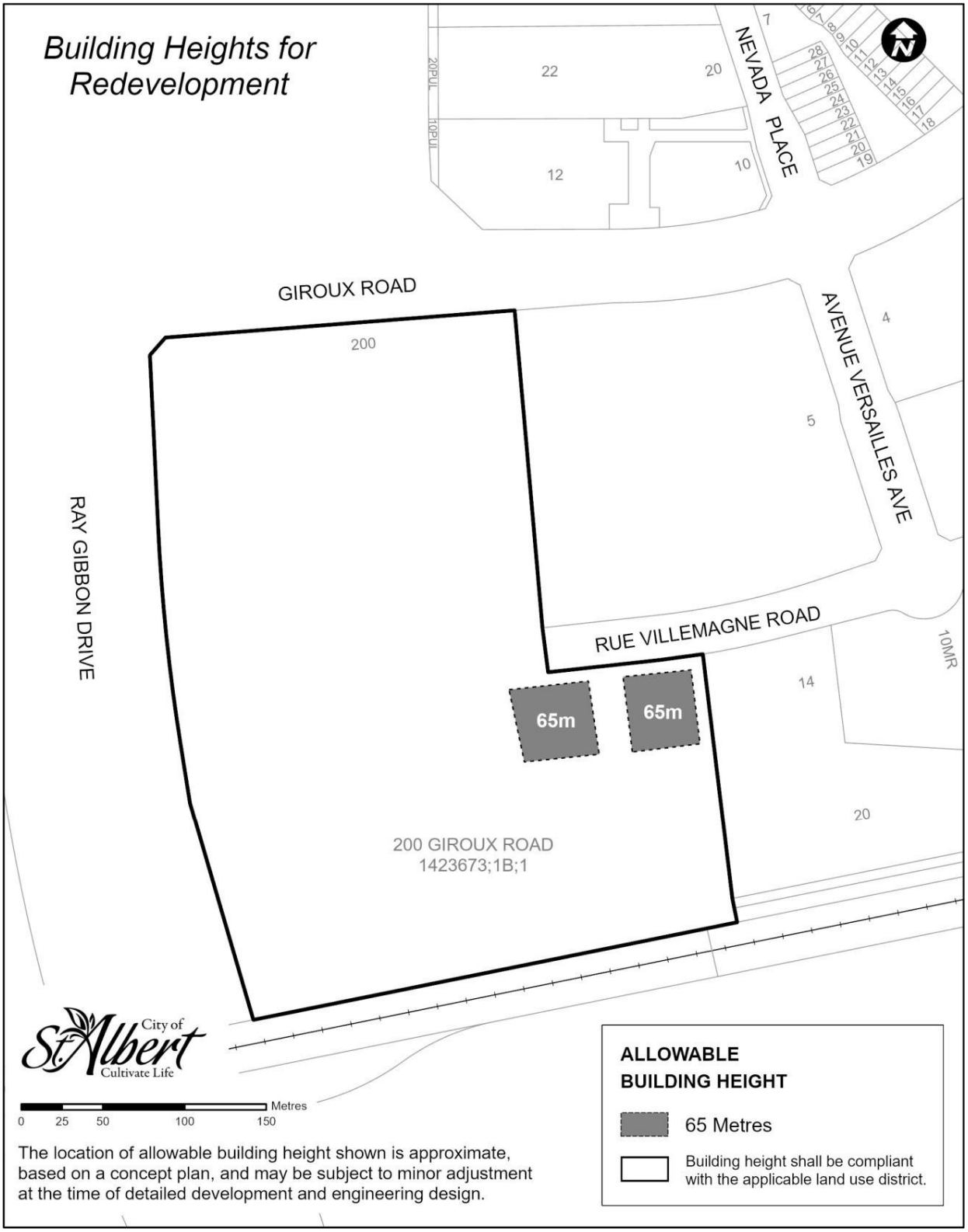


Figure 11-2: Building Heights for Redevelopment, Oakmont Neighbourhood



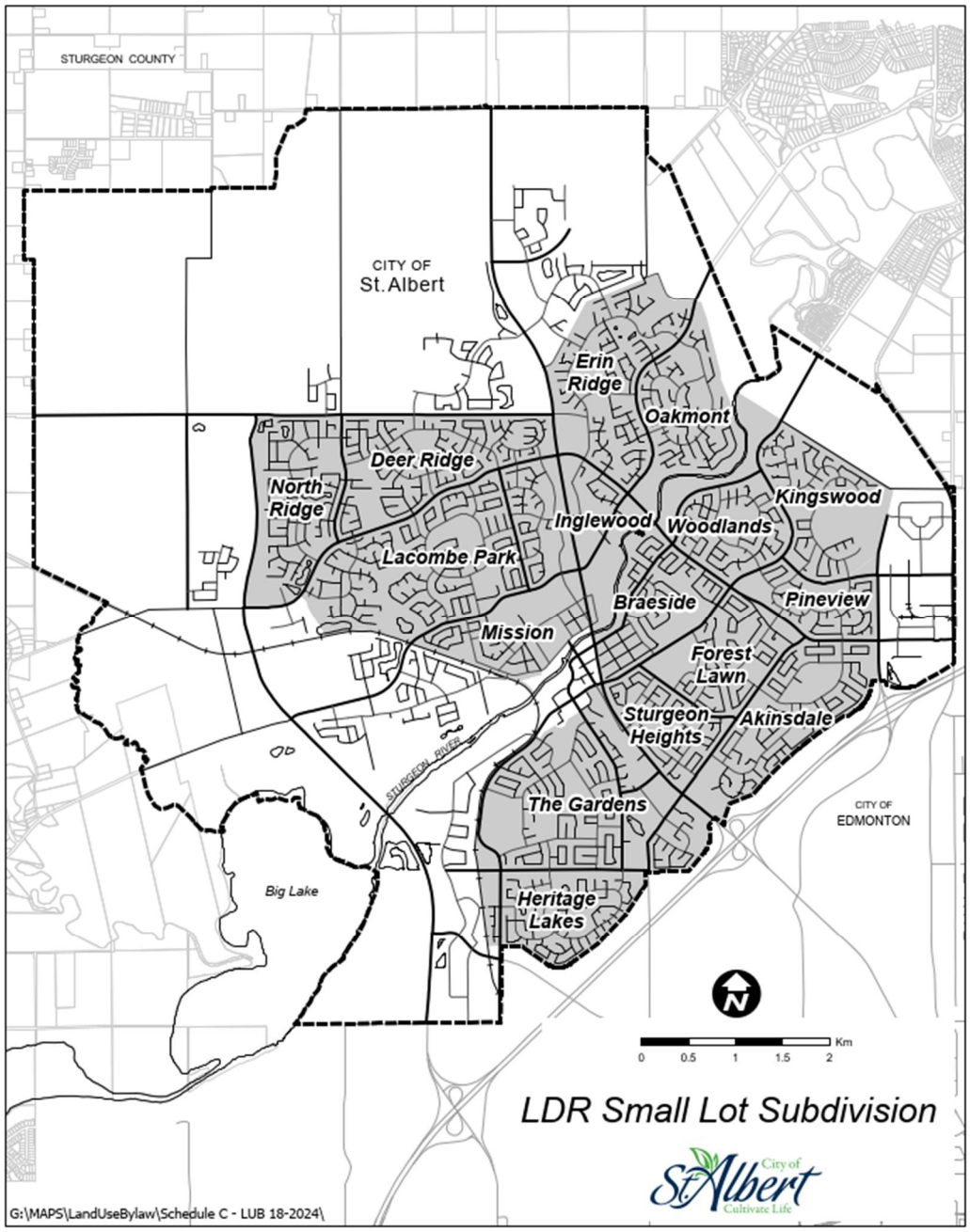
Figure 11-3: Building Heights for Redevelopment, Ville Giroux Neighbourhood



Schedule E

Infill Small Lot Subdivision

Figure E-1: Eligible Neighbourhoods for Small Lot Subdivision in the LDR District



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	PPI	Public, Private, and Institutional Service
IF	Institutional Facilities	PPI	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

Attachment #3: Rationale Document

Land Use Bylaw Amendments – Rationale for Changes

For Housing Accelerator Fund

Initiative #1: Transit Corridor Intensification Strategy and Initiative #3: Neighbourhood Intensification Strategy

September 15, 2026

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INTRODUCTION

This document provides rationale for proposed amendments to the City of St. Albert's Land Use Bylaw No. 18/2024 (LUB) for the purpose of achieving two of St. Albert's commitments for the Housing Accelerator Fund (HAF): Initiative #1: Transit Corridor Intensification Strategy and Initiative #3: Neighbourhood Intensification Strategy.

The table below lists any general amendments relating to formatting. Substantial proposed changes to regulations are outlined in subsequent sections of this document.

This rationale document is intended to be read in conjunction with the redline of the LUB as well as the amending bylaw.

Proposed	Notes / Rationale
Table of Contents and List of Figures	
Updates to the Table of Contents and List of Figures to reflect proposed LUB amendments.	Updates are required to reflect the addition of **Section 5.20 Mixed-Use Transit-Oriented Development (MU-TOD)**, **Schedule E: Infill Small Lot Subdivision**, and **Figure E-1: Eligible Neighbourhoods for Small Lot Subdivision in the LDR District**.
Numbering and Alphabetizing	
Re-numbering and re-alphabetizing to accommodate proposed additions and changes outlined in subsequent sections of this document.	Numbering and alphabetizing changes are proposed where required, and can be seen in the full LUB redline.

PART 1: PURPOSE

This part contains rationale for changes to the regulations in Part 1, which includes items related to jurisdiction, establishing the Development Authority, the process for bylaw amendments, and items related to contravention and enforcement.

Proposed	Notes / Rationale
Section 1.13 Powers and Duties of the Development Authority	
(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, 5.9(5)(a) - TCC, 5.15(8)(a) - MU1, 5.17(10) - MID, ~~and~~ 5.18(7)(a) - DTN, and 5.20(8)(a) - MU-TOD.	The references added to this section reflect newly added density bonusing subsections for the Trail Corridor Commercial (TCC) and Mixed-Use Transit-Oriented Development (MU-TOD) Districts.

PART 2: DEVELOPMENT PROCESS

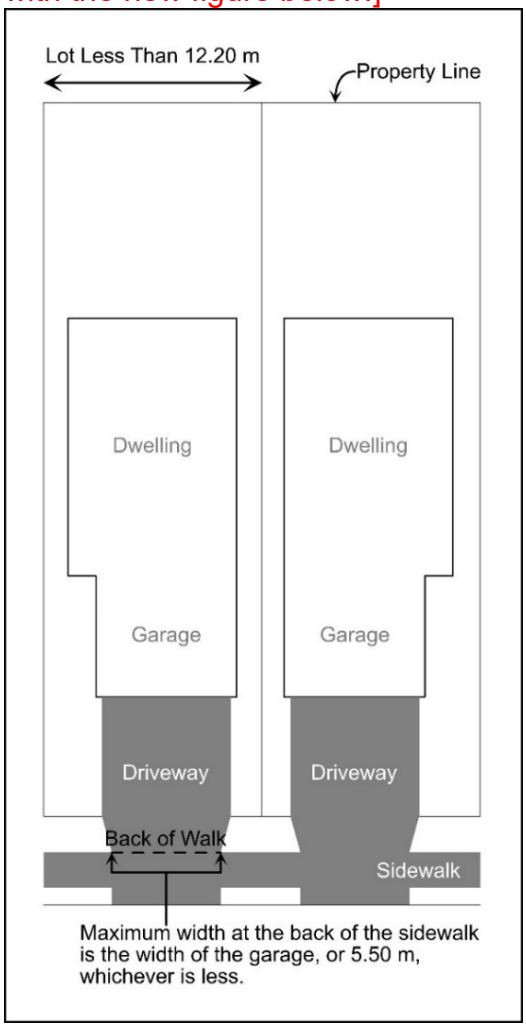
This part contains rationale for changes to the regulations in Part 2, which includes items related to development permit requirements, variances and conditions, validity, cancelations, and appeals, non-conforming development, and compliance certificates.

Proposed	Notes / Rationale
Section 2.2 (Table 2-1: Development Not Requiring a Development Permit)	
(26) Shipping container — (a) In the TRN District, a *shipping container*, in accordance with section 3.35 'Shipping Container' and section 5.~~25~~26(13) 'Shipping Container.'	This reference is updated to reflect the section renumbering caused by the addition of section 5.20 for the MU-TOD District.

PART 3: GENERAL REGULATIONS

This part contains rationale for changes to the general regulations applicable to any residential or non-residential development.

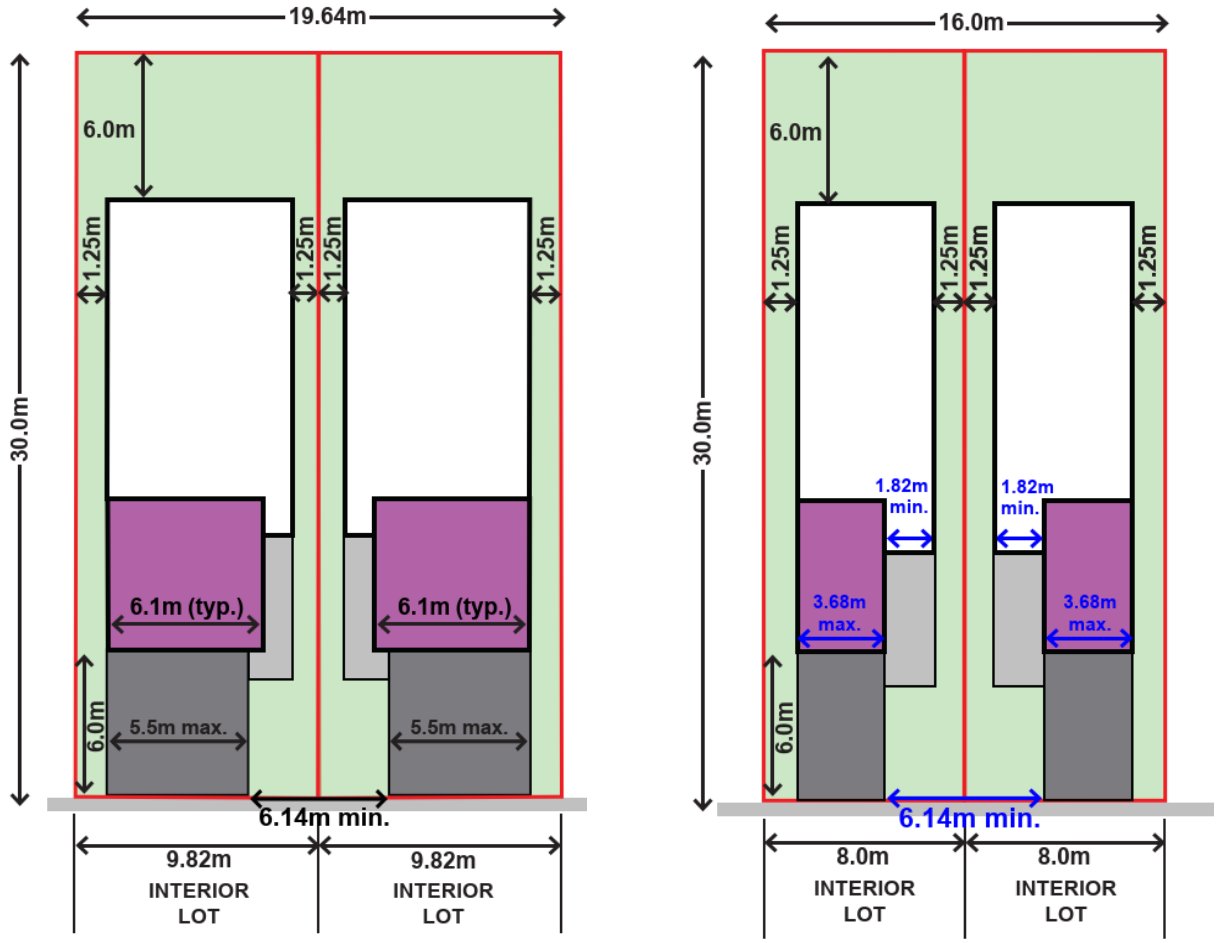
Proposed	Notes / Rationale
Section 3.32 Measurement of Building Height	
(7) (a) Notwithstanding section (7), the *Development Authority* may issue subsequent *Development Permits* annually for a *residential sales centre* in the ~~MU2 District~~MU1, MU2, and MU-TOD Districts, in conjunction with active *development* and a valid *Development Permit*.	This change is intended to give the same permission related to residential sales centres currently available in the MU2 District to development in MU1 and MU-TOD District as these are all similar districts in purpose.
Section 3.43 Application	
(1) Sections 3.44 through 3.71 apply to all *Residential* and *Mixed-Use Districts*, and to *residential uses* in the TCC District.	This change makes regulations for residential uses, such as requirements for amenity areas, apartments, and townhouses, apply to residential development in the TCC District.
Section 3.56 Dwelling (Townhouse)	
(1) (f) Notwithstanding sections (d) and (e), a *dwelling (townhouse - complex)* that is integrated with a *dwelling (apartment)* or *dwelling unit above a non-residential use*, may exceed eight consecutively attached units, at the discretion of the *Development Authority*, and shall comply with section 3.52(4);	This new subsection is intended for higher-density developments that may include townhouse units at the base of apartment or mixed-use buildings, such as developments that may be envisioned for the TCC and MU-TOD Districts. It provides an exemption clause from the current regulations in section 3.56 that prohibit standalone townhouse buildings from having more than 8 consecutive townhouse units. These integrated townhouse developments will still be subject to section 3.52(4) related to the continuous length of a residential building.

Proposed	Notes / Rationale
Section 3.67 Lots Less Than 12.20 m Wide	
(1) (b) *Driveways* shall not exceed the width of the front attached *garage*, or 5.50 m, whichever is less, ~~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*; [Also: Figure 3-12: 'Measuring Lots Less than 12.20 m Wide' is replaced with the new figure below.]  	The amendments to sections 3.67 and 3.69 below are meant to be considered in conjunction with the amendments to section 5.2 LDR - Low-Density Residential District that reduce minimum required lot widths. This amendment reflects concerns related to additional driveways on newly subdivided lots spurred by the proposed LDR amendments, and is bundled with other amendments within section 3.67. Narrower lots on streets without rear lanes, resulting in more frequent front driveways, can limit the availability of functional boulevard space needed for maintenance of City trees, waste collection, utilities and servicing, as well as on-street parking. The proposed wording ties driveway width to the width of the dwelling's front attached garage, so that the driveway will be appropriately sized for the dwelling and the lot. Figure 3-12 is revised to reflect the amended wording.

Proposed	Notes / Rationale
(1) (c) Where a *dwelling* on an *interior lot* has a front attached *garage*, the front of the *dwelling* must provide visible wall *frontage* with a minimum width of 1.22 m, exclusive of the *garage* width, ~~as in a window, door, front porch, landing, or combination thereof~~ which includes a clearly visible main entrance.	This amendment is intended to give this existing regulation more specificity. To promote attractive streetscapes on streets with narrow front-accessed lots, new dwellings will be required to have at least 1.22 m (4 ft) of front façade visible from the street, which must clearly show a front door. This discourages front façades that are dominated by oversized garages. This applies to all residential districts and all neighbourhoods.
(3) In the LDR District, for a *dwelling (single detached)* on a *lot* less than 9.82 m wide, or a *dwelling (semi-detached)* on a *lot* less than 8.00 m wide, the following regulations apply: (a) A front attached *garage* shall be limited to a single-width *vehicle garage*. (b) Where a *dwelling* has a front attached *garage*, the front of the *dwelling* must provide visible wall *frontage* with a minimum width of 1.82 m, exclusive of the *garage* width, which includes a clearly visible main entrance.	Additional regulations for new narrow lots in the LDR District respond to operational and streetscape considerations identified by City stakeholders. For front-accessed lots with the proposed reduced minimum LDR lot widths, limiting garages to single-width garages and requiring 1.82 m (6 ft) of visible front façade would result in at least the same amount of space between the driveways of two adjoining narrow lots with the smallest allowable lot width as is currently provided by existing regulations. Please refer to the diagram comparison on the following page, which shows that the resulting driveway-to-driveway separation distance is 6.14 m (20 ft) between two adjoining single detached lots with the narrowest allowable width.

Current Regulations

Proposed Regulations



Comparison of the narrowest possible midblock lot configuration for front-accessed LDR single detached lots based on current vs. proposed LUB regulations. The driveway-to-driveway distance is 6.14 m (20 ft) in both scenarios, assuming these dwellings maximize their permitted driveway and garage dimensions.

Section 3.69 Secondary Suites	
(5) (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: (i) One ~~one~~ of the suites is contained within the principal *dwelling*~~.~~; and (ii) The *lot* has a minimum *lot width* of 9.82 m if the *lot* has front vehicular *access*, or 8.60 m if the *lot* has rear vehicular *access*.	Currently, a LDR lot with a single detached dwelling may have up to two secondary suites. To reduce the magnitude of potential density increase in LDR areas, it is recommended that narrower single detached LDR lots newly created under the proposed LDR amendments would only be able to have one secondary suite. Without this amendment, an existing LDR lot containing only 1 single detached dwelling could potentially subdivide and redevelop to contain 6 units in total (2 single detached principal units plus 4 secondary suites). Conversely, with this amendment, the same LDR lot would, at most, be able to redevelop to contain 4 units in total (2 single detached principal units plus 2 secondary suites).
Section 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, MU-TOD, or PPI Districts that adjoins a *public roadway* (except a *lane*) must be landscaped in accordance with the following [...]	This simple addition is intended to regulate MU-TOD developments in the same manner as developments in the existing MU2 - Mixed-Use Level 2 District with respect to this regulation.
(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.	Residential and mixed-use development in the TCC or MU-TOD Districts could very likely be located adjacent to a Major Roadway (e.g. St. Albert Trail, Gervais Road, Bellerose Drive). Requiring berms or fencing along these developments' interface with Major Roadways would be detrimental in terms of creating

(a) Notwithstanding section (2), a *berm* and fencing does not apply to the ~~Midtown (MID) District~~ MID, TCC, or MU-TOD Districts.	pedestrian-friendly developments and streetscapes. Additionally, the City is developing policies outside of the Land Use Bylaw relating to when and where noise mitigation structures are needed.

Additionally, the following general regulations sections are amended to add the proposed **MU-TOD District** and to regulate the MU-TOD District in the same manner as the existing MU2 - Mixed-Use Level 2 District with respect to these regulations:

- 3.33(1)(b) Satellite Dish
- 3.38(3) Telecommunication Towers
- 3.101(2) Landscaped Buffer

PART 4: PARKING

No changes are proposed for Part 4 Parking.

PART 5: LAND USE DISTRICTS

Section 5.2: LDR - Low-Density Residential District

For lands districted as Low-Density Residential (LDR), the proposed amendments focus on adjustments to minimum lot width requirements. This targeted change supports HAF Initiative #3: Neighbourhood Intensification Strategy by enabling additional flexibility in lot configuration and a broader range of low-density housing forms in terms of narrower single detached and semi-detached dwellings.

The lot width reductions are complemented by additional amendments in the LDR District regarding minimum floor area and front façade design requirements, as well as amendments discussed earlier in Part 3: General Regulations regarding narrow lots (section 3.67) and secondary suites (section 3.69).

Together, the proposed amendments support incremental intensification without altering the fundamental scale, built form, or density expectations of the district. The intent is also to align with municipal servicing needs, urban design expectations, and broader livability objectives. This targeted approach allows for increased housing choice within existing neighbourhoods, while ensuring that development remains compatible with established streetscapes and adjacent properties, including consideration for boulevard trees and on-street parking.

Proposed	Notes / Rationale
(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*. Narrower LDR Districted *lots* are only permitted in neighbourhoods shown in Schedule E of this Bylaw.	This amendment adds a callout to the proposed new Schedule E, which contains a map indicating the neighbourhoods where the proposed reduced minimum lot widths in the LDR District may be used. This map excludes greenfield neighbourhoods that have some LDR lots – specifically, Riverside, Jensen Lakes, and Erin Ridge North. The intent is to focus the LDR amendments on infill development in mature neighbourhoods, and to avoid policy conflicts with other residential districts that are tailored for use in developing areas.

Proposed	Notes / Rationale
(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, or 8.00 m on an *interior lot* with rear vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision; (ii) 9.82 m on an *interior lot* with front vehicular access, or 8.00 m on an *interior lot* with front vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision; (iii) 11.35 m on a *corner lot* with rear vehicular access, or 10.75 m on a *corner lot* with rear vehicular access within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision; and (iv) 12.72 m on a *corner lot* with front vehicular *access*, or 11.35 m on a *corner lot* with front vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision.	Reducing minimum lot widths further enables the delivery of four units as-of-right by removing regulatory barriers that limit site eligibility and constrain design flexibility. Currently, for many existing LDR properties, reducing a lot's width would require a variance or discretionary approvals, reducing certainty and slowing housing delivery. Establishing slightly narrower minimum lot widths directly within the Bylaw aligns with the intent of as-of-right permissions by enabling a broader range of housing forms to proceed without rezoning or variance, thereby improving transparency, consistency, and efficiency while supporting increased housing supply. The proposed new minimum lot widths would accommodate a 5.5 m (18 ft) wide dwelling unit, plus all required setbacks. These nominal lot width reductions are strategically important to better align with the existing average lot widths in St. Albert's LDR district, and could enable more such properties to subdivide in the future as desired. The lot width reductions would only apply within developed neighbourhoods rather than developing neighbourhoods, as shown in the new Schedule E, to align with the objectives of this project to enable additional infill housing options in developed neighbourhoods. Greenfield developing neighbourhoods already have other mechanisms to build denser housing options (e.g. zero lot line via the SLR - Small Lot Residential District).
(b) The minimum *lot width* for *dwelling (semi-detached)* is:	A 7.35 m lot width can accommodate a 6.1 m (20 ft) wide dwelling unit which is a

Proposed	Notes / Rationale
(i) 7.35 m per *dwelling unit* on an *interior lot* with ~~laned~~ rear vehicular *access*; (ii) 8.00 m per *dwelling unit* on an *interior lot* with front vehicular *access*, or 7.35 m per *dwelling unit* on an *interior lot* with front vehicular *access* within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision; (iii) 10.00 m per *dwelling unit* on a *corner lot* with ~~front~~ rear vehicular *access*; and (iv) 10.00 m per *dwelling unit* on a *corner lot* with ~~laned~~ front vehicular *access*.	typical width for an attached townhouse-style unit in the Edmonton region, plus the required 1.25 m side yard setback. 7.35 m is already the minimum width for a semi-detached dwelling unit on an interior lot with rear lane vehicular access. Again, this would only apply within developed neighbourhoods rather than developing neighbourhoods, as shown in the new Schedule E. Minor amendments to the wording in (i), (iii), and (iv) are intended to make the lot width regulations for single detached and semi-detached dwellings consistent.
(8) Floor Area	
(a) The minimum *gross floor area* per principal *dwelling unit* is 75.00 m^2, or 65.00 m^2 within the neighbourhoods shown on *Figure E-1* in Schedule E: Infill Small Lot Subdivision, excluding the area of an attached *garage*.	Based on the project team's calculations, a single detached dwelling on a newly subdivided narrow lot with the reduced minimum lot width would need to be constructed with at least two storeys to provide the currently required minimum 75 m^2 (807 ft^2) of floor area. Considering feedback from Council and community members, it is recommended the minimum floor area be reduced by 10 m^2 (approximately 100 ft^2), which would enable a bungalow on the narrowest lot, if an owner wished to build as such. This relaxation in required floor area could also potentially enable accessible homes or homes at a lower price point.
(11) Design, Character, And Appearance	

Proposed	Notes / Rationale
(b) The main entrance to a principal *dwelling unit* on an *interior lot* must be clearly visible from an adjoining *public roadway*. (i) Notwithstanding section (b), for a *dwelling (semi-detached)* or *dwelling (duplex)*, on an *interior lot*, the main entrance to at least one of the principal *dwelling units* must be clearly visible from an adjoining *public roadway*.	This new regulation is intended to require new infill dwellings to have a street-fronting appearance that complements the existing neighbourhood character; specifically, by requiring new dwellings to have street-facing front doors and discouraging facades that may be dominated by blank walls or oversized garages.

Section 5.9: TCC - Trail Corridor Commercial District

Changes to the TCC District are proposed to satisfy HAF Initiative #1: Transit Corridor Intensification Strategy in a manner that aligns with the vision and policies for the Trail Corridor Areas.

As described in *Flourish,* St. Albert's Municipal Development Plan, Trail Corridor Areas are "*Lands along St. Albert Trail that are currently dominated by commercial uses but will be encouraged over time to also accommodate residential uses (mostly apartment buildings but also townhouse developments) and office buildings.*"

The overall approach for the TCC amendments is to permit more housing options on lands already districted as TCC, with regulations to support compatible form where adjacent to low-density residential uses. The proposed amendments avoid creating non-conformities for existing non-residential development, and still accommodate large-format commercial uses which the TCC District is currently geared towards.

Proposals for higher density beyond what the amended TCC District permits would be directed to seek a redistricting to the new MU-TOD District.

Proposed	Notes / Rationale
(3) Permitted and Discretionary Uses	
Permitted uses (v)(a) *Dwelling (apartment)*	Changing apartment buildings to be a permitted use rather than a discretionary use, and also adding townhouse complex (i.e. townhouse development with 1 or more buildings, each containing at least 3 units) as a discretionary use, allows for expanded housing options in the Trail Corridor Areas, in alignment with the Municipal Development Plan. Note: "Dwelling unit above a non-residential use" (residential mixed-use buildings) and "Supportive living accommodation" (seniors' apartments) are already permitted uses in TCC. Townhouse buildings provide an excellent option for a transitional building form between taller apartment and mixed-use buildings, and lower density housing on adjacent sites. However, it is
Discretionary uses (xi)(b) *Dwelling ~~(apartment)~~(townhouse - complex)*	

Proposed	Notes / Rationale
	recommended that townhouses be kept discretionary to give City staff greater ability to evaluate the appropriateness of potential townhouse buildings on existing TCC sites, and to request design changes or mitigation measures if needed to create a desirable living environment for future residents in those townhouse units.
(4) Site Density (new section)	
(a) The minimum *site density* for a *residential use* is 50 *dwelling units* per net hectare and cannot exceed a maximum of 200 *dwelling units* per net hectare.	This minimum and maximum density aligns with section 13.2 'Intensification' of *Flourish*, and also makes it so TCC does not grant greater density than the MU-TOD or DTN - Downtown Districts, since the City would encourage the highest density developments to either locate in the Downtown or to redistrict to the MU-TOD District. For comparison, the density of the serpentine apartment complex at 500 Rivercrest Crescent is 73 units per net hectare, while the seniors' residence at 20 Hebert Road has 225 units per net hectare.
(b) In determining *site density*, the *Development Authority*: (i) May consider only the portion of a *site* dedicated to *residential uses*; and (ii) May consider the total number of *dwelling units* for multiple built forms when they comprise a *development* on a single *lot*.	This provision clarifies that for developments where residential uses are proposed for only a portion of the larger overall site, density calculations may be based on the residential portion of the site, rather than based on the entire development site, which could significantly skew the calculations. Also, this provision enables counting of all units in a development if it consists of multiple buildings or multiple residential forms.

Proposed	Notes / Rationale
(5) Site Density Bonus (new section)	
(a) Notwithstanding section (4), the maximum *site density* may exceed 200 *dwelling units* per net hectare to a maximum of 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, 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	Density bonusing is proposed to be available for developments in the TCC District, up to the maximum 300 units per net hectare density that is currently permitted in the DTN - Downtown District without bonusing. The conditions for receiving bonus density are the same as the density bonusing conditions in other districts, which would provide potential opportunities for benefits such as non-market housing, underground parking, and environmentally friendly site features.

Proposed	Notes / Rationale
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*.	
~~(4)~~ (6) Building Height	
(a) The maximum building height is ~~22.00 m~~ 25.00 m. (b) Notwithstanding section (a), the maximum building height of a *dwelling (townhouse-complex)* is 18.00 m.	While 22.00 m is generally sufficient height to accommodate a wood-frame six-storey building, increasing this to 25.00 m can provide more flexibility, especially for mixed-use buildings to incorporate potentially larger commercial spaces. 25.00 m would also align with the maximum building height in HDR - High Density Residential, MU2 - Mixed-Use Level 2, and the 'main core' portion of DTN - Downtown. Note that any building over 18.00 m proposed adjacent to an LDR parcel would already be required to submit a height impact assessment and sun shadow study per section 2.6, as the proposed building would be more than 1.5 times taller than the 12.00 m maximum building height in LDR. We have proposed adding a maximum height of 18.00 m for dwelling (townhouse-complexes) to align with

Proposed	Notes / Rationale
	other districts in the Land Use Bylaw. This provides an opportunity for stacked townhouses within the TCC district.
~~(5)~~ (7) Building Setbacks	
(d) Notwithstanding sections (a), (b) and (c), for any *building*, excluding *dwelling (townhouse - complex)*, the minimum building *setback* is 10.00 m from any *property line* that adjoins a *low-density residential district*, other than a *public utility lot*.	The current minimum setback for any TCC site adjacent to any residential district is 6.00 m. Additionally, per existing regulations in section 3.101 'Landscaped Buffer' intended to provide screening of uses, applicants must install a landscaped buffer with a minimum width of 6.00 m on any TCC site adjacent to a residential District or park. In most contexts, this is sufficient for a district that permits mixed commercial and residential uses, and is the typical requirement currently in St. Albert for similar districts. However, to mitigate potential concerns related to privacy and shadowing on low-density lots backing onto TCC sites, a notwithstanding provision is proposed to require any building to be set back 10.00 m from a directly adjoining lot (excluding a public utility lot) in a low-density residential district. Townhouses are excluded from this as townhouses already provide a suitable form of transition given their shorter height and lower unit density. For comparison, 6.00 to 10.00 m is the default minimum rear yard setback required in all low-density residential districts (LDR, SLR, LLR, and FBR), and is currently the largest minimum setback required for residential buildings in any standard land use district. 10.00 m is also the minimum setback for any building in the PRK - Public Park or PPI - Public, Private, and Institutional Service district that adjoins a residential use.

Proposed	Notes / Rationale
Note: For 1 Hebert Road, 6.00 m of this buffer is actually a Public Utility Lot adjoining the LDR parcels. Therefore, the proposed notwithstanding provision would actually not apply here. The shopping centre is currently set back 4.00 m from the rear property line. A new apartment or mixed-use building would need to be positioned 2.00 m closer to Hebert Road compared to the current building in order to provide the default required 6.00 m rear setback. The resulting building would be separated by a total of 12.00 m from the Savoy Place parcels' fence line.	There are currently four TCC locations where this direct interface with low-density occurs without an intervening street, lane, or public utility lot: • the east side of Inglewood Drive; • one site on Green Grove Drive; • the vacant former gas station site at 203 St. Albert Trail; and • the rear of 101 St. Albert Trail behind a large grocery store. To visualize this: There is currently approximately 10.00 m of buffer space between the rear wall of the shopping centre at 1 Hebert Road (a TCC site) and the rear fence of the LDR parcels on Savoy Place. As shown in the photo below, this space illustrates the proposed 10.00 m required setback if a TCC site is directly adjoining an LDR site.  *Buffer space at rear of 1 Hebert Road.*

Proposed	Notes / Rationale
	Please see also proposed subsection (12) that gives the Development Authority discretion to require additional setbacks and step-backs.
~~(7)~~ (9) Design, Character, and Appearance	
(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*:	Added reference to section 3.52 which pertains to design of buildings for residential uses.
(iii) A residential *building* adjacent to a public right-of-way, *residential district*, *residential use* on a separate *site*, *natural area*, or *park*, shall not exceed 80.00 m in continuous façade length;	It is recommended that a new provision be added to this section limiting building length to a maximum of 80.00 m that will be applied to any new residential building proposed in the TCC District. This is intended to prohibit large linear buildings located at a TCC site's interface with adjacent public spaces, where such buildings could create a development with poor connectivity and poor visibility to and from the site. It is also intended to prohibit large linear buildings adjacent to residential sites, where such buildings could create undesirable shadowing effects on neighbours. For reference, 100.00 m is approximately the façade length of the mixed-use building at 585 St. Albert Trail (rear of 45 Inglewood Drive), 80.00 m is approximately the length of the Arlington Drive façade of the seniors' complex at 20 Hebert Road, and 60.00 m is approximately the length of the 6-storey

Proposed	Notes / Rationale
	wing of the same seniors' complex facing Hebert Road. Currently, the MU1 - Mixed Use Level 1 District and MID - Midtown District require a "pedestrian walkthrough or frontage break along the ground floor" after every 90.00 m of building length. The proposed wording is more straightforward and directly addresses the entirety of a large façade.
~~(6)~~ (10) Residential ~~Use~~ Development	
~~(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.~~	This existing regulation addresses a matter that is already regulated by the Municipal Government Act, and only appears in the TCC District, so it is proposed to be deleted.
(a) Refer to section 3.55 'Dwelling (Apartment) and Dwelling Unit Above a Non-Residential Use' for regulations regarding *dwelling (apartment)* or *dwelling unit above a non-residential use*. (b) Refer to section 3.56 'Dwelling (Townhouse)' for regulations regarding *dwelling (townhouse - complex)*.	These amendments add appropriate references to the general regulations applicable to apartment buildings and townhouse developments.
(c) In addition to sections (a) and (b), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m.	Sections 3.55 and 3.56 already require apartments, mixed-use, and townhouse buildings to have 10.00 m separation distance between each other, when they are located on the same lot. This provision would additionally require 10.00 m separation from any non-residential buildings. Additionally, this is proposed to consider non-residential buildings on adjacent sites as well, since some

Proposed	Notes / Rationale
	existing TCC developments consist of multiple legal parcels.
(~~10~~11) Vehicle and Pedestrian Circulation (new section)	
(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, 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. (ii) In addition to section 3.27 'Pedestrian Walkway Access,' 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;	This new section is copied from existing regulations in the MU1 - Mixed-Use Level 1, MU2 - Mixed-Use Level 2, and DTN - Downtown districts. It is reasonable to apply these regulations pertaining to safe and efficient on-site vehicle and pedestrian movement to all development in the TCC District, including significant changes to existing TCC developments.

Proposed	Notes / Rationale
(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.	
(~~11~~12) Parking (new section)	
(a) Shared *parking* between any uses on the same *site,* or *off-site parking,* may be considered, at the discretion of the *Development Authority* in consultation with Engineering Services, to meet the *on-site parking* required under Part 4: Parking.	A provision enabling shared parking is available in the ICC - Integrated Care Community District, a mixed-use district intended to create a compact, walkable development. There is also encouragement of shared parking configurations in section 3.85 'Grouping and Orientation of Buildings', though that section currently speaks to shopping centres only. Allowing for shared parking, at the discretion of City administration based on justification, can lead to creating more pedestrian-friendly developments that use land efficiently.
(13) Additional Site Design Standards (new section)	
(a) For any *development*, the *Development Authority* may impose any of the following additional requirements intended to create an urban environment that is attractive	This new section is intended to provide additional design guidance for new development in the TCC District, while not creating non-conformities for existing development.

Proposed	Notes / Rationale
and compatible with surrounding land uses: (i) Additional building *setbacks* or *step-backs* beyond the minimum required if, in the opinion of the *Development Authority*, it is necessary to mitigate the building scale, or wind, sun, or shadow impacts; (ii) Orientation of a *building* to face a *public roadway,* at a reduced front yard *setback* of 3.50 m, to create a continuous ground-level street frontage; (iii) Highly visible direct entrances to ground-floor commercial uses to help promote *pedestrian-oriented development* and commercial activity adjacent to a *public roadway*, *private roadway,* or pedestrian walkway; and (iv) Overhead weather protection along any building *façade* with primary entrances, whether adjacent to a public sidewalk or otherwise. The overhead weather protection shall be designed in accordance with section 3.25 'Overhead Weather Protection'.	This is a detailed version of section 1.13(4)(g) which gives the Development Authority ability to impose additional requirements on a Development Permit relating to compatibility with surrounding land uses. Similar standards are found in HDR - High Density Residential, MU1 - Mixed-Use Level 1, DTN - Downtown, and section 3.18 'High-Rise Building Design'. Regarding step-backs, many contemporary mid-rise buildings have been built or are currently under construction in the Edmonton region without any step-backs, including in St. Albert (e.g. 20 Hebert Road, 2 Inglewood Drive, 835 St. Albert Trail). Therefore, setbacks may be a more realistic and viable requirement for mid-rise buildings. Nevertheless, the proposed provisions allow for administrative discretion to require additional setbacks and step-backs if deemed appropriate, and also ties this discretion to any height impact assessment and sun shadow study required by section 2.6. Regarding the design of ground-floor commercial uses, it is recommended that rather than mandating division of building frontages into 15.00 m intervals as required in the DTN, HDR and MU1 districts, it may be more viable to have a discretionary requirement for highly visible entrances, along with existing requirements for high-quality design and frequent windows where visible from any public right-of-way and any residential use (per the 'Design, Character, and Appearance' section above). This could

Proposed	Notes / Rationale
	allow for easier inclusion of large-format retail into mixed-use buildings.

The two existing standard mixed-use districts, MU1 and MU2, are proposed to be amended slightly to add one regulation applicable to residential buildings within mixed-use developments.

Section 5.15: MU1 - Mixed-Use Level 1 District

Proposed	Notes / Rationale
(18) Residential Development	
(b) In addition to section (a), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m.	This regulation is the same as the regulation proposed in the TCC and MU-TOD District. It is recommended to be added here for consistency across these Districts.

Section 5.16: MU2- Mixed-Use Level 2 District

Proposed	Notes / Rationale
(11) Residential Development	
(a)(v) In addition to section (iv), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m.	This regulation is the same as the regulation proposed in the TCC and MU-TOD District. It is recommended to be added here for consistency across these Districts.

Section 5.20: MU-TOD - Mixed-Use Transit-Oriented Development District

MU-TOD is a new district proposed to be added to the Land Use Bylaw to support the Transit Corridor Intensification Strategy over the longer term. Implementation of this district would be through future redistricting applications brought forward by individual landowners or proponents, with decisions being made by City Council. At this time, there are no properties proposed to be redistricted.

To maintain familiarity for easier interpretation by City Council, City administration, and industry and community members, the MU-TOD District has been prepared based on the structure and provisions of the MU2 - Mixed Use Level 2 District. The MU2 District is already meant to facilitate a mixture of medium- to high-density residential, commercial, and institutional uses in a compact, pedestrian-friendly urban form, which is highly similar to development envisioned in the long-term for the Trail Corridor Areas. A key advantage of applying relevant sections from an existing district is that specific issues related to permitting higher-density housing in the transit corridor can be a focus while avoiding deliberations on items outside the scope of this project, such as which non-residential uses should be permitted uses versus discretionary uses.

Considering that rapid transit plans are subject to change, and that MU-TOD would be implemented through individual redistricting applications rather than City-led redistricting, tiered restrictions for density and height based on location and distance from rapid transit is not recommended at this time. It is instead recommended that the District's purpose statement emphasize that application of MU-TOD be aligned with *Flourish*, St. Albert's Municipal Development Plan. With policies that provide direction for future growth and development across the city, the Municipal Development Plan is more suitable for providing tiered development regulations compared to the LUB.

Proposed	Notes / Rationale
(1) Application	
This section applies to the areas designated as Mixed-Use Transit-Oriented Development (MU-TOD) District on the Land Use District Map, Schedule A of this Bylaw.	This statement uses the same wording as in all other Districts.
(2) Purpose	
The purpose of the MU-TOD District is to facilitate mixed-use *development* in	The recommended wording for MU-TOD's purpose statement gives City

Proposed	Notes / Rationale
proximity to rapid transit as identified in the Municipal Development Plan. This District promotes compact, pedestrian-oriented, medium and high-*density* development with a mix of non-*residential* and *residential uses* to support regional and local needs.	Council and administration discretion to consider a proposed redistricting to MU-TOD as long as a proposal is aligned with the Municipal Development Plan. This allows for flexibility in how this District could be applied, as Council and administration deems appropriate. This also avoids tying redistricting eligibility to strict locational or distance requirements at this time, considering rapid transit plans and parcel configurations may change in the future.
(3) Permitted and Discretionary Uses	
	This table is proposed to be identical to the table of uses in the MU2 District, with the exception of townhouses and parking lots for off-site parking. As MU-TOD is intended for higher density, it is recommended that townhouse development be discretionary and must be in an integrated form within a larger residential or mixed-use building. This is the same as townhouse development in DTN - Downtown District. Including parking lots for off-site parking allows for flexible parking arrangements and potentially more efficient use of land, subject to conditions in proposed subsection (16).

	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) *Catering service* which uses up to three *vehicles*	(b) *Community garden*
(iv)	(a) *Dwelling (apartment)*	(b) *Conference and banquet facility*
(v)	(a) *Dwelling unit above a non-residential use*	(b) *Daycare facility*

(vi)	(a) *Establishment (restaurant)*	(b) *Dwelling (townhouse - complex)* only when integrated with a *dwelling (apartment)* or *dwelling unit above a non-residential use*
(vii)	(a) *Government service*	(b) *Equipment service*
(viii)	(a) *Group home*	(b) *Establishment (brew pub)*
(ix)	(a) *Health service*	(b) *Establishment (drinking)*
(x)	(a) *Live/work unit*	(b) *Establishment (entertainment)*
(xi)	(a) *Personal service*	(b) *Home-based business (level two)*
(xii)	(a) *Professional office*	(b) *Hotel*
(xiii)	(a) *Recreation (indoor)*	(b) *Parking lot*, for *off-site parking* only
(xiv)	(a) *Residential sales centre*	(b) *Parking structure*
(xv)	(a) *Retail (general)*	(b) *Religious assembly*
(xvi)	(a) *School (post-secondary)*	(b) *Retail (cannabis)*
(xvii)	(a) *Shopping centre*	(b) *School (commercial)*
(xviii)	(a) *Supportive living accommodation*	(b) *Accessory Development* to a Permitted Use or Discretionary Use

(4) Application Requirements	
(a) In addition to the plans and information required under section 2.4, an Applicant for a *Development Permit* within a MU-TOD District must submit the following, to the satisfaction of the *Development Authority*: (i) An overall *conceptual site development plan* for the area designated as MU-TOD or, if the Applicant is only developing a portion of the subject area, a *site 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 MU-TOD; (ii) A traffic impact assessment that demonstrates that traffic impacts are compatible with the purpose of the MU-TOD District and do not prejudice safety or traffic	Requirements are carried over from the MU2 District for applicants to submit a non-binding conceptual site development plan, traffic impact assessment, and architectural design details.

movements within the area designated as MU-TOD or on adjacent *public roadways*; and (iii) 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) Urban Design Review	
(a) In addition to the requirements of section 3.41 'Urban Design Review', an *Urban Design Review (External)* or *Urban Design Review (Internal)* is required for any *development* that: (i) Has a total building footprint greater than 2,500.00 m^2; (ii) Has a total *site* area greater than 0.75 ha; (iii) Is located on a landmark site identified in Schedule D; or (iv) Is greater than 35.00 m in height.	It is recommended that MU2's requirement for an Urban Design Review for larger developments be brought into MU-TOD as it allows for discretionary regulation based on each specific proposal, but also allows City staff the discretion to conduct the urban design review internally and potentially save time for staff and applicants. It is additionally proposed that a MU-TOD development on a large site (greater than 0.75 hectare) would require an urban design review. 0.75 ha is also the site area threshold for the Development Authority to potentially require submission of information on sustainable development practices such as low-impact development (section 2.5(1)(s)). The City may also choose in the future to add additional landmark sites where an Urban Design Review would be required. Using 35.00 m as the height that triggers an urban design review is appropriate as 35.00 m is the threshold for when a building is deemed a high-rise building and section 3.18 'High-Rise Building Design' would be applicable.
(6) 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*.	This section is carried over from MU2 without any substantial changes. An example of how these standards could be used: The 6.00 m perimeter landscaping requirement for residential uses in the MU2 District is not proposed to be carried over to the MU-TOD District. By default, MU-TOD's landscaping requirements will be based on the general landscaping regulations in section 3.97 through 3.102, but City administration may choose to require additional landscaping through these performance standards.
(7) Site Density	
(a) The minimum *site density* for *residential use* is 100 *dwelling units* per net hectare and cannot exceed a maximum of 300 *dwelling units* per net hectare.	A higher minimum density is recommended for MU-TOD compared to TCC, since MU-TOD is a new district that would be applied through individual redistricting applications. The minimum density of 100 dwelling units per net hectare matches the minimum density in the HDR - High Density Residential District. The maximum density of 300 dwelling units per net hectare matches the maximum density in the DTN - Downtown District (without bonusing). For comparison, the density of the mixed-use building at 45 Inglewood Drive is 117 units per net hectare, while the mixed-use building at 25 Ryan Crescent has 268 units per net hectare.
(b) In determining *site density*, the *Development Authority*:	This provision clarifies that for developments where residential uses are proposed for only a portion of the larger overall site, density calculations may be based on the residential portion of the

(i) May consider only the portion of a *site* dedicated to *residential uses*; and (ii) May consider the total number of units for multiple built forms when they comprise a *development* on a single *lot*.	site, rather than based on the entire development site, which could significantly skew the calculations. Also, this provision enables counting of all units in a development if it consists of multiple buildings or multiple residential forms.
(8) Site Density Bonus	
(a) Notwithstanding section (7), the maximum *site density* may exceed 300 *dwelling units* per net hectare to a maximum of 450 *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*;	Density bonusing is proposed to be available for MU-TOD developments, up to a maximum of 450 units per net hectare. The conditions for receiving bonus density are the same as the density bonusing conditions in other districts, which would provide potential opportunities for benefits such as non-market housing, underground parking, and environmentally friendly site features. For comparison, the new mixed-use development at 835 St. Albert Trail has a density of 417.5 units per net hectare when only considering the residential portion of that multi-parcel development (according to the Erin Ridge North Area Structure Plan).

(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) Floor Area	
(a) A minimum of 5% 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 *gross floor area* for all *buildings* on multiple *sites* that comprise an integrated, mixed-use *development*.	This regulation is carried over from the MU2 District, but the minimum percentage is lowered from 15% to 5%. As developments become taller and larger, this requirement can become more difficult to achieve, and is also misaligned with the goal of promoting more housing in the Trail Corridor Areas. All developments in the MU2 District have site-specific exemptions for this regulation, with the lowest minimum percentage being 5%.
(10) Building Height	

(a) The maximum building height is 50.00 m.	50.00 m is double the proposed maximum height for the TCC District and the existing maximum height in the MU2 District. 50.00 m would permit a building of approximately 15 storeys with ground-floor commercial and residential uses above.
(11) 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; and (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.	It is recommended that the current wording from MU2 that allows for administrative discretion to determine the minimum setbacks be maintained, due to how MU-TOD would be implemented.
(b) The *Development Authority* may require different *setbacks* or for different portions of the same building.	This provision clarifies that different setback or step-back requirements may be applied to different portions of the same building.
(12) 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	This section is carried over from MU2, with an added provision prohibiting buildings from exceeding 80.00 m in continuous façade length, similar to the proposed provision in the TCC District.

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) A residential *building* adjacent to a public right-of-way, *residential district*, *residential use* on a separate *site*, *natural area*, or *park,* shall not exceed 80.00 m in continuous *façade* length; (iii) Establishment of a common architectural theme for a *development* including principal design elements, finishing materials, colours, and roof style; (iv) *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 (iv), alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall	

character of the District. (v) Use of a *step-back* 7.50 m or greater in height along a *façade* facing a *public roadway*; and (vi) Use of clear *glazing* on the ground floor to facilitate pedestrian interaction and safety.	
(13) Residential Development	
(a) Refer to section 3.55 'Dwelling (Apartment) and Dwelling Unit Above a Non-Residential Use' for regulations regarding *dwelling (apartment)* or *dwelling unit above a non-residential use*. (b) Refer to section 3.56 'Dwelling (Townhouse)' for regulations regarding *dwelling (townhouse - complex)*.	These amendments add appropriate references to the general regulations applicable to apartment buildings and townhouse developments.
(c) In addition to sections (a) and (b), the minimum *separation distance* from the exterior wall of a *building* containing a *residential use* to an exterior wall of any other non-residential *building* on the same *site* or an adjacent *site* is 10.00 m.	Sections 3.55 and 3.56 already require apartments, mixed-use, and townhouse buildings to have 10.00 m separation distance between each other, when they are located on the same lot. This provision would additionally require 10.00 m separation from any non-residential buildings. Additionally, this is proposed to consider non-residential buildings on adjacent sites as well, similar to the proposed provision in TCC, MU1, and MU2.
(14) 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.	This section is carried over from MU2 without any substantial changes.
(15) 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, the *Development Authority* must ensure that motor *vehicle* and pedestrian routes are	This section is carried over from MU2 without any substantial changes.

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. (ii) In addition to section 3.27 'Pedestrian Walkway Access,' 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.	
(16) Parking	

(a) Shared *parking* between any uses on the same *site,* may be considered, at the discretion of the *Development Authority* in consultation with Engineering Services, to meet the *on-site parking* required under Part 4: Parking. (i) The shared *parking* between any uses on the same *site,* is supported by an approved *parking* study; and (ii) No more than 50% of the on-site parking required under section 4.6 is provided as shared *parking*.	A provision enabling shared parking is available in the ICC - Integrated Care Community District, a mixed-use district intended to create a compact, walkable development. There is also encouragement of shared parking configurations in section 3.85 'Grouping and Orientation of Buildings', though that section currently speaks to shopping centres only. Allowing for shared parking, at the discretion of City administration based on justification, can lead to creating more pedestrian-friendly developments that use land efficiently.
(b) Notwithstanding any other provision within this Bylaw, in this district, *off-site parking*, may be considered, at the discretion of the *Development Authority* in consultation with Engineering Services, to meet the *on-site parking* required under Part 4: Parking, if: (i) There is a convenient walkway from the *off-site parking* to the development that is the subject of the *Development Permit* application; (ii) The Applicant is the owner of both the principal *development site*, and the site where *off-site parking* is proposed; (iii) The Applicant has dedicated the *site* for *off-site parking* for the benefit of the *development* in question only;	Additional requirements are proposed before a development may be granted permission to include off-site parking arrangements, due to the anticipated large size and scope of MU-TOD developments.

(iv) The *off-site parking* proposal, is supported by an approved *parking* study; (v) No more than 50% of the on-site parking required is provided as *off-site parking*; and (vi) The *off-site parking* location is no more than 200 m away, measured from the nearest *property line* of a *lot* that is the subject of the *Development Permit* application, to the *property line* of the *off-site parking* location.	

PART 6: SIGNAGE

The following sections pertaining to different types of signage are amended to add the proposed **MU-TOD District** and to regulate the MU-TOD District in the same manner as the existing MU2 District in terms of signage.

- 6.10 Awning and Canopy Sign
- 6.12 Banner Sign
- 6.16 Development Directional Sign
- 6.17 Developer Marketing Sign
- 6.19 Directional Sign
- 6.20 Electronic Message Sign
- 6.21 Entry Feature Sign
- 6.22 Fascia Sign (Without a Digital Display)
- 6.24 Freestanding Sign (Without a Digital Display)
- 6.29 Projecting Sign

PART 7: DEFINITIONS

This part contains rationale for changes to the definitions.

Proposed	Notes / Rationale
Section 7.1 Definitions – General	
MIXED-USE DISTRICT includes the MID (Area C), MU1, MU2, MU-TOD, and DTN Districts.	Adds the proposed MU-TOD District into the existing set of mixed-use districts so that general requirements for development in any mixed-use district (e.g. section 3.43 'Application') would apply to MU-TOD developments as well.

SCHEDULE A: LAND USE DISTRICT MAP

All maps in Schedule A are proposed to be revised with a minor amendment to add the **MU-TOD District** to the legend on each map. No changes to districting are proposed.

SCHEDULE B: MAJOR ROADWAYS

No changes are proposed to Schedule B.

SCHEDULE C: ESTABLISHED NEIGHBOURHOOD OVERLAY

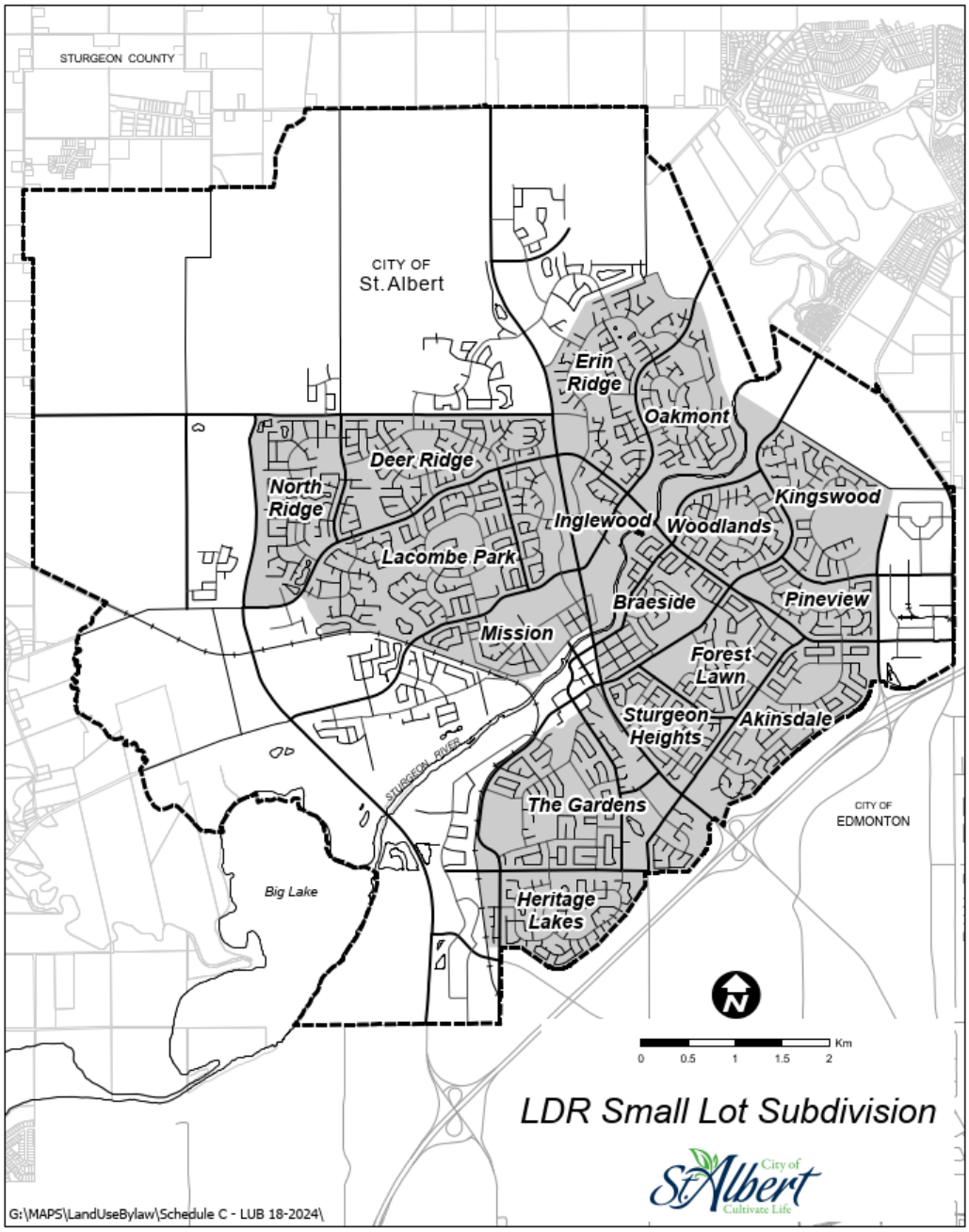
No changes are proposed to Schedule C.

SCHEDULE D: BUILDING HEIGHTS FOR SPECIFIC DEVELOPMENT AREAS

No changes are proposed to Schedule D.

SCHEDULE E: INFILL SMALL LOT SUBDIVISION

This is a new schedule for the purpose of adding the following figure indicating the neighbourhoods where the proposed reduced minimum lot widths in the LDR District may be used. This map excludes greenfield neighbourhoods that have some LDR lots – specifically, Riverside, Jensen Lakes, and Erin Ridge North. The intent is to focus the LDR amendments on infill development in mature neighbourhoods, and to avoid policy conflicts with other residential districts that are tailored for use in developing areas.



Urban Structure and General Land Use

Mixed-use Nodes are areas within Neighbourhoods that contain a range of commercial uses, apartment buildings, townhouses, and community services, all arranged within a cohesive, pedestrian-oriented network of streets and open spaces.

Neighbourhoods are predominantly residential areas made up of low-rise housing, along with schools, parks, local shops, and services. Many existing Neighbourhoods will continue to add new housing that respects the established character, while new Neighbourhoods will be developed with a greater variety of housing types.

Employment Areas are dedicated locations for a variety of industrial and office-based businesses that benefit from convenient access to the regional transportation network.

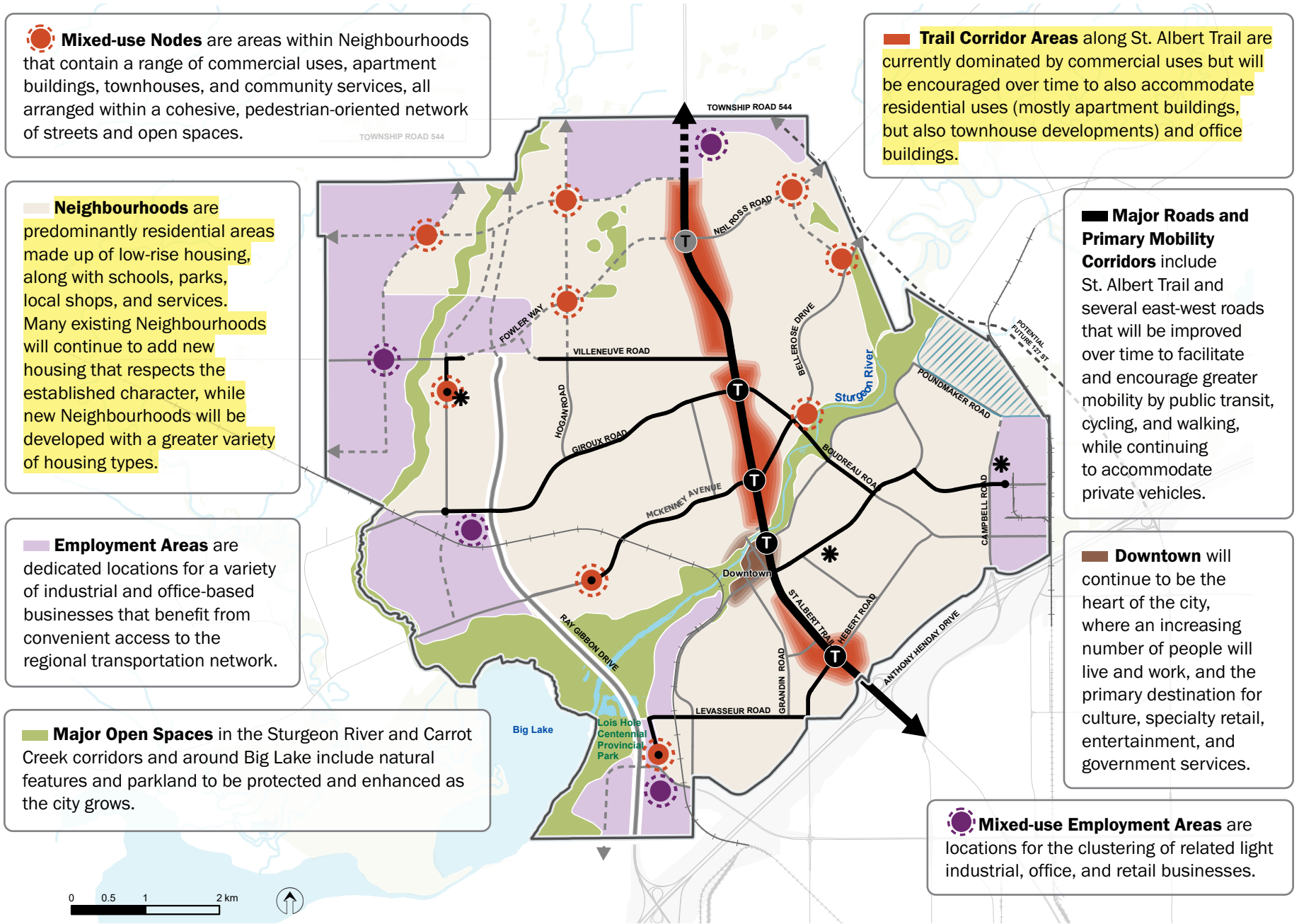
Major Open Spaces in the Sturgeon River and Carrot Creek corridors and around Big Lake include natural features and parkland to be protected and enhanced as the city grows.

Trail Corridor Areas along St. Albert Trail are currently dominated by commercial uses but will be encouraged over time to also accommodate residential uses (mostly apartment buildings, but also townhouse developments) and office buildings.

Major Roads and Primary Mobility Corridors include St. Albert Trail and several east-west roads that will be improved over time to facilitate and encourage greater mobility by public transit, cycling, and walking, while continuing to accommodate private vehicles.

Downtown will continue to be the heart of the city, where an increasing number of people will live and work, and the primary destination for culture, specialty retail, entertainment, and government services.

Mixed-use Employment Areas are locations for the clustering of related light industrial, office, and retail businesses.



Locations and boundaries are approximate and for general illustrative purposes.

6.1. Business Attraction and Retention

Principle: Attract, support, and retain businesses, thereby growing St. Albert's economy and meeting the needs of residents and employers.

Local businesses and the opportunities they provide for owners and employees are a key component of St. Albert's economy. As the city evolves, streamlined regulations and support for new and existing employers will reinforce St. Albert's reputation as a great place to do business. The following policies foster a business environment conducive to continued growth and success in the local and regional economy.

Policies:

6.1.1. Develop and maintain an economic development strategy that reports on employment growth in the city, targets economic sectors, and identifies initiatives intended to attract, support, and retain businesses.

6.1.2. Support the development of a long-term commercial strategy that identifies demand and responds to a changing commercial landscape.

6.1.3. Encourage the growth and diversification of the local commercial economy, providing residents, businesses, and visitors with access to a full range of shops, services, and entertainment.

6.1.4. Support the co-location of synergistic industrial businesses and related services.

6.1.5. Encourage collaboration among businesses for the efficient use of resources and reduction of *waste*.

6.1.6. Encourage the *redevelopment* and revitalization of commercial shopping areas, transforming them into *mixed-use* sites with new residential *development* and complementary uses.

6.1.7. Explore and support *Indigenous* economic development partnerships and initiatives.

6.1.8. Facilitate home-based businesses that complement the neighbourhood and built form.

6.1.9. Encourage the *development* of live-work housing in planned *mixed-use* areas.

6.1.10. Develop efficient, streamlined, and straightforward regulations and processes that continuously improve St. Albert's attractiveness to businesses.

6.1.11. Explore and encourage social enterprises to provide employment opportunities that respond to community needs.



Eric Schultz

7.1. Housing Diversity

Principle: Support greater diversity in housing forms, sizes, and tenures through new development and redevelopment opportunities.

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

Policies:

7.1.1. Address housing needs by monitoring changes in the local housing market and encouraging and enabling housing forms that respond to emerging housing needs.

7.1.2. Monitor contemporary housing practices and trends and respond to these through updates to the Land Use Bylaw, as appropriate, to achieve a more diverse range of housing forms, sizes, and tenures.

7.1.3. Encourage *intensification* through innovative and emerging housing types that are compatible with existing and planned *Neighbourhoods*.

7.1.4. Facilitate a range of seniors' and multi-generational housing forms and housing arrangements to support aging in place that is close to public transit, services, and amenities.

7.1.5. Encourage the inclusion of purpose-built rental housing in all *Neighbourhoods*.

7.1.6. Encourage partnerships that promote the co-location of *market affordable* and *non-market affordable housing* with municipal facilities and services.

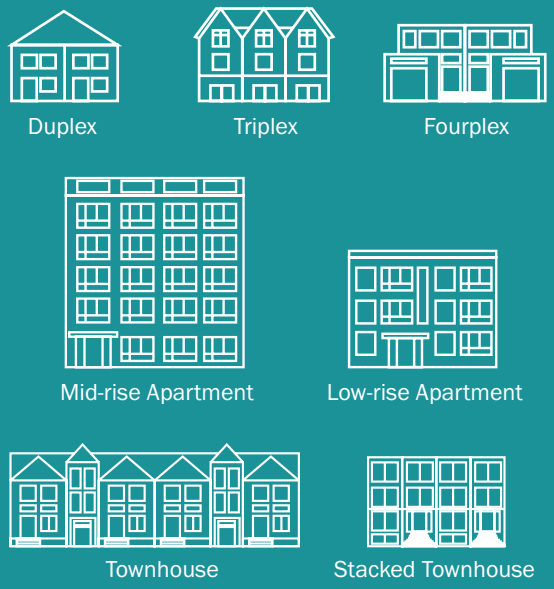
7.1.7. Identify opportunities for Land Use Bylaw updates that support Neighbourhood renewal, aging in place, *intensification*, and diversification of existing housing stock through incremental redevelopment.

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

7.1.9. Require new h*igh- and medium-density*, multi-unit residential *development* to provide common private amenity spaces.

What is the "missing middle"?

The "missing middle" is a range of house-scale buildings with multiple units—compatible in scale and form with detached homes—located in a walkable neighbourhood. Common forms of missing middle housing include duplexes, fourplexes, sixplexes, courtyard apartments, townhouses, and live-work units. Changing zoning to enable development of missing middle housing can help cities provide diverse housing options that fit seamlessly into *low-rise* walkable neighborhoods and support walkability, locally serving retail, and public transportation options. New missing middle housing also supports neighbourhood renewal and gives residents more choice of unit size and prices.



7.2. Housing for Everyone

Principle: Strive to ensure that housing is available to everyone by meeting a full range of community needs.

Housing is a fundamental human right in Canada. Not only is housing essential to people's inherent dignity and well-being, it is also essential to building inclusive communities. Government, agencies, and other community building partners all have roles to play in ensuring that housing exists for a range of community needs and income levels. A limited amount of *affordable housing* is a barrier to many who may want to make St. Albert home. Providing housing for vulnerable populations is a key component in building an inclusive community. The following policies support the provision of housing options, enabling everyone to have a place to call home.

Policies:

7.2.1. Require all new *statutory plans* with a residential component to include a variety of housing forms.

7.2.2. Develop and maintain a Housing Affordability Strategic Plan that identifies issues and gaps in the housing supply, objectives to meet current and projected housing needs, sustainable funding, and implementation tools.

7.2.3. Encourage the incorporation of accessibility features into new and renovated homes, which can transition and accommodate all people, regardless of age or ability.

7.2.4. Encourage a diverse and inclusive range of housing by:

- **a)** Offering incentives;
- **b)** Identifying and acquiring land for *affordable housing* projects; and
- **c)** Implementing varying planning and engineering standards, as deemed appropriate by the City.

7.2.5. Partner with local and regional organizations, agencies, and private enterprises to develop and maintain a systematic response to meet the emergency, transitional, and permanent housing needs of vulnerable groups.

7.2.6. Enable specialized accommodation and care facilities in all *Neighbourhoods, Trail Corridor Areas*, and *Mixed-use Nodes* to promote inclusive communities.

7.2.7. Partner with housing stakeholders, developers, and agencies to proactively increase the long-term supply of *market* and *non-market affordable housing*, in accordance with the City's housing strategies.

7.2.8. Encourage a mixture of *market* and *non-market affordable housing* through redevelopment plans.

7.2.9. Leverage long-term *non-market affordable housing* through targeted municipal investment and funding.

7.2.10. Encourage and support collaboration between developers, non-governmental agencies, other levels of government, and other partners to include *affordable housing* within new *development* and *redevelopment*.

7.2.11. Support the use of municipal lands that are surplus to City needs to enable *non-market affordable housing* development.

Aging in place and age-friendly communities

Aging in place is a person's ability to live in the same home or community safely, independently, and comfortably, as they age. Aging in place might mean renovating an existing house for accessibility, moving to a smaller, lower maintenance home nearby, or accessing in-home supports and services. Municipalities can support aging in place by encouraging age-friendly design in new and redeveloping areas. Age-friendly communities are accessible, inclusive, and designed to meet the needs of residents as they age by optimizing opportunities for health, participation, and security.

8.3. Public Transit

Principle: Make public transit and multi-modal commuting a more attractive and viable alternative to private vehicles for more residents by providing a supportive public transit network.

Frequent, reliable, and efficient public transit provides a sustainable, accessible transportation option for St. Albert residents. The following policies improve the City's transportation and transit networks, providing more direct, accessible, and convenient transit routes that serve more people.

Policies:

8.3.1. Support the development of St. Albert Trail as a rapid transit corridor that provides improved *connectivity* within the city and to destinations in Edmonton.

8.3.2. Work with municipal, regional, and provincial partners on the planning and implementation of local services and rapid transit facilities linking St. Albert to the planned Light Rail Transit (LRT) extension from Edmonton.

8.3.3. Notwithstanding other policies in *Flourish*, accommodate development of a *park-and-ride facility* at the North *Transit Oriented Development* Centre, as identified on **Map 3**, to support a regional transportation network.

8.3.4. Facilitate testing opportunities to improve transit service along St. Albert Trail, such as dedicated transit lanes and high occupancy vehicle lanes, as steps toward rapid transit.

8.3.5. Encourage residential and employment growth within *Downtown*, *Mixed-use Nodes*, and generally along St. Albert Trail, as identified on **Map 3**, to coordinate land use with transit planning.

8.3.6. Develop *Mobility Corridors*, as identified on **Map 3**, by:

- **a)** Ensuring extensions and upgrades to roadways in the corridors align with City standards and include facilities for transit riders, pedestrians, and cyclists designed for safety, comfort, and universal accessibility;
- **b)** Ensuring future *Mixed-use Nodes* and other community destinations are oriented to *Mobility Corridors*; and
- **c)** Exploring and implementing improvements to public transit service along the corridors.

8.3.7. Encourage new development and *redevelopment* that facilitates the use of public transit through interconnected street networks and pathways and by locating new dwelling units within 400 metres (walking distance) of an existing or planned transit service.

8.3.8. Identify opportunities for improving transit access, efficiency, and level of service through street design and re-design associated with redevelopment in existing *Neighbourhoods*.

8.3.9. Ensure future commercial destinations, *high-density* residential areas, major *community facilities*, and schools are located along existing or planned transit routes.

8.3.10. Design new or retrofitted transit services and associated infrastructure according to *universally accessible design* principles.

8.3.11. Explore emerging mobility technologies in transit and other forms of personal transportation through pilot projects.

8.3.12. Design new and retrofitted streets to make adequate provision for transit infrastructure, such as shelters and other transit-supportive features at existing or planned transit stops.

12.3. Built Form and Site Planning

Principle: Facilitate development that enhances the character of its surroundings and the city and contributes to attractive, enduring, and memorable places.

Buildings contribute to *placemaking* through architecture and function. A building's relationship to the adjacent *public realm* and the broader built environment is also critically important. Great places often are made up of many mutually compatible buildings that, together, bring life to the streets and open spaces around them. The following policies support the creation of great places through built form and site planning.

Policies:

12.3.1. Ensure general consistency of scale in *developments* within existing *Neighbourhoods* through complementary built form, while encouraging a greater range of *higher density* built form in and around areas planned for *intensification*.

12.3.2. Ensure appropriate built form and *density* transitions between existing *Neighbourhoods* and priority areas for growth, as identified on **Map 4**.

12.3.3. Encourage apartment, office, and institutional buildings within existing commercial or planned *mixed-use* areas to include commercial or public uses on the ground floors along public streets.

12.3.4. Encourage a building's siting and design to maximize views of significant *natural features* and existing landmark buildings.

12.3.5. Assess and minimize the shadow impacts, through building design and setbacks, of proposed new *mid-rise* and *high-rise buildings* on public open spaces and private amenity spaces in abutting properties and *Neighbourhoods*.

12.3.6. Prioritize the safety and comfort of pedestrians through site plan design elements, including direct and connected pathways, landscaping, and appropriate lighting.

12.3.7. Encourage apartment buildings to include at least one level of underground parking.

12.3.8. Support building and site design that minimizes the adverse effects of garbage, loading, and service areas on the abutting *public realm*.

12.3.9. Encourage the use of durable, high-quality building materials, such as stone, brick, decorative concrete, laminated timber, and non-coloured glass.

12.3.10. Encourage prominent public buildings, such as schools and government buildings, to reflect a high standard of architecture, engineering, and landscape architecture.

12.3.11. Require appropriate screening and integration of rooftop mechanical units and vents into building design.

12.3.12. Encourage the mitigation of light pollution in environmentally sensitive areas.

How do we transition between different building forms?

Appropriate transitions between taller buildings and *low-rise* neighbourhoods can minimize impacts such as wind, noise, privacy, and sunlight exposure. Some tools that can be used to ensure appropriate transitions include stepping down building heights between taller and lower-scale buildings and ensuring appropriate separation distances.

13.2. Intensification

Principle: Support the strategic intensification of established areas of the City.

As St. Albert grows and evolves, more opportunities will arise for accommodating both residential and employment growth within the built-up city; *Flourish* encourages and guides such growth. The strategic locations for intensification are *Downtown* and on commercial lands along St. Albert Trail, particularly those that are close to future rapid transit stations. As well, ongoing opportunities will arise to sensitively intensify existing Neighbourhoods with new, compatible forms of housing that keep the community healthy and attractive.

Policies:

13.2.1. Support growth and change in established areas to enhance their character and vitality.

13.2.2. Encourage the *development* or *redevelopment* of underutilized land within the built-up city.

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

13.2.4. Promote growth around existing and planned transit stations to capitalize on transit capacity and encourage transit use.

13.2.5. Ensure that new *development* or *redevelopment* that occurs within 800 metres of an identified Rapid Transit Station Area, or an area as determined by the City, supports a minimum aspirational *density* of 140 people and jobs per gross hectare.

13.2.6. Focus intensification generally as follows:

- **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 **Map 3**;
- **b)** *Development* with more than 125 dwelling units per net hectare should be located within *Downtown* or *Trail Corridor Areas*;
- **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 **Map 3**, to support the minimum *density* target identified in Policy 13.2.5; and
- **d)** 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*.

13.2.7. Prepare *Area Redevelopment Plans* or master *development* plans that guide intensification in the *Trail Corridor Areas* identified in **Map 3**, in conformity with *Flourish*, ensuring the studies consider opportunities for moderate intensification and built form transitions in adjacent areas.

13.2.8. Evaluate improvements to utility infrastructure and the *public realm*, and other potential incentives, to encourage intensification.

13.2.9. Prepare guidelines for intensification within existing *Neighbourhoods*, in consultation with the community, to facilitate new *development* that contributes positively to Neighbourhoods and the city as a whole.

13.2.10. Notwithstanding policies 13.2.3, 13.2.4, 13.2.5, and 13.2.6, enable high density development to a maximum density of 200 dwelling units per net residential hectare at 200 Giroux Road (Lot 1, Block 1, Plan 142 3673; including any future revisions to this legal land description based on a subdivision or condominium plan) within the neighbourhood of Ville Giroux.

14.3. Downtown

Downtown St. Albert is well loved by residents who enjoy festivals, performances, high-quality restaurants, and shopping in all seasons and the very popular outdoor farmers' market in the summer and fall. As the most urban neighbourhood in a growing city, Downtown will evolve to accommodate new buildings that make efficient use of existing infrastructure in a central and well-connected location. *Intensification* will bring well-designed housing and commercial amenities that will make Downtown a more exciting and vibrant place for a diverse community.

Policies:

14.3.1. Plan and support the growth of *Downtown* as a *high-density*, urban neighbourhood.

14.3.2. Explore opportunities to facilitate new residential and *mixed-use development*.

14.3.3. Encourage the development of shared and affordable workspaces that foster opportunities for collaboration and provide access to business resources for small business owners.

14.3.4. Collaborate with developers and utility providers to ensure utility infrastructure adequately supports residential *intensification Downtown* in a timely manner.

14.3.5. Support lot consolidation for *high-density* residential, office, and *mixed-use development*.

14.3.6. Incorporate a mix of unit types, sizes, and tenures to meet the needs of people of all ages, incomes, and abilities.

14.3.7. Enhance the urban character and walkability of the *Downtown* by prohibiting drive-through establishments and other vehicle-oriented uses.

14.3.8. Maintain the Downtown Area Redevelopment Plan (DARP) so that it adequately guides future *development* and reinforces *Downtown* as the city's civic and cultural heart, a thriving business district, and a dynamic neighbourhood.

14.3.9. Ensure future *development* contributes to a lively, pedestrian-oriented, high-quality *public realm*.



14.4. Trail Corridor Areas

Currently, developed *Trail Corridor Areas*, which are important to both regional and economic development, are dominated by vehicle-oriented commercial activities. Through the implementation of *Flourish*, they will shift to become more *transit-oriented*, mixed-use areas. Undeveloped Trail Corridor Areas present an opportunity to plan and develop a walkable, *mixed-use* neighbourhood through interconnected streets and smaller blocks of *development*. The following policies encourage Trail Corridor Areas to accommodate residential (mostly apartment, but also townhouse, developments) and office buildings, in addition to retail uses. This transformation is expected to accelerate with the introduction of rapid transit service along St. Albert Trail. The boundaries of Trail Corridor Areas, as generally illustrated on **Map 3**, will be refined through subsequent municipal planning documents and may not be limited to existing commercial lands.

Policies:

14.4.1. Encourage a range of uses in *Trail Corridor Areas*, including retail, office, medium- and *high-density* housing, institutions, parks, and public spaces.

14.4.2. Support the design, *development*, and *redevelopment* of *Trail Corridor Areas* as regional economic hubs that service the larger region.

14.4.3. Encourage the transition of Trail Corridor Areas from vehicle-oriented to *transit-oriented development*.

14.4.4. Initiate *Area Redevelopment Plans* or master development plans for each Trail Corridor Area that guide public investments and private *development*.

14.4.5. Incorporate a mix of unit types, sizes, and tenures to meet the needs of people of all ages, incomes, and abilities.

14.4.6. Encourage *intensification* to occur within 400 metres of existing and planned Rapid Transit Station Areas, as shown on **Map 3**, and include *medium- or high-density* forms, or both.

14.4.7. Plan undeveloped Trail Corridor Areas to become *mixed-use*, transit-supportive places with a framework of interconnected streets that facilitate *intensification* over time.

14.4.8. Encourage the presence of vertical *mixed-use* buildings with commercial or institutional uses on the ground floor and office space or residential dwellings on upper floors.

14.4.9. Encourage new retail buildings, *community facilities*, and other amenities to be easily accessed from adjacent *Neighbourhoods* by walking or cycling.

14.4.10. Promote future *development* that contributes to a pedestrian-friendly environment and encourages walking between uses. Buildings should be oriented to, and have their main entrances, on a public street.

14.4.11. Incorporate a gradual transition in height and *density* towards the existing *Neighbourhoods* bordering Trail Corridor Areas.

14.4.12. Reduce surface parking during site *redevelopment* and through innovative parking options.

14.4.13. Notwithstanding policies 14.4.1, 14.4.2, 14.4.3, 14.4.6, and 14.4.8, enable high density development with a maximum density of 200 dwelling units per net residential hectare at 200 Giroux Road (Lot 1, Block 1, Plan 142 3673; including any future revisions to this legal land description based on a subdivision or condominium plan) within the neighbourhood of Ville Giroux.

Designing for pedestrians

Strategies and design approaches to encourage a more lively, inviting and pedestrian-oriented *public realm* include:

- Orienting buildings to public streets or open spaces, with minimal setbacks and main entrances directly accessible from the sidewalk;
- Locating active uses, such as retail and restaurants, on the ground floor along commercial streets;
- Making sure that driveways are positioned to minimize conflict with pedestrians;
- Locating parking at the rear of buildings, underground, or in above-ground structures;
- Designing buildings to reinforce a consistent streetwall height and stepping back the portions of buildings above three or four storeys to keep a pedestrian-scale environment; and
- Using durable, attractive building materials.

14.6. Neighbourhoods

St Albert's *low-rise*, tree-lined Neighbourhoods are a defining feature of the city. Increasingly, the properties in these areas are being redeveloped and replaced with new detached houses, semi-detached houses, townhouses, and compatible *low-rise* apartment buildings. Growth and change in Neighbourhoods should support their continued vitality, mitigate population loss, and utilize existing infrastructure more efficiently. The following policies ensure *development* in St. Albert's Neighbourhoods sensitively accommodates more diverse forms of housing and a wider mix of uses in appropriate locations, while respecting the Neighbourhood's scale and character.

The following policies also guide the planning and *development* of new Neighbourhoods that are subject to *Area Structure Plans.* These Neighbourhoods will also consist of predominantly low-rise forms of housing, along with parks, schools, and other *community facilities*, while accommodating a greater diversity of housing types and uses. Parks, which often serve as important gathering places, will be highly visible and accessible, with frontages on public streets. *Streetscapes* will reinforce St. Albert's green character with street trees and landscaped front yards. In addition, street networks will encourage *active transportation*, while facilitating convenient access by public transit, private vehicles, and emergency vehicles.

Policies:

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

14.6.2. Regulate Neighbourhood *redevelopment*, through the Land Use Bylaw, to achieve the following:

- **a)** Appropriate transitions in height, scale, and design with other buildings in the immediate surroundings;
- **b)** General compatibility in front, side, and rear yard setbacks within the block and along the street;
- **c)** A consistent *streetscape*;
- **d)** Compatibility with surrounding land uses; and
- **e)** Appropriate soft landscaping and preservation of existing vegetation.

14.6.3. Encourage neighbourhood revitalization through sensitive *redevelopment* that adds new housing options, attracts new residents, and brings in neighbourhood-oriented services and commercial uses.

14.6.4. Encourage *low-rise* apartment buildings on lots fronting a crosstown or connector street, provided such buildings are oriented to and have their main entrance on the street.

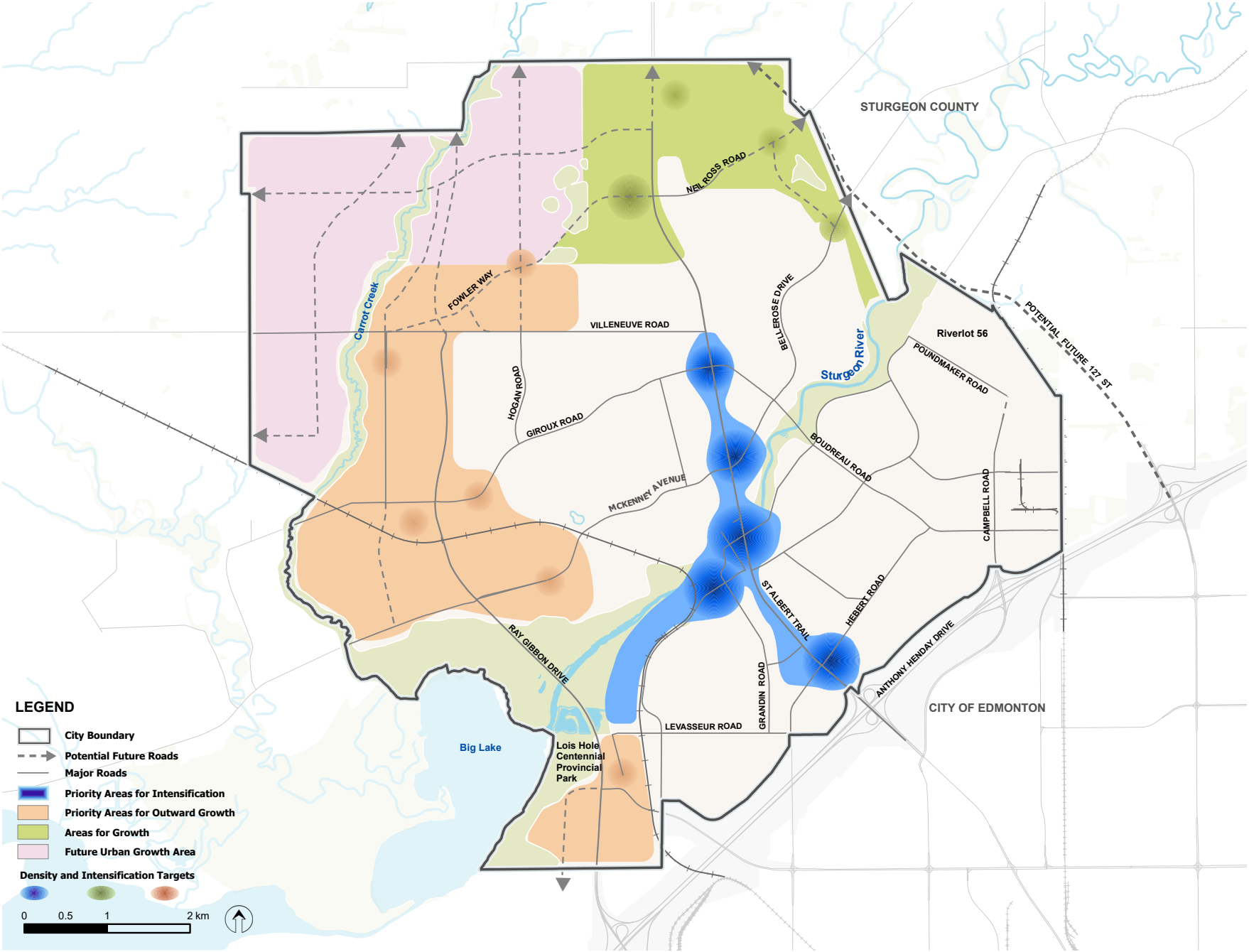
14.6.5. Encourage *mixed-use development* that consists of residential units and neighbourhood-oriented commercial uses at grade on corner lots, providing appropriate transition to, and minimizing impacts on, neighbouring properties through landscape buffers, the stepping of building heights, or both.

14.6.6. Develop and maintain Neighbourhood Infill Design Guidelines to maintain the attractive characteristics of existing Neighbourhoods.

14.6.7. Encourage the redevelopment of commercial sites within Neighbourhoods to accommodate *mixed-use development* that:

- **a)** Maintains neighbourhood oriented commercial uses;
- **b)** Contributes to a pedestrian-friendly *public realm*;
- **c)** Includes appropriate transitions and screening from neighbouring uses; and
- **d)** Incorporates complementary built form with the surrounding neighbourhood.

Map 4: Priority Areas for Growth



Locations and boundaries are approximate and for general illustrative purposes.

Attachment #5 - July 7, 2026 SCoW Report & Presentation

PREVIOUSLY DISTRIBUTED INFORMATION

Please find the PREVIOUSLY DISTRIBUTED Agenda Report from the July 7, 2026 Standing Committee of the Whole meeting Agenda Package, titled “Update on Housing Accelerator Fund: Transit Corridor & Neighbourhood Intensification Strategies” (AR-26-207) for additional information in the link below:

Link to July 7, 2026 Standing Committee of the Whole Agenda

(Note from Craig Walker: see overleaf for PowerPoint)

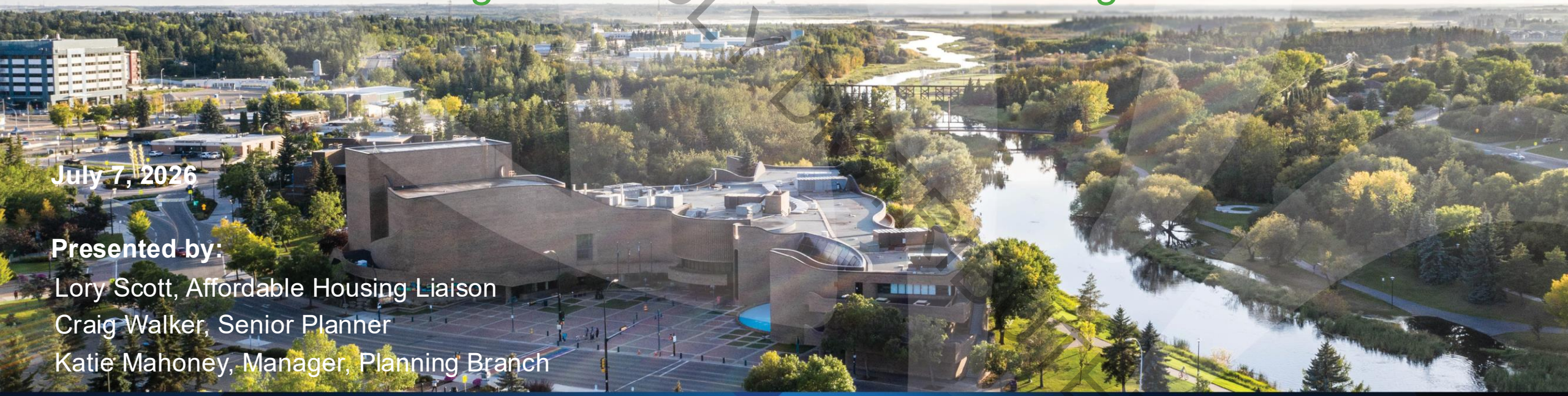
CITY OF ST. ALBERT

Housing Accelerator Fund Update:

Initiatives #1 and #3:

Transit Corridor & Neighbourhood Intensification Strategies

PREVIOUSLY PRESENTED



July 7, 2026

Presented by:
Lory Scott, Affordable Housing Liaison
Craig Walker, Senior Planner
Katie Mahoney, Manager, Planning Branch

Agenda

- Housing Accelerator Fund (HAF) Overview
- Strategic Policy Direction - Flourish
- Community Engagement & Communications
- Expanding Housing Options along St. Albert Trail (HAF #1)
- Expanding Housing Options in Neighbourhoods (HAF #3)
- Summary & Next Steps
- Questions & Discussion

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Housing Accelerator Fund Overview

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Housing Accelerator Fund Overview

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Implementation of initiatives to get **more homes built faster**

Speed up approvals and building processes

Development of **complete** communities

Development of **affordable, inclusive, equitable** and **diverse** communities

Development of **low-carbon** and **climate-resilient** communities.

Housing Accelerator Fund Overview

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Action Plan Initiatives

1. **Transit Corridor Intensification Strategy**
2. Quick Win Regulatory Updates (complete)
3. **Neighbourhood Intensification Strategy**
4. Public Lands Redevelopment Strategy for Housing (underway)
5. Electronic Permit Processing Program (complete; phase 2 underway)
6. Parking Regulation Study (complete)
7. Development Concierge Service Program (complete)



Housing Accelerator Fund Overview

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- Fulfilling various project milestones and deadlines;
- Achieving housing targets; and
- Enabling up to four units per "typical" Low Density Residential (LDR) lot.

Housing Needs Assessment (June 2026)

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



Key Insight #1: Ownership Housing

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



Key Insight #2: Rental Housing

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



Key Insight #3: Housing for all Life Stages

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



Key Insight #4: Non-Market Housing

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

Strategic Policy Direction - *Flourish*

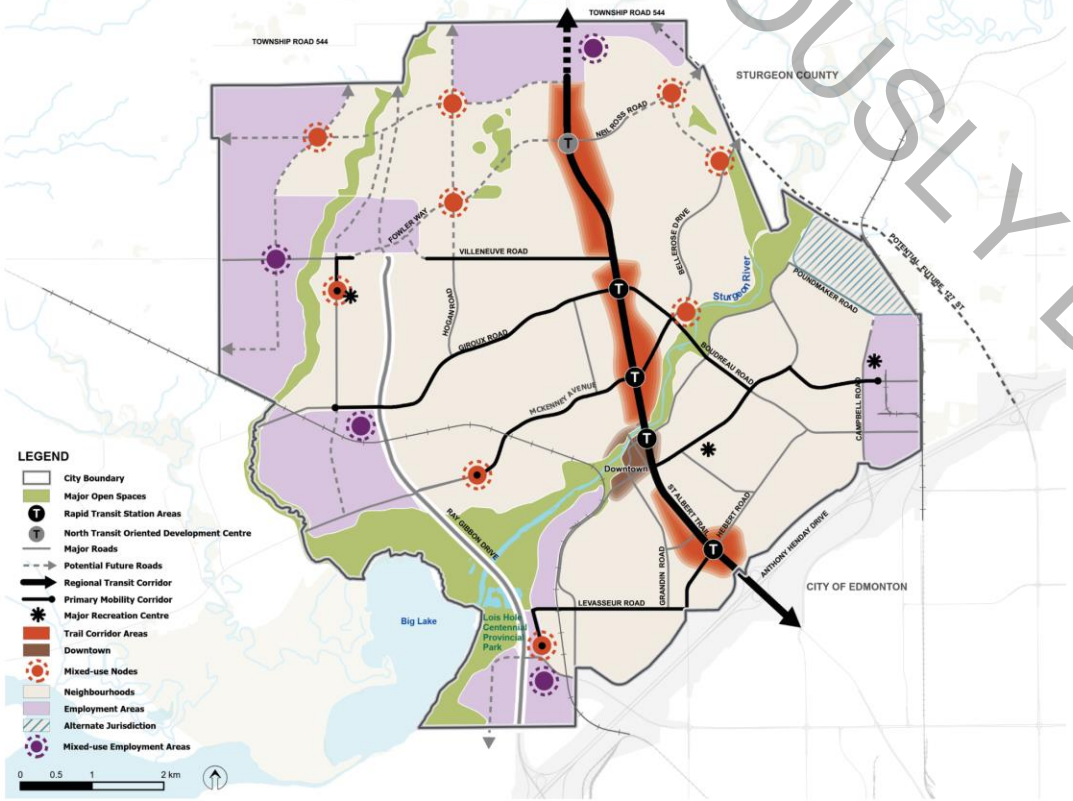
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Municipal Development Plan - *Flourish*

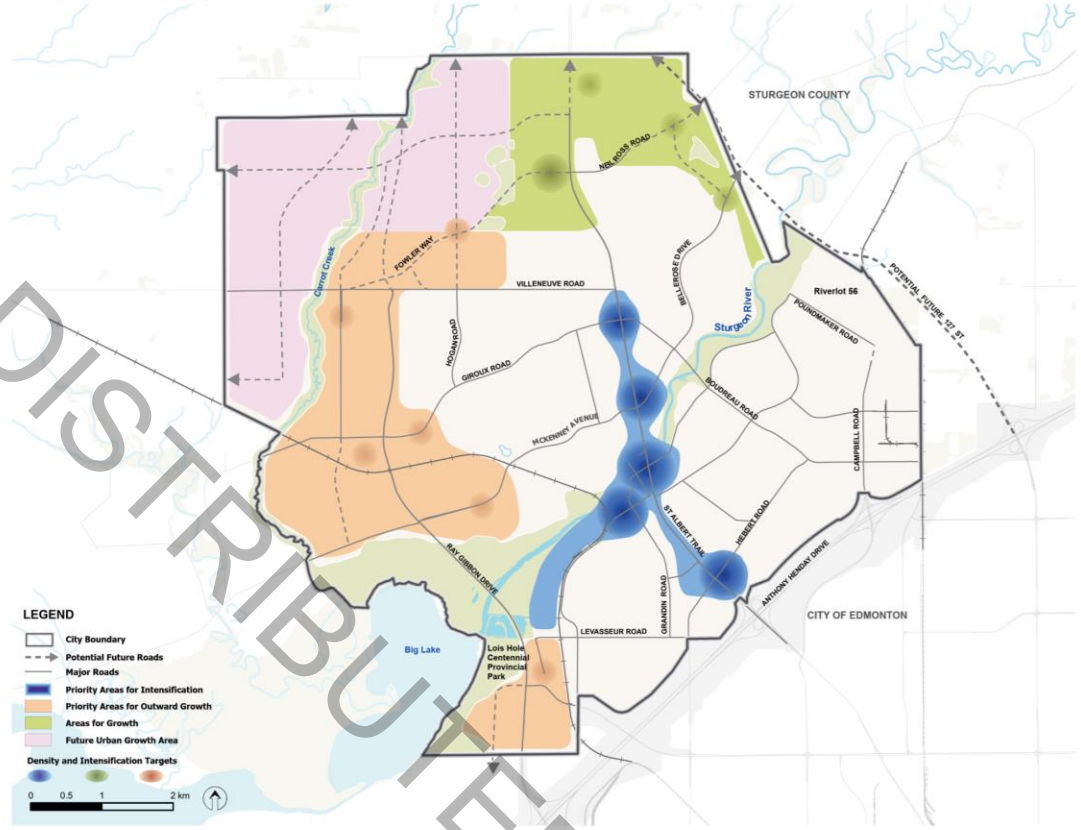
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Approved in April 2021, ***Flourish*** is St. Albert's long-term plan to grow to 100,000 residents. As part of this plan, at least 20% of new homes are intended to be built along St. Albert Trail and within existing neighbourhoods.

Map 3: Urban Structure and General Land Use



Map 4: Priority Areas for Growth



Municipal Development Plan - *Flourish*

Policy Direction	
Housing Options	**7.2.1:** Monitor contemporary housing practices and trends and respond to these through updates to the Land Use Bylaw, as appropriate, to achieve a more **diverse range of housing** forms, sizes, and tenures. **7.1.8:** Accommodate a greater mix of housing forms in existing Neighbourhoods that **respect the scale and character** of the area.
Sustainable Growth	**13.2.1:** Support growth and change in established areas to **enhance their character** and vitality.
Neighbourhoods	**14.6.3:** Encourage neighbourhood revitalization through **sensitive redevelopment** that adds **new housing options**, attracts new residents,...
Trail Corridor Area	**14.4.1:** Encourage a range of uses in Trail Corridor Areas, including retail, office, **medium- and high-density housing**, institutions, parks, and public spaces

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Community Engagement & Communications

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Community Engagement & Communications

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How We Engaged

- Project Website (updates)
- Cultivate the Conversation (questionnaire)
- Promotion (The Gazette & social media)
- Public Open House (residents)
- Workshops (businesses & developers)
- Direct Outreach (emails & meetings)



Who We Engaged

- Residents
- Indigenous Partners
- Business Community & Development Industry



Engagement-Informed Outputs

- Guiding Principles
- Land Use Bylaw Considerations



What We Learned (Residents)

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Community Values

- Protect St. Albert's identity & neighbourhood character
- High-quality design across all housing forms
- Provide housing for all life stages
- Affordability must be realistic
- Responsible, transparent growth
- Use infrastructure efficiently

Community Concerns

- Incompatible development
- Loss of character and green space
- Infrastructure (traffic congestion, parking capacity, and utilities)
- Community Services (healthcare, schools, and emergency services)
- Potential property tax implications of new developments

What We Learned (Land Development & Business)

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Development Industry Feedback

- Support for flexibility in design standards and provisions for exceptions.
- Support for a range of development forms, including standalone commercial, residential, and mixed-use development.
- Interest in increasing high-density and mixed-use development opportunities.
- Interest in financial incentives to support development.
- Interest in performance-based and design-led approaches rather than rigid numerical limits.
- Continued engagement and collaboration with industry.

Shared Priorities



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Expanding Housing Options along St. Albert Trail

Transit Corridor Intensification Strategy (HAF #1)

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Transit Corridor Intensification Strategy



HAF Initiative #1

Goal:

Guide how the City plans to redevelop land for housing and mixed-use spaces within up to 800 metres of future transit nodes along St. Albert Trail.

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Trail Corridor Commercial (TCC) District

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Apartments



Currently Discretionary Use
Maximum Height: 22m

Site Density: N/A
Setback to LDR: 6m
Building Length: 100m

Potential Permitted Use
Maximum Height: 25m

Site Density: 50-300 per net hectare
Setback to LDR: 10m
Building Length: 80m

Townhouse Complex



Currently Unlisted Use

Potential Discretionary Use

Min. Site Density: 50+ per net hectare
Setback to LDR: 10m

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

PREVIOUSLY DISTRIBUTED

Apartments, Townhouse Complex, and Mixed-Use Development



Currently New District

Potential Permitted Use
Maximum Height: 50m

Min. Site Density: 100+ per net Ha.
Building Length: 80m

Non-Residential Uses

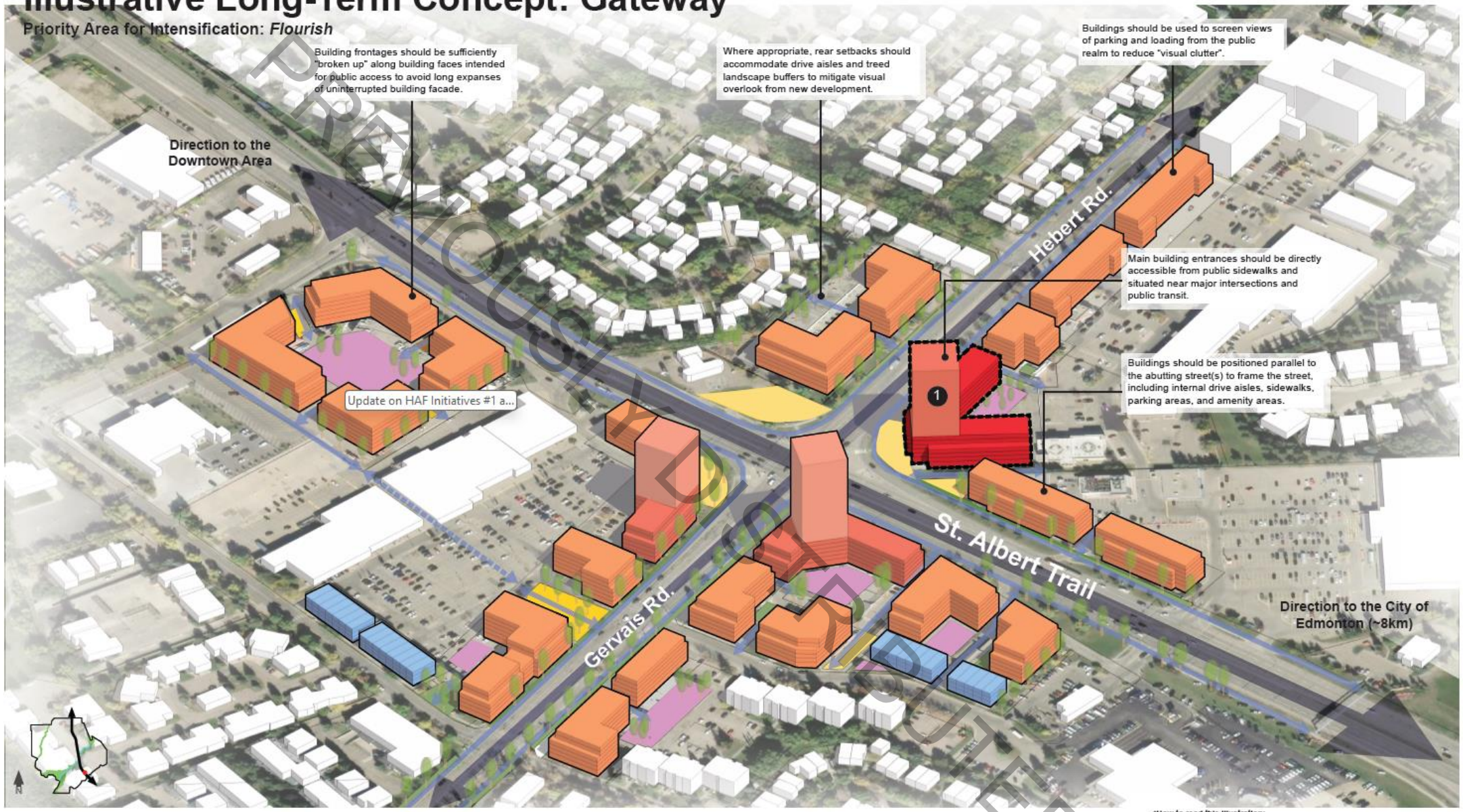


Currently New District

Potential Various (e.g. office, retail, hotel)
(Permitted and Discretionary Uses)
Maximum Height: 50m

Illustrative Long-Term Concept: Gateway*

Priority Area for Intensification: *Flourish*



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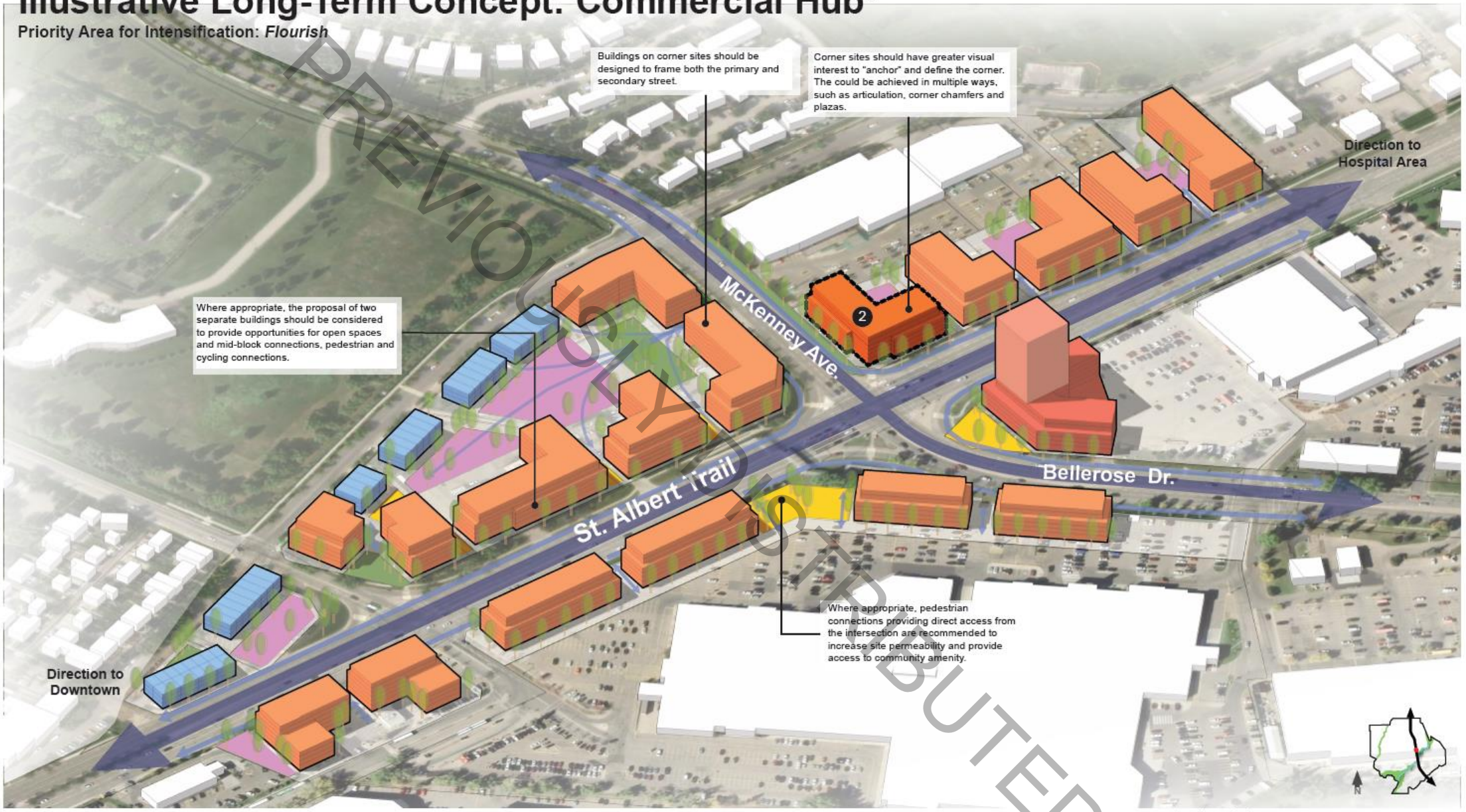
LEGEND

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

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

Illustrative Long-Term Concept: Commercial Hub*

Priority Area for Intensification: ***Flourish***



PREVIOUSLY DISTRIBUTED

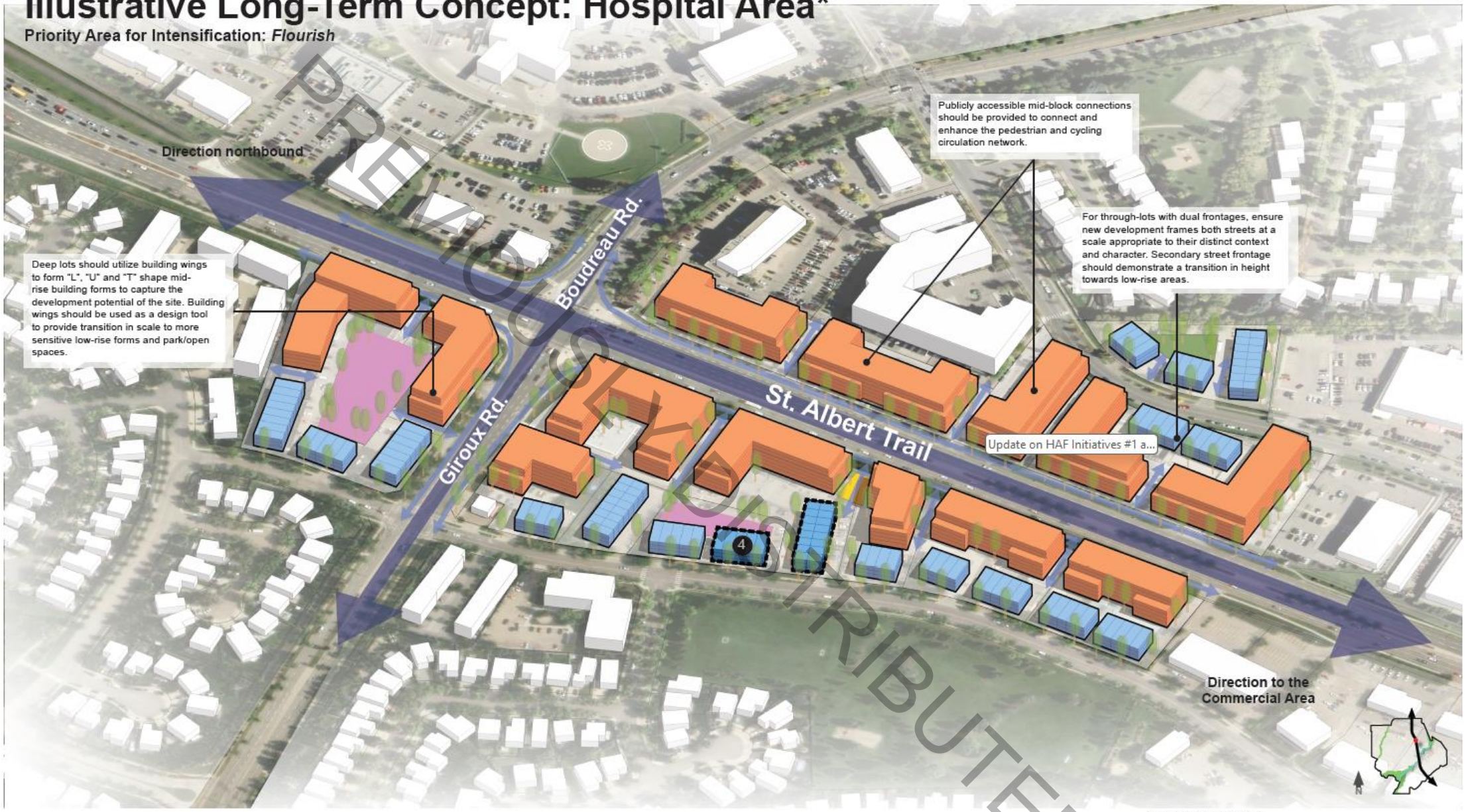
LEGEND

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

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

Illustrative Long-Term Concept: Hospital Area*

Priority Area for Intensification: ***Flourish***



PREVIOUSLY UNTRIBUTED

LEGEND

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

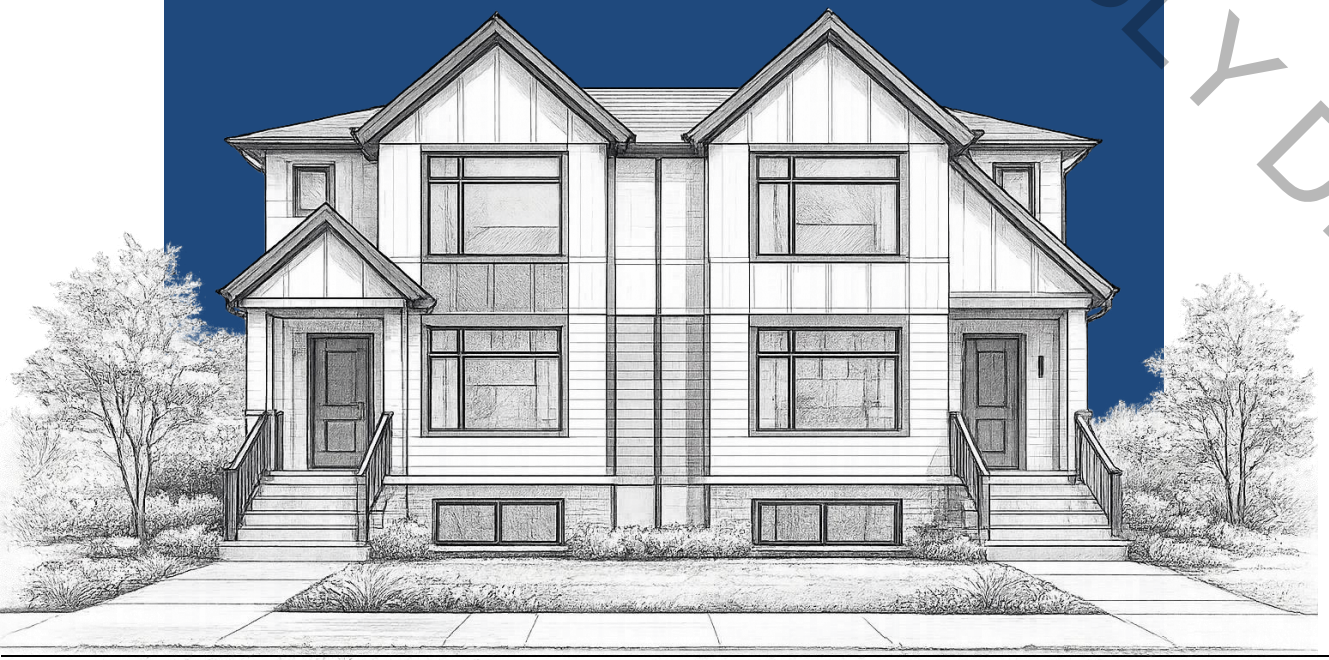
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- This is a long-term scenario showing how the corridor *could* evolve over time
- Change would occur gradually, site by site, as properties redevelop
- The timing is uncertain and depends on market conditions and landowner decisions
- Full build-out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

Expanding Housing Options in Neighbourhoods

Neighbourhood Intensification Strategy (HAF #3)

PREVIOUSLY DISTRIBUTED

Neighbourhood Intensification Strategy



HAF Initiative #3

Goal:

Make it easier for small-scale growth to happen within St. Albert's existing neighbourhoods over time, while remaining compatible with the surrounding area.

PREVIOUSLY DISTRIBUTED

Low Density Residential (LDR) District

PREVIOUSLY DISTRIBUTED



Single Detached (Interior Lots)

Currently

- Minimum Lot Width: 9.82m
- 2 Secondary Suites Permitted
- Single or Double Driveways

Potential

- Minimum Lot Width: 8m
- 1 Sec. Suite Permitted < 9.82m
- Single Driveway < 9.82m



Semi Detached (Interior Lots)

Currently

- Minimum Lot Width: 8m
- Single or Double Driveways

Potential

- Minimum Lot Width: 7.35m
- Single Driveway < 8.00m

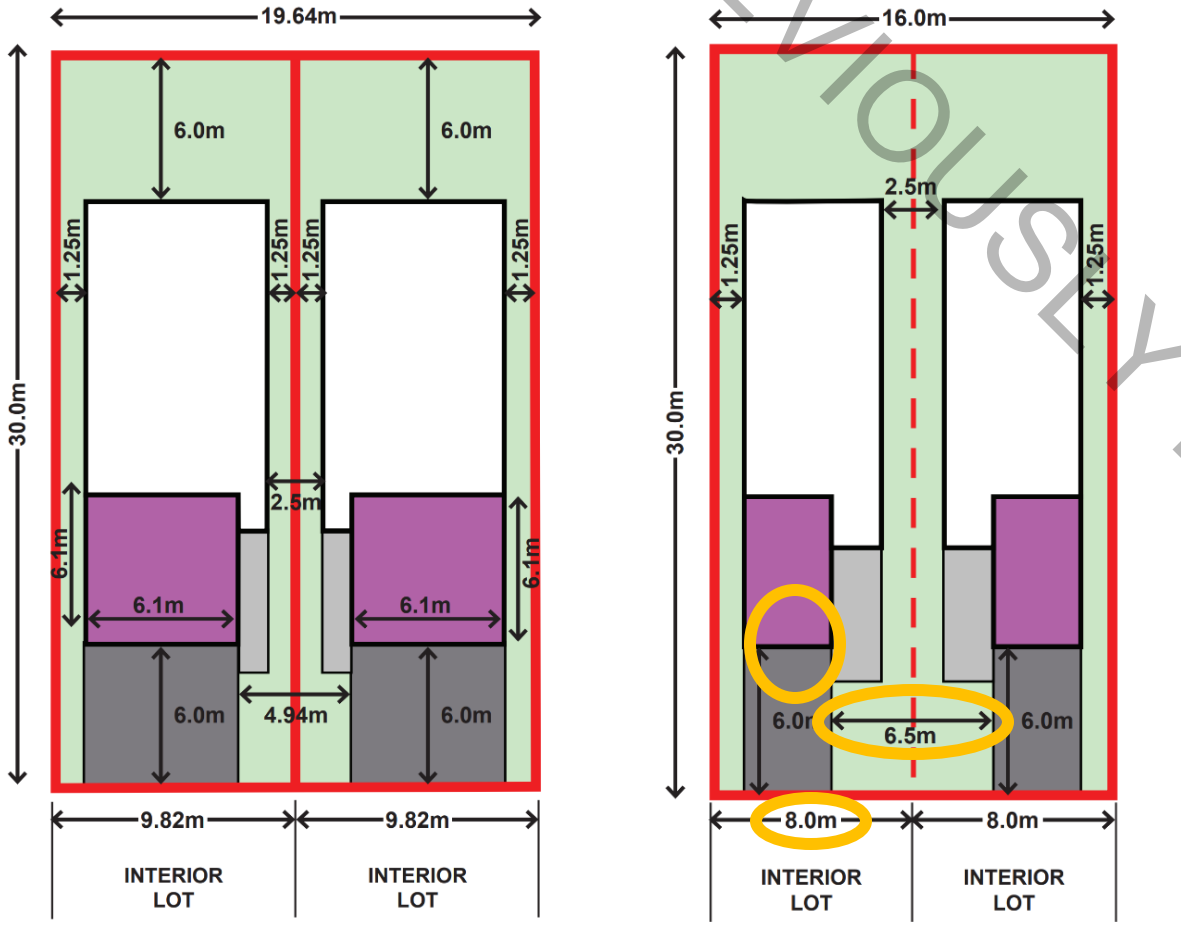
Other

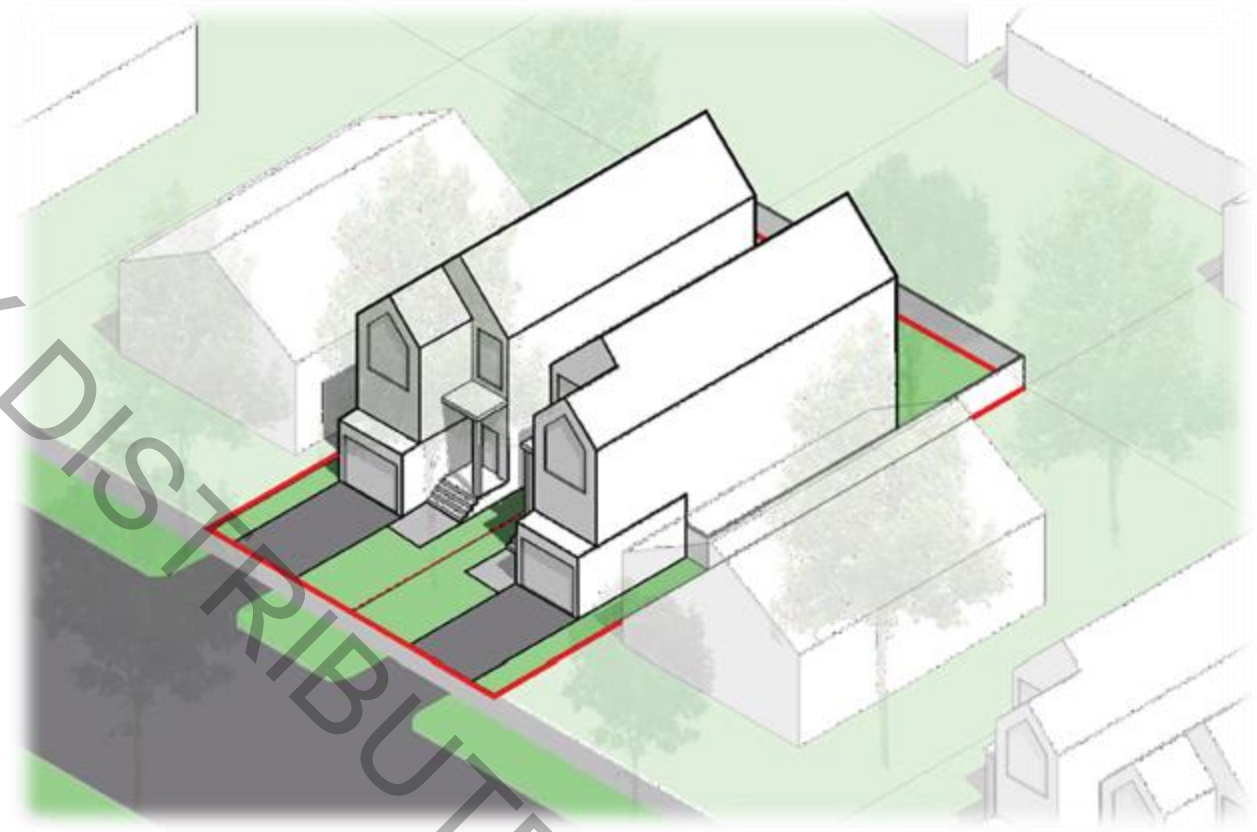
Duplexes, Townhouse Plexes, Height, Lot Coverage, Setbacks, Parking, etc

No Changes

Low Density Residential (LDR) District

- Single Detached Dwelling Regulations:



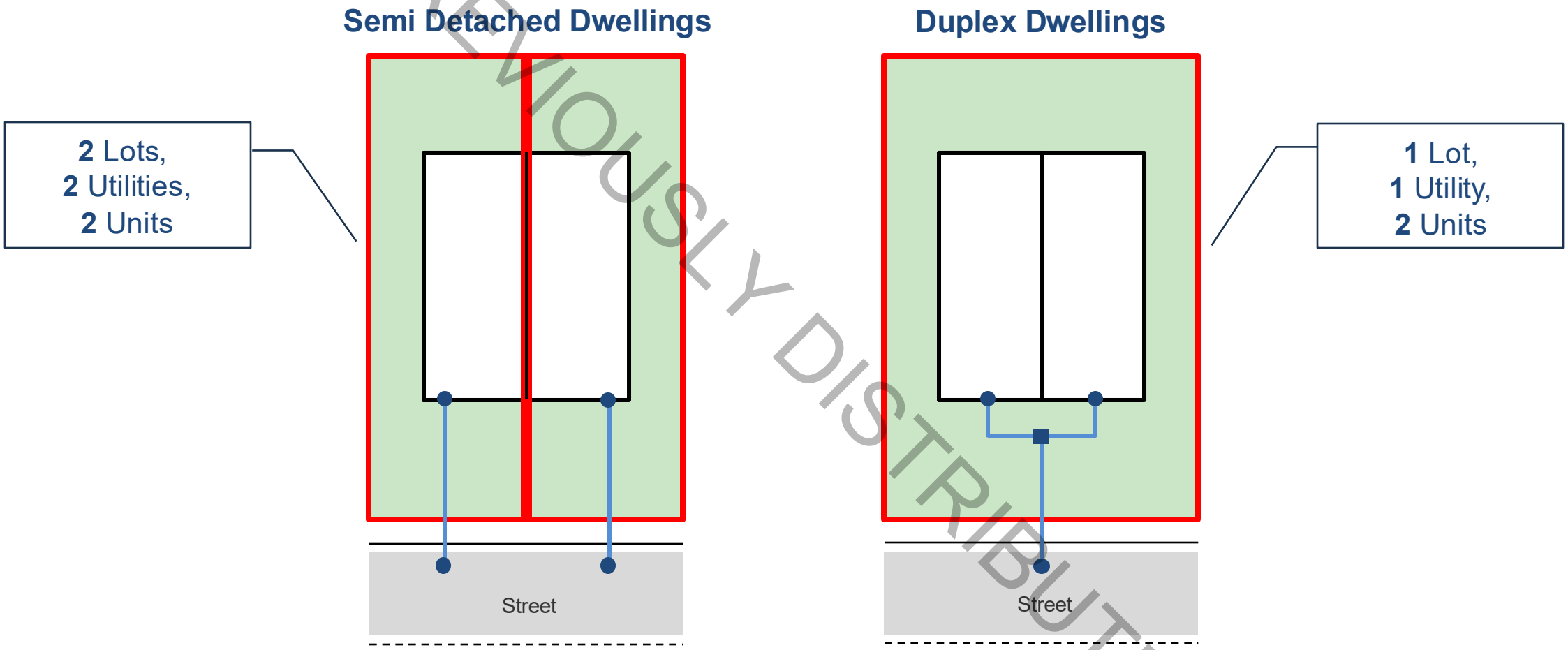


Currently **Potential**

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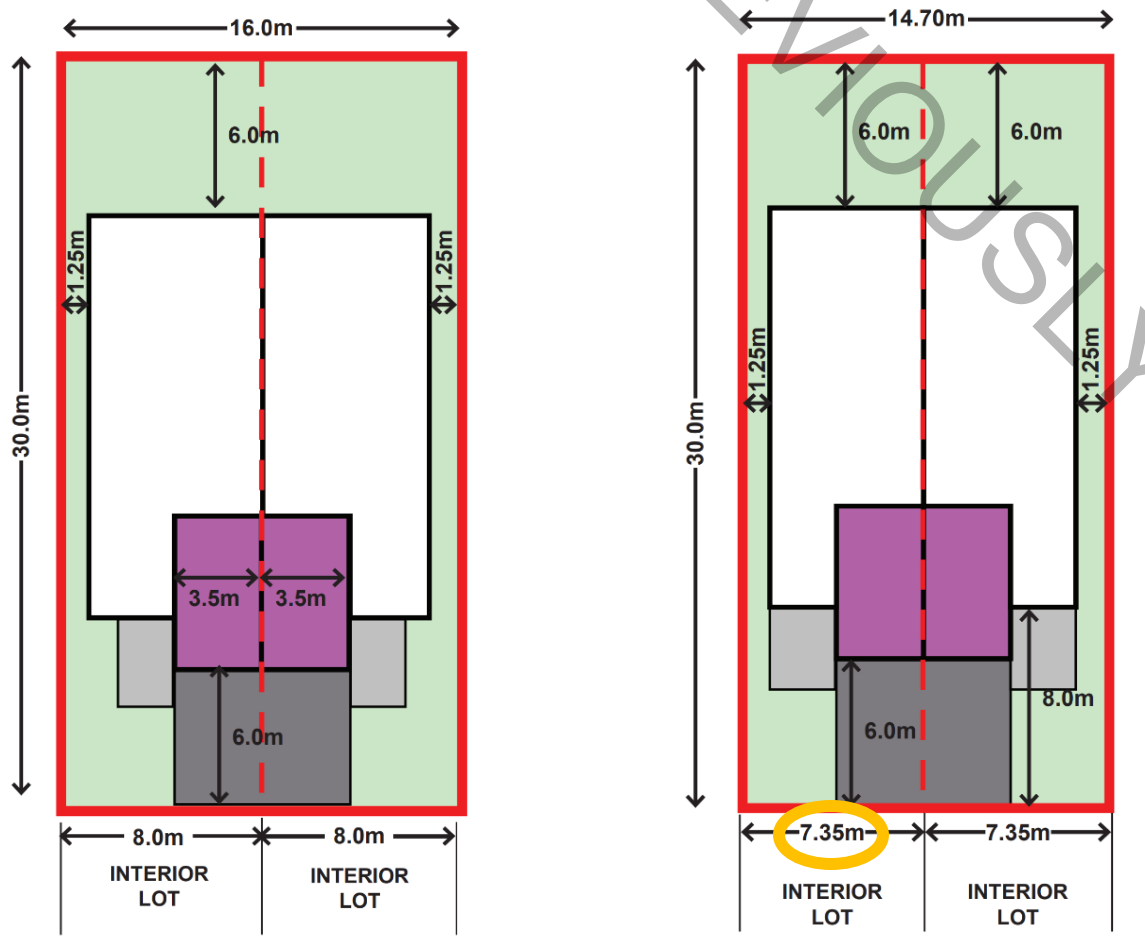
Semi Detached vs Duplex Dwellings

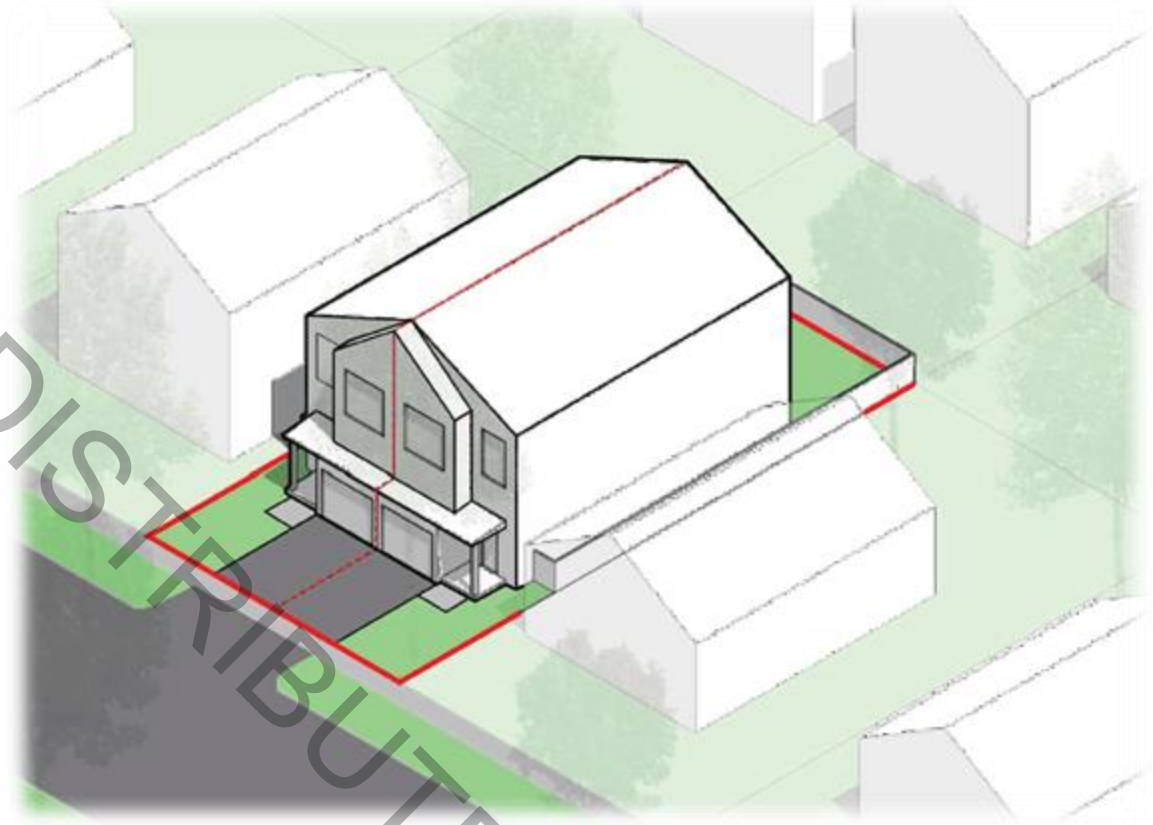
PREVIOUSLY DISTRIBUTED



Low Density Residential (LDR) District

- Semi-Detached Dwelling Regulations:





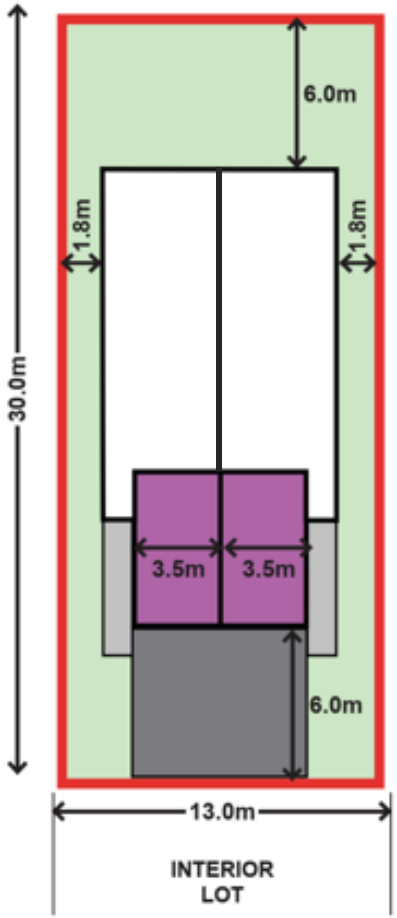
Currently

Potential

PREVIOUSLY DISTRIBUTED

Low Density Residential (LDR) District

- Duplex Regulations:



- No changes contemplated for lot widths.
- Potential changes to enable building flexibility.

PREVIOUSLY DISTRIBUTED

Summary & Next Steps

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Summary of Key Considerations

Land Use District	Land Uses	Currently	Potential
Trail Corridor Commercial (TCC)	Apartments	Discretionary; 22 m height.	Permitted; 25 m height.
	Townhouse Complex	N/A	Discretionary; 25 m height.
Mixed Use Transit Oriented Development (MU-TOD)	Apartments; Townhouse Complex; Mixed-Use Development.	N/A	Permitted; 50 m height.
	Non-Residential Uses (e.g. Office, Retail, Hotel)	N/A	Various (permitted & discretionary uses); 50 m height.
Low Density Residential (LDR)	Single Detached Lots (Interior lots)	9.82 m lot width; 2 secondary suites; Single or double driveway.	8 m lot width; 1 secondary suite lots < 9.82 m; Single driveway lots < 9.82 m.
	Semi Detached Lots (Interior lots)	8 m lot width; Single or double driveway.	7.35 m lot width; Single driveway lots < 8.0 m.
	Other (e.g. Duplexes, Townhouse Plexes, Height, Lot Coverage, Setbacks, Parking)	No changes.	

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Also Underway

- Growth modelling;
- Utility capacity analysis;
- Infrastructure investment plan; and
- Financial incentives plan.

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Next Steps

- On September 15, a Council decision is anticipated regarding various Land Use Bylaw amendments that will aim to make it easier for:
  - The development of apartments, townhouse-complexes, and mixed-use buildings along St. Albert Trail in the ‘TCC’ and new ‘MU-TOD’ districts; and
  - Infill subdivisions enabling additional single, semi, and/or duplex housing accompanied with secondary suites in the ‘LDR’ district (i.e. 4 units as-of-right).

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Questions & Discussion

PREVIOUSLY DISTRIBUTED

WHAT WE LEARNED REPORT

Expanding Housing Options Survey, Industry Session, and Public Open House

Executive Summary

This What We Learned Report (WWLR) serves as an official and structured summary of the feedback collected through the Expanding Housing Options Survey, conducted from March 9-27, 2026, the virtual Industry Session held on June 15, 2026, and the in-person Public Open House held on June 18, 2026.

Expanding Housing Options Survey

Participants expressed a strong desire to protect the qualities that define St. Albert, while recognizing that change is needed to respond to evolving housing needs, demographics, and infrastructure pressures. There was clear support for providing more housing options that are affordable and suitable for a range of residents, including seniors, young adults, and families. At the same time, participants emphasized maintaining neighbourhood character and directing growth to locations where it can be appropriately planned and supported, such as new neighbourhoods, downtown, and along major corridors. Feedback also underscored the importance of high quality design, consistent standards, and making effective use of existing infrastructure to manage long term costs. Participants also highlighted the importance of transparent decision making, meaningful community input, and clear Council oversight.

At a high-level, the survey results show that while there is alignment on many priorities, there is a clear split in opinion when it comes to how growth should occur. Affordability stands out as a key concern, with 51% of respondents agreeing that a range of housing options and price points is needed to support people's ability to buy or rent. However, there is hesitation about the types of development often used to achieve this. Although a majority of respondents, 61%, opposed introducing a wider range of housing types such as suites, triplexes, and low rise apartments within existing neighbourhoods, 33% expressed some level of support. Views were also closely divided on whether increasing housing diversity would lead to more compact, walkable communities, with 42% disagreeing and 41% agreeing.

In contrast, there was strong and consistent support for other planning directions. For example, 87% of respondents agreed that new development should be compatible with its surroundings, and 84% agreed that making better use of existing infrastructure is an appropriate way to manage growth. Investment in parks, trails, and other public spaces continues to be seen as essential to quality of life, with an expectation that these improvements are delivered in a fiscally responsible way and supported by development. There was also broad support for sustainability measures, improved walking and cycling connections, mixed use development in appropriate areas such as along St. Albert Trail, and enhancing public spaces through redevelopment and partnerships.

Overall, the survey results suggest residents are indicating support for thoughtful, well planned, integrated growth that builds on what already works well, while taking a cautious approach to changes that could significantly alter the existing housing form of established neighbourhoods.

Expanding Housing Options Industry Session and Public Open House

Participants recognized the need to accommodate growth and expand housing choice to meet the needs of a changing population. Feedback highlighted interest in a broader range of housing options, including smaller units, rental housing, and housing that supports aging in place. Industry participants supported greater housing diversity and intensification in appropriate locations, particularly along major corridors and mixed-use areas.

Participants emphasized the importance of maintaining neighbourhood character through high-quality, context-sensitive design. Key considerations included privacy, landscaping, outdoor amenity space, compatible building form, and preserving greenspace and tree canopy where possible. Feedback also highlighted the importance of flexibility in development standards and urban design guidelines to address site-specific conditions and support practical implementation.

Infrastructure capacity, transportation, and community services emerged as important considerations. Participants raised questions about the ability of roads, utilities, schools, healthcare services, emergency services, and other infrastructure to accommodate future growth. Parking availability, traffic congestion, infrastructure renewal, and the relationship between housing growth and local employment opportunities were also identified as key considerations.

Industry feedback emphasized the importance of clear implementation processes, ongoing collaboration, and opportunities for stakeholder input as policies, regulations, and design guidelines are developed. Support was expressed for a range of commercial and mixed-use development forms, as well as strategies and approaches that encourage redevelopment and investment.

Overall, participants expressed appreciation for the opportunity to provide input, ask questions, and hear responses from City staff. Feedback included support for expanding housing options and accommodating growth, while also identifying considerations related to neighbourhood character, infrastructure capacity, transportation, parking, and implementation.

A. Overview

This What We Learned Report (WWLR) serves as an official and structured summary of the feedback collected through the Expanding Housing Options Survey (**Appendix A**), conducted from March 9-27, 2026, the virtual Industry Session held on June 15, 2026, and the in-person Public Open House held on June 18, 2026. Materials presented at the virtual Industry Session and in-person Public Open House are identical and included in **Appendix B**. This report is designed to document, in a clear and neutral manner, what participants expressed during the consultation process. This report is intended to enhance transparency, build trust, and inform decision-makers about the priorities, concerns, and perspectives of the community.

Background Information

The City of St. Albert has conditionally received funding of $11.8 million from the federal government through the Housing Accelerator Fund (HAF), a program led by the Canada Mortgage and Housing Corporation (CMHC), to support work on seven housing-related initiatives. Of the seven initiatives, the survey is intended to gather community input on **Initiative #1: Transit Corridor Intensification Strategy**, and **Initiative #3: Neighbourhood Intensification Strategy**.

Similarly, the City has advanced another initiative outside the HAF program known as the the Affordable Housing Strategy. A key component of this work is a **Housing Needs Assessment** aimed at understanding local housing market conditions, identifying existing and emerging housing gaps, and determining areas of greatest housing need. The Housing Needs Assessment is informed by a range of data sources, including community engagement.

A single survey was developed to streamline the collection of public input on both HAF Initiatives #1 and #3 and the Housing Needs Assessment, as the projects share similar objectives. Under **Appendix A**, Section 1 are questions related to HAF Initiatives #1 and #3, and Section 2 is related to the Housing Needs Assessment. However, please note that this WWLR focuses specifically on findings related to HAF Initiatives #1 and #3.

Purpose of Engagement

The Expanding Housing Options Survey was intended to gather input for the purpose of highlighting key emerging themes from survey participants. Specifically, to collect feedback on the four proposed guiding principles that will inform how housing-related regulations are drafted for future consideration.

The principles will ultimately guide how draft Land Use Bylaw updates address matters such as:

- Building types, height and overall size
- How new housing fits beside existing homes
- Parking and site access
- Landscaping and design
- Sustainability expectations
- Infrastructure and servicing considerations
- Compatibility between different housing types

The Expanding Housing Options virtual Industry Session was held via Microsoft Teams on June 15, 2026, and the in-person Public Open House was held on June 18, 2026, in Progress Hall within St. Albert Place. These engagement activities were designed to demonstrate how feedback from the Expanding

Housing Options Survey and technical assessments by the project team informed the refinement of the proposed guiding principles, while also gathering additional input from stakeholders and the wider community to further refine and validate the draft recommendations. The engagement activities also provided an opportunity for City staff to present the proposed Land Use Bylaw updates, discuss key changes and considerations, and answer questions.

The proposed Land Use Bylaw updates are expected to be presented to Council in September 2026. At that time, Council will decide whether to make changes that would allow a wider range of housing options along S. Albert Trail and in residential neighbourhoods, and if so, to what extent.

Engagement Objectives

- Disseminate accurate project information to the community
- Gather feedback on proposed principles
- Demonstrate how feedback and technical assessment findings were incorporated
- Identify potential risks, concerns, and considerations
- Understand preferences or trade-offs from affected groups
- Validate preliminary and overall project directions

Engagement Activities

Phase	Milestone	Date	Engagement Method
Notification of Engagement	Webpage launch	May 2025	Webpage launch within the City of St. Albert website
Engagement	Communications with Indigenous partners	June 2025 - ongoing	Emails and/or virtual meetings with 6 distinct Indigenous partners
Notification of Engagement	Industry session	October 2025	Targeted email invitations
Engagement	Industry session	October 2025	Virtual meeting via Microsoft Teams with business community and development industry
Engagement	Online survey launch	March 9-27, 2026	Online (Cultivate the Conversation)
Notification of Engagement	Online survey notification	March 9, 2026	Webpage update
		March 11, 2026	News release
		March 11-26, 2026	Social media ads
		March 11, 16, 20 & 24, 2026	Social media posts (Facebook and Instagram)
		March 11-24, 2026	LinkedIn ads
		March 11, 17 & 23, 2026	LinkedIn posts
		March 12, 19 & 26, 2026	St. Albert Gazette (Citylights section)
		March 17, 2026	50 handouts at each of the following locations: Servus Place, Fountain Park Recreation Centre, St. Albert Public Library (downtown), and front desks of Business Licensing, Planning and Engineering, and Community Services.
Notification of Engagement	Industry session	June 2026	Targeted email invitations
Engagement	Industry session	June 15, 2026	Virtual meeting via Microsoft Teams with business community and development industry
Notification of Engagement	Public open house	June 2026	St. Albert Gazette, social media posts (Facebook and Instagram), webpage update, and 20 handouts at each of the following locations: Servus Place, Fountain Park Recreation Centre, St. Albert Public Library (downtown), and front desks of Business Licensing, Planning and Engineering, and Community Services.
Engagement	Public open house	June 18, 2026	Drop-in style in-person open house

See **Appendix C** for advertisements used online and printed.

Participation Summary

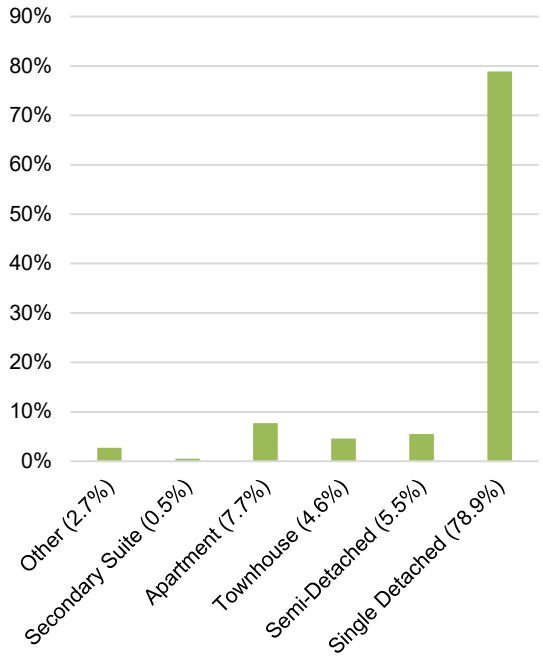
Expanding Housing Options Survey

The Expanding Housing Options Survey was online and open to anyone, enabling broad participation. A total of **585** survey responses were received. Note that four respondents (0.7%) indicated that they do not live in St. Albert.

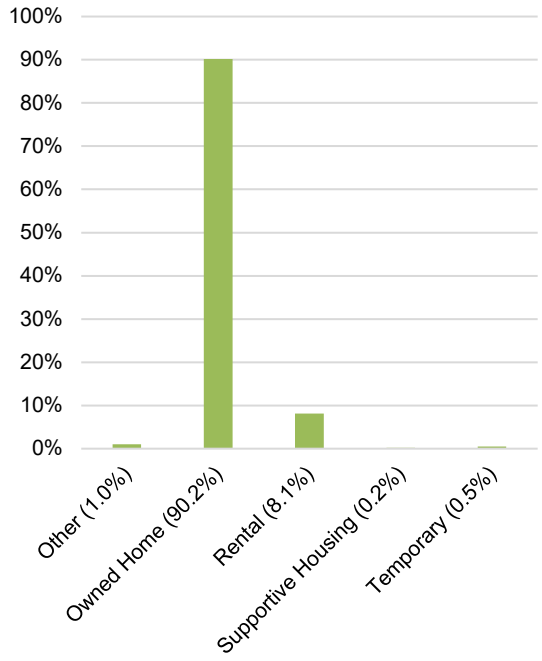
The survey input can be organized either by “responses” or by “contributors.” “Responses” refers to the total number of survey submissions, while “contributors” represents the number of unique participants identified by the platform. Analysis of the data indicated a small difference between these two categories, therefore, suggests limited repeat submissions. This minimal variance does not affect the overall findings.

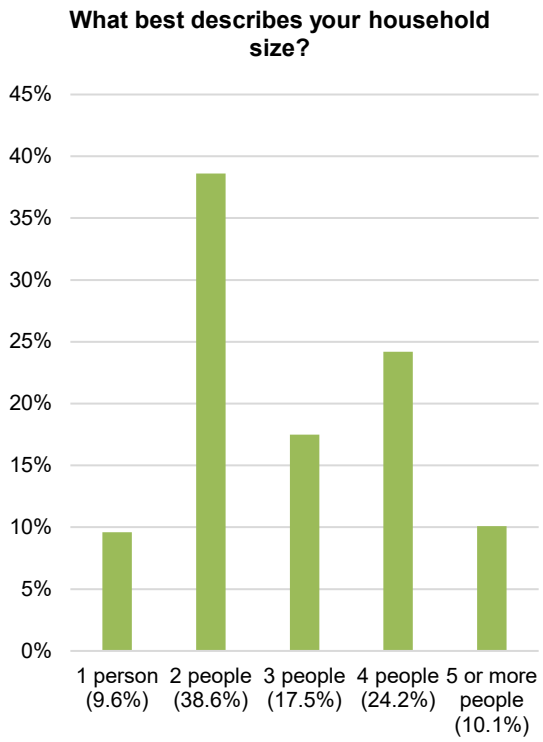
The following provides additional demographic information about the respondents.

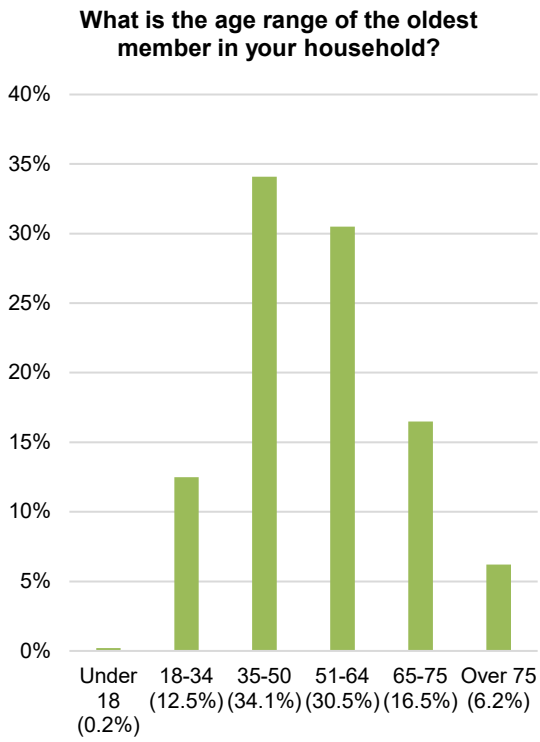
What type of housing do you currently live in?



Which of the following best describes where you live now?







Expanding Housing Options Industry Session, and Public Open House

The Expanding Housing Options Industry Session was held virtually and was open to invited stakeholders and industry representatives, allowing for focused discussion and feedback. A total of 8 participants attended.

The Expanding Housing Options Public Open House was held in person and was open to the wider community. Through conversations with participants and feedback received during the event, City staff gathered a broad range of perspectives. Approximately 15 participants attended, including a reporter from the St. Albert Gazette which published a news story following the event.

B. What We Learned

Expanding Housing Options Survey

Principle 1: Broaden Housing Options

Enable a broader range of housing forms that will, over time, support:

- The local character of St. Albert, through promoting development and infill appropriate to existing residential neighbourhoods.
- A variety of tenure and price points, and affordability for a range of incomes.
- The “missing middle” housing options with direct connections to the street, such as secondary suites, triplexes, fourplexes, townhouses and low-rise apartments.
- Multi-generational living, aging in place and neighbourhood diversity in demographics and culture.

Please explain your overall level of agreement with Principle 1.

Theme	What We Learned	Sample Quotes
Affordability and Housing Choice	Participants acknowledged the importance of affordability and housing choice, particularly for seniors, young adults, families, and people with diverse abilities. Participants questioned whether higher-density housing built to date has resulted in genuinely affordable options, citing concerns about “luxury” developments, rising rents, and the overall cost of living.	“Affordable housing for all ages, all incomes, all stages of life is important to a vibrant and inclusive community, rich or poor, young or old, single or family are all important.” “Housing is very expensive in St Albert, difficult for young people starting out and on seniors who do not or cannot afford senior living”.
Aging in Place, Accessibility, and Multi-Generational Living	Participants expressed support for housing options that allow seniors to age in place, accommodate mobility needs, and support multi-generational households. Secondary suites, bungalow-style homes, and adaptable housing were often identified to meet these needs. It was further noted that participants preferred renovations, retrofits, or incentives to adapt existing homes over redevelopment through what they perceive to be higher-density infill.	“Being a senior, aging in place is very important.” “Many different forms and sizes of housing will increase people's ability to remain in their community.”
Implementation, Design Standards, and Public Input	Participants raised concerns about how housing decisions would be made and implemented, and emphasized the importance of clear rules, strong design	“If implemented carefully with good design rules and community input, this principle is generally positive

Theme	What We Learned	Sample Quotes
	guidelines, and meaningful opportunities for community input.	and future-focused." "Clear guidelines are needed. By not having clear guidelines there is a high likelihood of increased on-street parking leading to neighbourhood dissatisfaction."
Infill and Density	Participants expressed opposition to multi-unit infill development in existing neighbourhoods, citing concerns about building design, size, and height. It was noted that any infill development should align with the original neighbourhood character and zoning in place at the time the neighbourhood was established. Participants indicated support for limited forms of infill development, such as secondary suites, duplexes, or small-scale redevelopment when these options fit well within the existing neighbourhood context. It is noted that some confusion may exist around what is being studied in St. Albert, versus what has been occuring for several years in Edmonton – and thus a regular topic in the news.	"The 'missing middle' should not be infill but should be added to new neighbourhoods." "I agree in principle however would emphasize that this needs to be balanced."
Neighbourhood Character and Identity	Participants shared that while a broader range of housing forms may be appropriate in new neighbourhoods, these forms should not be introduced into established residential areas in order to maintain neighbourhood character. There was greater acceptance of higher-density or "missing middle" housing in new developments, along major corridors, near transit, or other areas appropriately planned for growth. It was noted that introducing these forms into established residential areas was often viewed as inappropriate. Participants also noted that they associate St. Albert's identity with low-density neighbourhoods and suburban feel.	"High density housing models will cause St. Albert to lose the qualities that make it special." "We moved to St. Albert for the 'small town' feel." "Higher density housing should be along corridors & in designated growth areas."
Parking, Traffic, and Infrastructure Capacity	Participants raised concerns that increased density could worsen any on-street parking challenges, place additional strain on local roads, and impact snow removal and emergency	"Parking is my main issue with the three plexes/fourplexes."

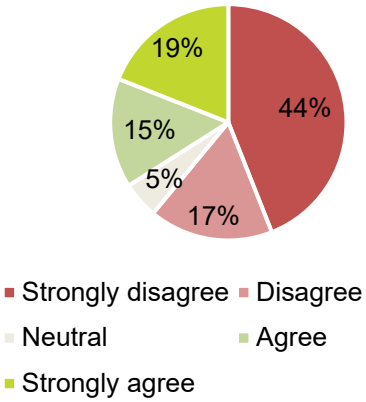
Theme	What We Learned	Sample Quotes
	access in established neighbourhoods that were not designed for higher density. Participants also emphasized that infrastructure and transportation improvements are necessary to support increased density and should occur before, or at the same time as, any increase in housing density.	“Our existing established neighbourhoods are not set up to support greater volumes of people and traffic.”

For verbatim public feedback regarding Principle 1, please refer to **Appendix D**.

Participants were also asked for their level of agreement on three statements regarding Principle 1.

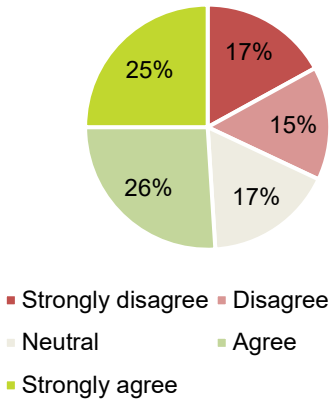
Supporting a wider range of housing options (secondary suites, triplexes, fourplexes and low-rise apartments) designed to fit within existing residential neighbourhoods is appropriate in St. Albert.

A majority of participants disagreed (strongly disagree and disagree) with the appropriateness of wider ranges of infill housing options within existing residential neighbourhoods in St. Albert.



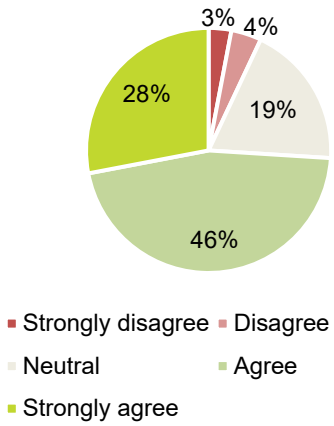
A range of housing forms and prices that is affordable to various household sizes and income levels is important in supporting people's ability to buy or rent.

Approximately half of participants agreed (strongly agree and agree) that providing a range of housing forms and prices affordable to different household sizes and income levels is important to support people's ability to buy or rent.



Housing with accessibility features to support aging in place and people with disabilities are important considerations.

A majority of participants agreed (strongly agree and agree) that housing with accessibility features to support aging in place and people with disabilities is important.



Principle 2: Foster Complete Communities

Complete communities will be fostered through development that:

- Supports physical health and the environment by promoting a compact and walkable mix of housing, workplaces and amenities in strategic locations.
- Enhances equity and mobility through improving public transit routes and non-vehicular networks for walking, cycling, scootering, etc.
- Is thoughtfully integrated and connected to its surrounding area.
- Is in alignment with the Municipal Development Plan.

Please explain your overall level of agreement with Principle 2.

Theme	What We Learned	Sample Quotes
Active Transportation and Cycling Infrastructure	Participants expressed support for trails, pathways, and recreational cycling connections, describing them as a defining and valued feature of St. Albert. However, participants shared reservations to on-street bike lanes, with concerns raised about road capacity, traffic congestion, safety, seasonal use, and cost effectiveness.	"Maintain and expand the network of bike and walking paths. They are an important feature of the city."
Compact Development and Density	Participants expressed support for compact, mixed-use development in new or strategic locations as a way to limit urban sprawl and better support local services. Participants also raised concerns that compact development can result in overcrowding, traffic congestion, loss of green space, parking challenges, and reduced overall livability.	"I agree on the compactness of new neighborhoods but not at the expense of established ones." "Compact doesn't mean walkable, it can also mean congested and less livable."
Complete Communities and Walkability	Participants supported the idea of having housing, amenities, and services located closer together to support daily needs, improve convenience, and enhance quality of life. Participants viewed complete communities as good planning practice that supports a city's long-term sustainability, particularly when applied thoughtfully in new developments. Walkability was also identified as an important component of complete communities, especially access to parks, trails, essential services, and neighbourhood-scale amenities. Participants expressed appreciation for St. Albert's existing trail and pathway network and supported maintaining and improving these connections. However, participants	"Residents want amenities close in walking distance which improves health and the environment." "Love the idea of walkable communities." "Being able to walk to essential services would make this a better place to live." "Walkability is key to the sustainability of community."

Theme	What We Learned	Sample Quotes
	questioned how practical walkability is in St. Albert given its role as a commuter city and the limitations posed by winter conditions.	
Growth Management and Neighbourhood Character	Participants highlighted that new development should be carefully integrated and designed to complement surrounding areas, rather than dominate or disrupt established neighbourhoods. Participants supported applying complete community principles such as walkability, transit access, and mixed uses primarily in new developments or areas appropriately planned for growth. Applying these approaches in existing neighbourhoods was viewed as challenging, with concerns raised about fairness to homeowners, infrastructure capacity, and impacts on neighbourhood character. Participants also emphasized the importance of preserving St. Albert's character, which they associate with open spaces, greenery, trails, and a small-city feel distinct from Edmonton. They expressed concerns that recent development patterns within the City have reduced tree cover and lot sizes.	"Again, keeping the character of St. Albert is important. Respecting investments by current homeowners is paramount." "St. Albert is attractive largely due to its parks, trees, and lower-density feel."
Implementation, Transparency, and Community Input	Participants raised concerns about how Principle 2 would be put into practice, particularly around transparency in decision-making and opportunities for community input. Participants referred to past planning decisions where they felt public feedback was not fully reflected. Clear definitions, consistent design standards, and better communication about what complete communities mean in practice were identified as priorities.	"Citizens must be included in decisions, not just developers." "I agree with the intention of the principle, but it needs to be executed well."
Infrastructure, Traffic, and Parking	Participants noted that increased density or mixed-use development must be supported by adequate and improved road space, parking, snow removal, and emergency access. Participants expressed frustration with narrow streets in newer neighbourhoods and felt infrastructure upgrades should precede or accompany new development.	"The new neighbourhoods are already too congested. There is not enough room for visitors to park." "We can't add more housing when the current infrastructure can't handle the population increase." "Roads in newer areas are already too narrow, especially in winter."

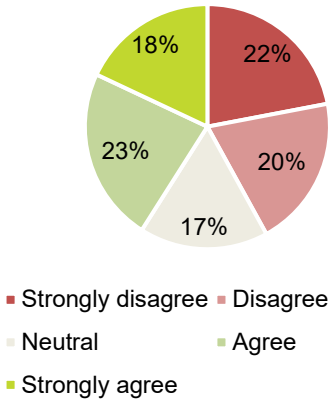
Theme	What We Learned	Sample Quotes
Public Transit and Connectivity	Participants emphasized that public transit is important for seniors, youth, and people with diverse abilities. Participants raised concerns about low public transit ridership and service inefficiencies. They suggested that improvements should focus on more reliable service, connections to Edmonton, and transit network coverage in developing areas.	“Living in a new community without transit options limits choices.” “Riverside isn’t connected to the rest of the city. Density came first, connections didn’t.” “Walkability and transit work best when services are already nearby.”

For verbatim public feedback regarding Principle 2, please refer to **Appendix D**.

Participants were also asked for their level of agreement on three statements regarding Principle 2.

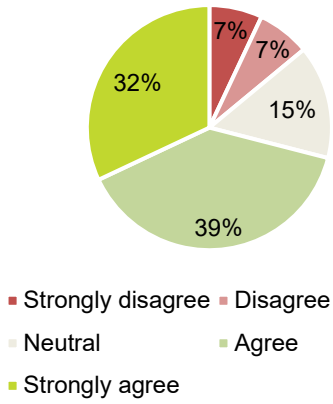
Enabling more housing options is an appropriate way to create more compact and walkable areas, with new or renovated homes, services and amenities closer together.

Findings show a mixed response, with participants fairly evenly divided between agreeing (strongly agree and agree) and disagreeing (strongly disagree and disagree) that expanding housing options is an appropriate way to support more compact and walkable communities. These results should be viewed in parallel with Q8 further below, which indicates that the significant majority of participants desire compatibility and connectivity for new development.



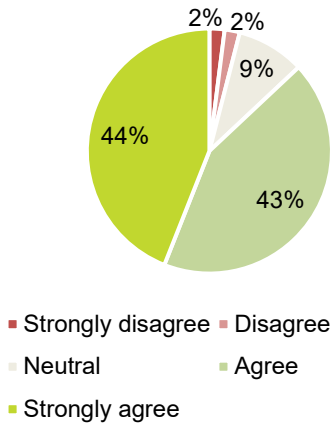
Pedestrian, cycling and transit connections should be planned and improved near new development and redevelopment in St. Albert.

A majority of participants agreed (strongly agree and agree) that active transportation connections should be planned and improved near new development and redevelopment.



New development should be compatible and connect well with its surroundings in St. Albert.

A majority of participants agreed (strongly agree and agree) that new development should be compatible and well connected.



Principle 3: Deliver High Quality Urban Design and Public Realm

Create human-scale and attractive public spaces through:

- Supporting and creating desirable places by improving the public spaces (streets, urban squares, parks, trails and other open spaces) that enhances daily life and fosters a sense of place.
- Implementing high quality built form and good urban design and planning principles, to enable and support higher density uses, and provide public spaces in conjunction with higher density areas in the right locations.
- Exploring partnerships, roles and other funding opportunities for enhancements to public spaces.
- Maximizing the value of public spaces through strategic reuse and adaptive design that can be multi-functional. For example, temporarily converting St. Anne Street to St. Albert's Farmers Market.

Please explain your overall level of agreement with Principle 3.

Theme	What We Learned	Sample Quotes
Costs, Developer Responsibility, and Partnerships	Participants raised questions about the cost of improving public spaces and who should be responsible for paying for these improvements. They highlighted the importance of being mindful of property taxes and providing that investments in public spaces deliver good value for its residents. It was also noted that developers should contribute more toward public space improvements associated with new development. Participants also shared that partnerships were seen as a potential way to improve public areas while reducing costs for taxpayers, but concerns were raised about corporate influence, the privatization of public spaces, and decisions being driven by developer interests. Clear safeguards, transparency, and accountability were identified as important for partnerships to effectively serve the public interest.	"Enhancements with ways to lower taxpayer-funded costs would be excellent." "Partnership and funding opportunities are good as long as they benefit the greater good, not individual interests."
Equity, Accessibility, and Public Places	Participants highlighted the importance of public spaces that are accessible and welcoming for people of all ages and abilities. They noted the value of features such as benches, accessible pathways, and community hubs, as well as flexible spaces that can host events or informal gatherings. These elements were seen as helping people connect with one another and reducing social isolation.	"Equitable access to well-designed public spaces improves quality of life." "We need community gathering spaces where people can interact near where they live."

Theme	What We Learned	Sample Quotes
		"Public spaces should support accessibility and allow people of all abilities to participate."
Governance and Implementation	Participants noted that some of the language used in Principle 3 was unclear, including how "right locations" are defined and how partnerships and funding would work. They emphasized the importance of transparency, clear guidelines, meaningful opportunities for community input, and Council oversight to make sure that decisions about public spaces and urban design reflect community priorities.	"Citizens must be included in decision-making, not just developers." "Clear and enforceable design codes must guide development decisions."
Green Space and Natural Areas	Participants highlighted the importance of protecting mature trees, natural areas, the river and its nearby lands, and ecological systems. There was concern about removing green space to accommodate development or creating overly hard-scaped public spaces that replace natural features.	"We need to maintain St. Albert as a botanical city; green spaces are very important to residents." "Our parks, river valley, and trails are what make St. Albert special." "Intensive development should be avoided along sensitive natural areas like wetlands and the river valley." "Not every park needs concrete and structures. Keep nature-driven designs."
High Density Development	A strong theme across responses was opposition or caution toward what they perceive to be higher density development. Many participants expressed that higher density housing, particularly in established neighbourhoods, could increase traffic, parking pressure, noise, and strain on infrastructure, while negatively affecting neighbourhood character and property values. Some respondents supported higher density only if paired with strong design standards and limited to appropriate locations.	"High density should only be planned in new areas or along major corridors." "High density does not automatically mean affordable housing."
High-Quality Public Spaces, Neighbourhood Character and Compatibility	Participants expressed support for improving public spaces such as parks, trails, streets, and gathering areas, noting their importance to daily life, community connection, and St. Albert's overall appeal. Public spaces were described as a defining feature of the city and closely tied to its "Botanical City" identity.	"Public space and high design standards are part of why St. Albert is a great place to live." "Any new development must fit with what is already here."

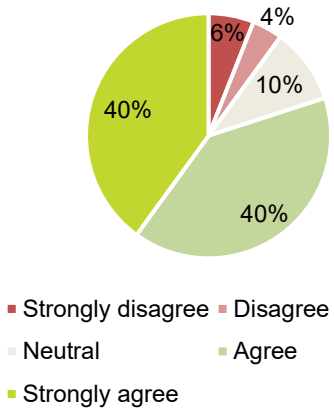
Theme	What We Learned	Sample Quotes
	At the same time, participants expressed concern that higher-density development could impact established neighbourhoods and emphasized that preserving these assets is essential to maintaining St. Albert's character. Participants emphasized that higher-density development should be well designed and blend in with nearby buildings. They highlighted the importance of keeping buildings at a human scale, using appropriate heights and materials, and respecting the design of surrounding homes. Participants also raised concerns about generic or poorly designed development, noting that it can detract from the look and feel of neighbourhoods.	"Well-designed public spaces help build community and pride of place." "Maintaining neighbourhood character and compatibility is critical to quality of life." "High density housing must respect surrounding scale, height, and architectural context."

For verbatim public feedback regarding Principle 3, please refer to **Appendix D**.

Participants were also asked for their level of agreement on three statements regarding Principle 3.

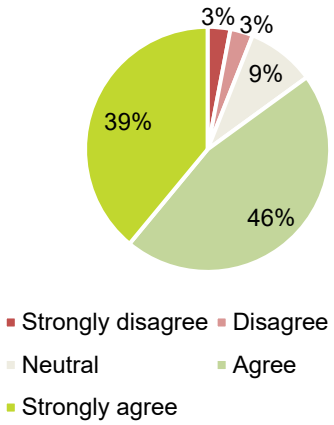
Building design, streetscapes, and public spaces should be a key consideration when higher-density developments are proposed in St. Albert.

A majority of participants agreed (strongly agree and agree) that building design, streetscapes, and public spaces should be a key consideration in higher-density developments.



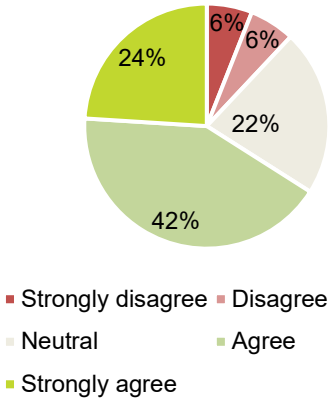
Redevelopment projects in St. Albert should incorporate improvements to public spaces, such as sidewalks, parks, plazas and trails, to enhance the overall user experience.

A majority of participants agreed (strongly agree and agree) that redevelopment should incorporate improvements to public spaces to enhance overall user experience.



Partnerships, funding opportunities or alternative approaches to enhance public spaces should be explored within St. Albert.

A majority of participants agreed (strongly agree and agree) that partnerships, funding opportunities or alternative approaches to enhance public spaces should be explored.



Principle 4: Optimize Land and Infrastructure Efficiency

Optimize the use of existing and planned infrastructure, including roads, utilities and community facilities through:

- **Appropriate Phasing**
  - Achieve growth targets.
  - Encourage mixed-use developments (such as Shops at Boudreau) in the downtown, along and within key nodes adjacent to St. Albert Trail.

- **Transit & Active Transportation**
  - Pursue upgrades to planned infrastructure near future rapid transit along St. Albert Trail when redevelopment occurs to both encourage and benefit from private investment.

- **Sustainability and Energy Efficiency**
  - Require sustainability and energy efficiency targets for new development and redevelopment.

- **Sound Financial Management**
  - Prioritize and plan for aligned redevelopment of public projects, where feasible.

Please explain your overall level of agreement with Principle 4.

Theme	What We Learned	Sample Quotes
Clarity and Implementation	Participants noted that aspects of Principle 4 were unclear or too vague, particularly references to "growth targets," "key nodes," and sustainability requirements. Participants emphasized the need for transparency, clearer definitions, and better communication about how policies would be applied in practice.	"Who would disagree with managing growth in a financially responsible way? The concern is how this gets applied." "Good ideas, but execution and follow-through are what matter." "Finish things not completed before moving onto new developments."
Developer Contributions and Taxpayer Impacts	Participants stated that infrastructure upgrades and public improvements should not disproportionately burden existing taxpayers and argued that developers should contribute more toward infrastructure and servicing costs associated with growth.	"Watch the cost. Imposing more standards increases cost and things become unaffordable."
Downtown Revitalization	Participants supported increased residential and mixed-use development downtown to support businesses and create a more vibrant area. Participants also questioned whether downtown revitalization should be prioritized, citing concerns about traffic, parking, cost, and previous redevelopment efforts that were perceived as unsuccessful.	"Downtown can be a vital, vibrant residential and commercial zone, but it needs to be considered as a whole." "Downtown St. Albert is a missed opportunity because it should be much more lively than it is."

Theme	What We Learned	Sample Quotes
	There was agreement that redevelopment should be well planned, phased, and coordinated to avoid piecemeal outcomes.	"The old Grandin Mall site should be redeveloped with apartments above retail, like Shops at Boudreau." "Downtown should be more than offices and medical centres. It needs places people actually want to spend time."
Efficient Use of Existing Land and Infrastructure Capacity	Participants expressed support for reducing urban sprawl by making better use of vacant or under-utilized sites and coordinating redevelopment with existing roads, utilities, and community facilities. This approach was seen as more financially responsible and sustainable over the long term. At the same time, participants emphasized the importance of making sure infrastructure capacity keeps pace with growth. Concerns were raised about traffic, parking, and utility limitations, particularly in mixed-use and higher-density areas, highlighting the need for proactive and well-coordinated infrastructure planning.	"Don't build out. There is so much underutilized and vacant land within the city already." "Working with existing infrastructure is essential to maintaining St. Albert's aesthetic and affordability." "Core infrastructure should be the first priority. Without it, the rest doesn't stand up."
Mixed-Use Development and Location	Participants expressed support for mixed-use development, particularly in downtown St. Albert and along St. Albert Trail. Mixed-use development was seen as a way to bring homes, shops, and services closer together, making daily life more convenient and supporting local businesses. At the same time, participants raised concerns about potential impacts such as loss of neighbourhood character, increased traffic, parking challenges, and safety issues, especially if mixed-use development is introduced near or within established residential neighbourhoods.	"Housing on top of commercial shops in major hubs encourages walkability and local business." "Mixed use development shouldn't be limited to downtown alone, but location matters." "Mixed-use nodes should be accessible by transit and properly planned, not an afterthought."
Public Transit and Infrastructure Priorities	Participants supported planning for future rapid transit and improving transit connections, particularly along St. Albert Trail and for residents without vehicles. Participants also emphasized that personal vehicles remain the primary mode of transportation in St. Albert and that parking and road access must continue to be prioritized.	"Parking is still essential. This is a winter city and people drive."
Sustainability and Affordability	Participants supported sustainability measures and viewed them as essential	"Sustainability is important, but it shouldn't be

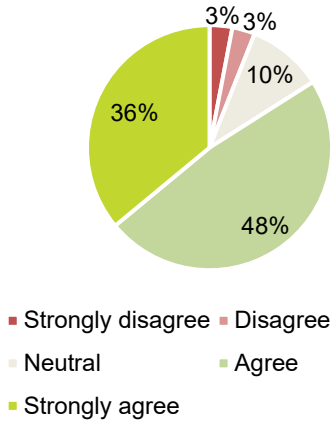
Theme	What We Learned	Sample Quotes
	for long-term resilience and environmental responsibility. Participants also expressed concern that mandatory sustainability requirements could significantly increase development costs and reduce housing affordability. Participants noted to consider encouraging sustainability through incentives rather than strict requirements beyond existing building codes.	mandatory if it drives housing costs higher." "Offer incentives for energy efficiency rather than strict requirements." "We need to build for the future, but not at the expense of affordability today." "Affordable housing at today's prices matters more than perfect sustainability metrics."

For verbatim public feedback regarding Principle 4, please refer to **Appendix D**.

Participants were also asked for their level of agreement on three statements regarding Principle 4.

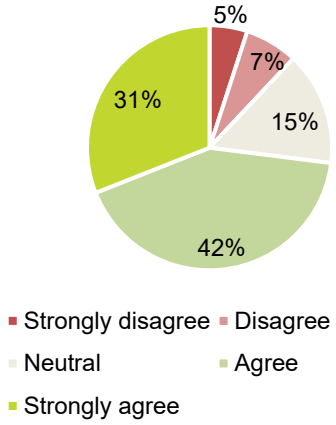
Managing growth in a financially responsible way includes making better use of existing infrastructure (such as roads, underground utilities and community amenities).

A majority of participants agreed (strongly agree and agree) that making better use of existing infrastructure is an example of managing growth in a financially responsible way.



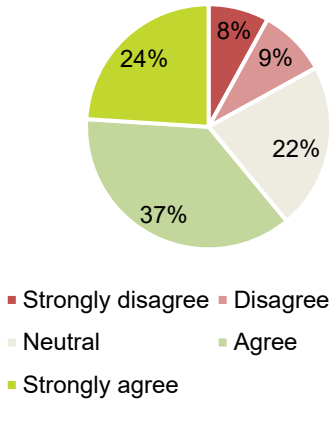
Mixed-use development (combining housing, shops, services and/or offices) is appropriate in areas such as downtown, along major corridors and around key nodes in St. Albert.

A majority of participants agreed (strongly agree and agree) that mixed-use development is appropriate in areas such as downtown, along major corridors and around key nodes.



New development and redevelopment should be required to meet sustainability and energy efficiency standards in St. Albert.

A majority of participants agreed (strongly agree and agree) that new development and redevelopment should be required to meet sustainability and energy efficiency standards.



Expanding Housing Options Industry Session and Public Open House

The following summarizes the feedback the project team received at the June 2026 Industry Session and Public Open House, categorized into major themes.

Built Form & Design

Feedback noted the importance of high-quality, context-sensitive design in multi-family and infill development. Key considerations included adequate outdoor and amenity space, building orientation, and privacy, particularly where new development interfaces with lower-density housing.

Concerns were raised regarding the potential for reduced greenspace and loss of tree canopy due to potential higher lot coverage.

The use of more fire-resistant building materials in higher-density developments was also identified as a consideration.

Feedback raised concerns that overly prescriptive design guidelines, if implemented, may constrain innovation and limit functional site design. Flexibility in design standards, including provisions for exceptions, was identified as important, particularly in response to site-specific conditions and project efficiency.

Questions were also raised regarding the timing, development, and application of urban design guidelines, including the extent of industry involvement.

Development Decisions, Flexibility & Land Use Impacts

Feedback included questions regarding the development decision-making processes and the magnitude of changes brought on by the project, such as the change in proportion of subdividable lots.

Concerns were expressed about potential property tax implications related to increased land values under a “highest and best use” framework. Concerns were also raised regarding construction debris and its potential impacts on surrounding lots.

Feedback highlighted a preference for greater flexibility particularly in relation to development standards such as building length limits and lot grading (drainage) requirements. There was interest in performance-based or design-led approaches rather than rigid numerical limits. Feedback also noted the role of Development Officer discretion and the importance of clarity and consistency in how it is applied. While flexibility to deviate from City standards was acknowledged, it was noted that such considerations are contingent on sufficient technical justification and support from the City.

Employment & Commercial Development

A lack of local employment opportunities and a disconnect between housing growth and job creation were identified as contributing factors to outbound commuting.

Interest was also expressed in expanding commercial and service uses beyond the St. Albert Trail corridor to improve accessibility and commercial opportunities in established neighbourhoods and reduce congestion, including consideration of alternative areas such as Ray Gibbon Drive.

Housing Diversity & Affordability

Feedback identified interest in a broader range of housing types, including smaller and more affordable units such as studio apartments, to support younger residents and those entering the housing market. There was also a recognized need to expand housing options to support diverse demographics and enable aging in place. Limited rental supply and rising costs were noted as ongoing challenges, with concern that many new developments are positioned at higher price points.

At the same time, some participants expressed less concern about affordability and seemed to show greater acceptance of St. Albert as a more exclusive housing market, resulting in varied perspectives on this issue.

Additional considerations included limited walkability and amenities in established neighbourhoods which could hinder being able to realistically 'age in place'. Input from a housing industry representative indicated support for intensification along key corridors.

Industry Alignment & Implementation Process

Feedback expressed support for a range of development forms, including standalone commercial and mixed-use configurations. It was noted that market conditions and site context may favour separate buildings over integrated mixed-use forms.

Feedback also noted the limited alignment within the development industry on certain proposed measures, such as parking regulations. It was further emphasized that continued engagement and collaboration are important, particularly in advance of bringing recommendations forward to Council, alongside the need for clear processes, defined expectations, and opportunities for industry input into guideline development.

Interest was also noted from developers in increasing high-density and mixed-use development within the city, as well as in financial incentives (e.g., grants) similar to those offered in Calgary.

Infrastructure and Community Services

Feedback raised questions about the ability of existing City infrastructure and community services (including schools, healthcare, and emergency services) to accommodate additional growth. Interest was expressed in additional healthcare facilities within the City.

Operational considerations were also raised, including waste collection logistics and the balance between bin storage and parking space in higher-density contexts.

Feedback noted that aging infrastructure in established neighbourhoods requires reinvestment, with particular concern that roadway conditions and broader infrastructure may not keep pace with planned housing growth; for example, whether electrical capacity is sufficient to support EV charging demands as growth occurs.

Parking & Transportation

Feedback highlighted concerns that existing parking supply may not meet current demand, with suggestions to consider a minimum of one parking stall per unit on newly developed sites. Concerns were also raised that certain design requirements, such as potential restrictions on parking at the corners of street intersections, may create unintended operational challenges and reduce overall usability.

Traffic congestion was also identified as a current perceived issue, with additional density viewed as a potential contributing factor.

It was further noted that, without additional local employment opportunities, increased residential density may lead to more commuting to Edmonton, placing further strain on the transportation network.

Project Objectives and Engagement (General Feedback)

Feedback noted that participants gained additional clarity after receiving further information and appreciated the opportunity to ask questions and receive responses from City staff. Participants acknowledged the City's efforts to address growth, housing choice, infrastructure renewal, and long-term affordability, while also identifying considerations related to implementation and future growth management.

C. Insights and Analysis

Overall Public Priorities

Participants consistently emphasized a desire to protect what makes St. Albert unique, while acknowledging the need to adapt to changing housing, demographic, and infrastructure realities.

Several overarching priorities emerged:

- Affordable housing and a range of housing options that meet the needs of seniors, young adults, families, and people with diverse abilities.
- Housing diversity that reflects the employment needs of the local business community.
- Clear decision making and transparency.
- Compatible, high-quality development and improvements to housing and public spaces.
- Consistent design standards.
- Flexible and context-sensitive development regulations that balance design quality, innovation, and site-specific considerations.
- Direct growth thoughtfully, with preference for new development, higher density, and mixed use projects in new neighbourhoods, downtown, along St. Albert Trail, and other areas appropriately planned for growth.
- Enhance walkability and connectivity.
- Maintain fiscal responsibility and affordability.
- Make better use of existing infrastructure, including under utilized land, vacant buildings, and existing roads and utilities, to limit sprawl and manage long term costs.
- Invest in and renew infrastructure and community services to support future growth.
- Meaningful community input and Council oversight.
- Preserve neighbourhood character and City identity.
- Support sustainability and energy efficiency.

Considerations for Decision-Makers

Participants provided feedback on the four proposed guiding principles that will shape how housing-related regulations are drafted. This input, along with broader input collected, highlighted competing values and trade-offs that decision-makers will need to carefully consider as policy directions are refined and implemented.

- ***Growth vs. Neighbourhood Character***

  Feedback noted that growth is more likely to be supported when it is directed to appropriate locations and guided by strong design standards that respect existing neighbourhood character. Participants recognized that the city will continue to grow and expressed a desire for this growth to be managed alongside the preservation of neighbourhood character. Growth and an increase in density were viewed more positively when directed to new neighbourhoods, major corridors, downtown, or other areas planned for growth and when supported by appropriate design standards and infrastructure.

Participants also shared concerns about how increased density may affect existing neighbourhoods, noting considerations such as current zoning regulations, parking availability, traffic levels, and access to green space.

Feedback also emphasized the importance of infrastructure keeping pace with growth. Roads, parking, utilities, transit, snow removal, and emergency access are expected to be planned proactively and phased so that growth does not outpace infrastructure capacity and neighbourhood livability is maintained.

- ***Housing Affordability vs. Rising Development Costs***

  Affordable housing was identified as an important objective, alongside questions about how best to achieve it in the local context. Feedback pointed to some views on whether increased density leads to lower housing costs and raised concerns that sustainability measures, energy-efficiency requirements, and enhanced design standards may increase construction costs and, in turn, housing prices.

- ***Complete and Walkable Communities vs. Current Transportation Needs***

  Feedback highlighted a contrast between long-term transportation objectives and current day-to-day travel needs. Although there was overall support for the concept of complete communities, walkability, and active transportation, feedback reflected the realities of St. Albert's role as a commuter city. Trails and pathways were highly valued, while on-street bike lanes and expanded transit received mixed reactions, with considerations related to cost, safety, convenience, usage, and road capacity noted.

  Public transit was viewed as especially important for seniors, youth, and residents without access to a vehicle; however, personal vehicles were consistently identified as the primary mode of transportation, with parking availability and road access remaining key priorities.

- ***Public Space Investment vs. Cost Considerations***

  A key theme in the feedback was support for investing in high-quality public spaces such as parks, trails, streetscapes, and gathering places, given their importance to quality of life and community connection. At the same time, there was a clear expectation that these investments demonstrate value for money and are delivered in a fiscally responsible way that is mindful of property tax impacts.

  Feedback also highlighted the importance of fair cost-sharing in new developments, with an expectation that developers contribute a greater share toward public space enhancements.

- ***Implementation Flexibility vs. Regulatory Certainty***

  Industry feedback highlighted the importance of clear and consistent regulations that provide certainty to residents, developers, and decision-makers. At the same time, participants noted that overly prescriptive standards may limit innovation, constrain site design, and reduce the ability to respond to unique circumstances. Balancing predictability with flexibility was identified as an important consideration as future regulations and urban design guidelines are developed.

How Feedback Was Used

Feedback indicated that implementation and communication are as important as the policy direction itself. The importance of meaningful opportunities for community input and visible Council oversight was emphasized, underscoring the role of trust, clarity, and accountability in moving from policy to practice.

The results of the survey and feedback captured from the virtual Industry Session and in-person Public Open House, alongside other technical analyses conducted for this project, have been reviewed by City of St. Albert staff and the project consultant to inform the recommendations for amendments to the Land Use Bylaw, and for creation of potential urban design guidelines that would complement the regulatory changes.

The recommendations will be presented to City of St. Albert Council for their consideration at a public hearing in September.

Date	Place	Event
September 15, 2026	Council Chambers, St. Albert Place	Public Hearing for Land Use Bylaw amendments

Project updates and further information will continue to be provided at Housing Accelerator Fund and Cultivate the Conversation webpages.

We thank everyone who participated in the survey, open house, and virtual session, and contributed their time and effort to provide feedback. Please stay tuned.

APPENDIX A: EXPANDING HOUSING OPTIONS SURVEY

Section 1: Principles for HAF Initiatives #1 and #3

Principle 1: Broaden Housing Options

Enable a broader range of housing forms that will, over time, support:

- The local character of St. Albert, through promoting development and infill appropriate to existing residential neighbourhoods.
- A variety of tenure and price points, and affordability for a range of incomes.
- The “missing middle” housing options with direct connections to the street, such as secondary suites, triplexes, fourplexes, townhouses and low-rise apartments.
- Multi-generational living, aging in place and neighbourhood diversity in demographics and culture.

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1. **Supporting a wider range of housing options (secondary suites, triplexes, fourplexes and low-rise apartments) designed to fit within existing residential neighbourhoods is appropriate in St. Albert.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

2. **A range of housing forms and prices that is affordable to various household sizes and income levels is important in supporting people’s ability to buy or rent.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

3. **Housing with accessibility features to support aging in place and people with disabilities are important considerations.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

4. **Please explain your overall level of agreement with Principle 1.**

Principle 2: Foster Complete Communities

Complete communities will be fostered through development that:

- Supports physical health and the environment by promoting a compact and walkable mix of housing, workplaces and amenities in strategic locations.
- Enhances equity and mobility through improving public transit routes and non-vehicular networks for walking, cycling, scootering, etc.
- Is thoughtfully integrated and connected to its surrounding area.
- Is in alignment with the Municipal Development Plan.

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5. **Enabling more housing options is an appropriate way to create more compact and walkable areas, with new or renovated homes, services and amenities closer together.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

6. **Pedestrian, cycling and transit connections should be planned and improved near new development and redevelopment in St. Albert.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

7. **New development should be compatible and connect well with its surroundings in St. Albert.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

8. **Please explain your overall level of agreement with Principle 2.**

Principle 3: Deliver High Quality Urban Design and Public Realm

Create human-scale and attractive public spaces through:

- Supporting and creating desirable places by improving the public spaces (streets, urban squares, parks, trails and other open spaces) that enhances daily life and fosters a sense of place.
- Implementing high quality built form and good urban design and planning principles, to enable and support higher density uses, and provide public spaces in conjunction with higher density areas in the right locations.
- Exploring partnerships, roles and other funding opportunities for enhancements to public spaces.
- Maximizing the value of public spaces through strategic reuse and adaptive design that can be multi-functional. For example, temporarily converting St. Anne Street to St. Albert's Farmers Market.

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9. **Building design, streetscapes, and public spaces should be a key consideration when higher-density developments are proposed in St. Albert.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

10. **Redevelopment projects in St. Albert should incorporate improvements to public spaces, such as sidewalks, parks, plazas and trails, to enhance the overall user experience.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

11. **Partnerships, funding opportunities or alternative approaches to enhance public spaces should be explored within St. Albert.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

12. **Please explain your overall level of agreement with Principle 3.**

Principle 4: Optimize Land and Infrastructure Efficiency

Optimize the use of existing and planned infrastructure, including roads, utilities and community facilities through:

- **Appropriate Phasing**
  - Achieve growth targets.
  - Encourage mixed-use developments (such as Shops at Boudreau) in the downtown, along and within key nodes adjacent to St. Albert Trail.

- **Transit & Active Transportation**
  - Pursue upgrades to planned infrastructure near future rapid transit along St. Albert Trail when redevelopment occurs to both encourage and benefit from private investment.

- **Sustainability and Energy Efficiency**
  - Require sustainability and energy efficiency targets for new development and redevelopment.

- **Sound Financial Management**
  - Prioritize and plan for aligned redevelopment of public projects, where feasible.

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13. **Managing growth in a financially responsible way includes making better use of existing infrastructure (such as roads, underground utilities and community amenities).**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

14. **Mixed-use development (combining housing, shops, services and/or offices) is appropriate in areas such as downtown, along major corridors and around key nodes in St. Albert.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

15. **New development and redevelopment should be required to meet sustainability and energy efficiency standards in St. Albert.**

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

16. **Please explain your overall level of agreement with Principle 4.**

Section 2: Housing Needs Assessment

Your Housing Needs and Experience

This section focuses on understanding your current housing situation and your family needs. None of these questions will personally identify you or your home.

17. **What best describes your household size?**
    - ☐ 1 person
    - ☐ 2 people
    - ☐ 3 people
    - ☐ 4 people
    - ☐ 5 or more people

18. **Who do you live with? Please select all that apply.**
    - ☐ Other (please specify)
    - ☐ Alone
    - ☐ With a spouse / partner, and no children
    - ☐ With a spouse / partner, and children (at least one child under the age of 18)
    - ☐ With a spouse / partner, and children all over the age of 18
    - ☐ As a single parent, and children (at least one child under the age of 18)
    - ☐ As a single parent, and children all over the age of 18
    - ☐ With friend(s) or roommate(s)
    - ☐ With parents

19. **What is the age range of the oldest member in your household?**
    - ☐ Under 18
    - ☐ 18 - 34
    - ☐ 35 - 50
    - ☐ 51 - 64
    - ☐ 65 - 75
    - ☐ Over 75

20. **Do you or any members of your household live with any of the following disabilities? Select all that apply.**
    - ☐ Other (please specify)
    - ☐ Physical (mobility)
    - ☐ Hearing
    - ☐ Sight
    - ☐ Developmental
    - ☐ Mental health
    - ☐ None of the above
    - ☐ Prefer not to answer

21. **Which of the following best describes where you live now?**
    - Other (please specify)
    - I live in an owned home
    - I live in a rented home
    - I live in housing that provides supportive services such as housekeeping, meals, and/or activities
    - I am staying temporarily with friends or family

22. **What type of housing do you currently live in?**
    - Other (please specify)
    - Secondary suite (basement, garden, or garage)
    - Apartment building (rental or condo)
    - Townhouse or row house (triplex or fourplex)
    - Semi-detached home
    - Single-detached home

23. **Does your current home, including its location, meet the needs of your household?**
    - If no, please describe which needs are not met:
    - Yes

24. **Do you identify as a member of any of the following groups? Select all that apply.**
    - Other, please specify.
    - Indigenous
    - Racialized (i.e., Black, people of colour)
    - 2SLGBTQI+
    - Person with a disability
    - Francophone
    - Low-income and/or in receipt of social assistance
    - Immigrant
    - Prefer not to answer

25. **How satisfied are you with where you live in terms of location?**
    - Very unsatisfied
    - Unsatisfied
    - Neutral
    - Satisfied
    - Very satisfied

26. **How satisfied are you with where you live in terms of condition?**
    - Needs major repairs
    - Needs minor repairs
    - Good repair

27. **How satisfied are you with where you live in terms of your connection to and sense of belonging in St. Albert (i.e., activities, caregivers, friends and family)?**
    - Very unsatisfied
    - Unsatisfied
    - Neutral
    - Satisfied
    - Very satisfied

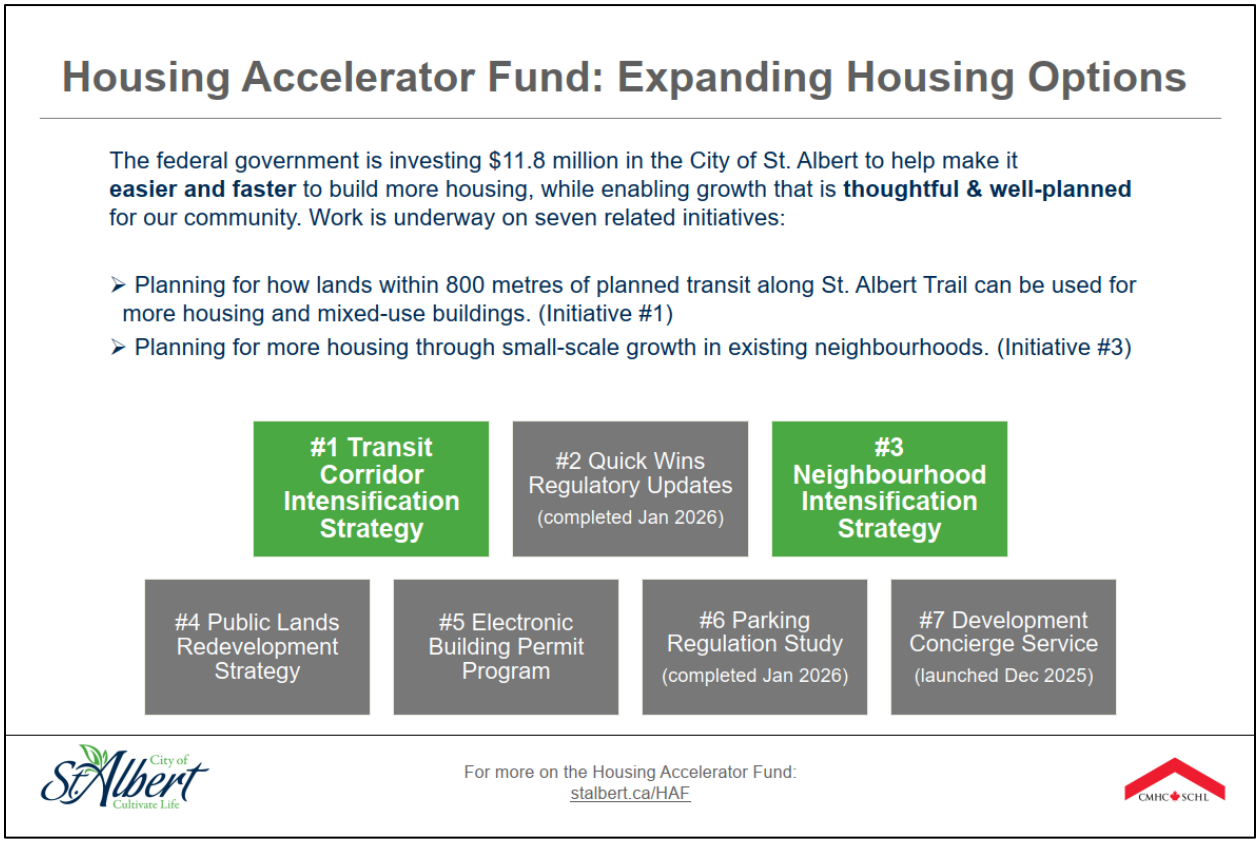
28. **How satisfied are you with where you live in terms of access to public transportation?**
    - Very unsatisfied
    - Unsatisfied
    - Neutral
    - Satisfied
    - Very satisfied

29. **How satisfied are you with where you live in terms of cost?**
    - Very unsatisfied
    - Unsatisfied
    - Neutral
    - Satisfied
    - Very satisfied

30. **How long have you been living in St. Albert?**
    - Less than 1 year
    - 1 to 5 years
    - 6 to 10 years
    - More than 10 years
    - I do not live in St. Albert

31. **What are the top issues related to housing you would like to see prioritized in St. Albert? Select your top five (5).**
    - Housing should be available for everyone, regardless of income levels, family structure, or abilities.
    - There should be a variety of home sizes and prices to buy or rent.
    - There should be a variety of housing options that are suitable for people to remain in St. Albert at different stages of life.
    - There should be lower cost rental housing options available for seniors.
    - Housing and supportive services should be available in St. Albert for people experiencing housing instability or homelessness.
    - Housing and supportive services should be available in St. Albert for youth (13-24) experiencing housing instability or homelessness.
    - At-home supports (health, wellness) are a key gap for residents who need assistance to live independently.
    - Information is needed to help find a place to live.

APPENDIX B: MATERIALS FOR EXPANDING HOUSING OPTIONS INDUSTRY SESSION AND PUBLIC OPEN HOUSE



Housing Accelerator Fund: Expanding Housing Options

- May 2025: HAF project charter adopted by Council
- October 2025: Project overview with members of development and business community
- March 2026: Expanding Housing Options survey
- **June 15 & 18, 2026: Industry and community meetings on draft considerations**
- July 7, 2026 *: Standing Committee of the Whole
- Sep. 15, 2026 *: Public Hearing at City Council

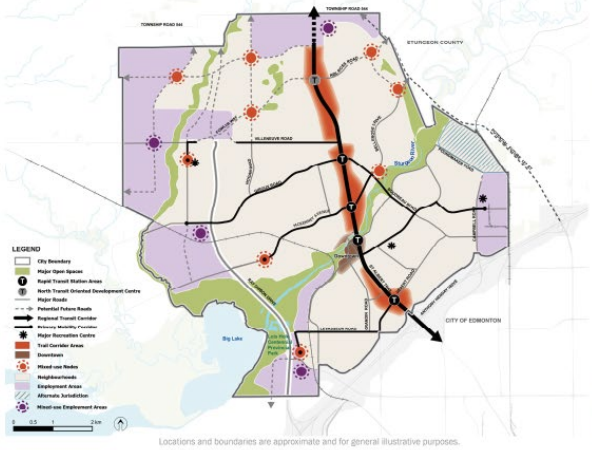
* To be confirmed

For more on the Housing Accelerator Fund:
stalbert.ca/HAF

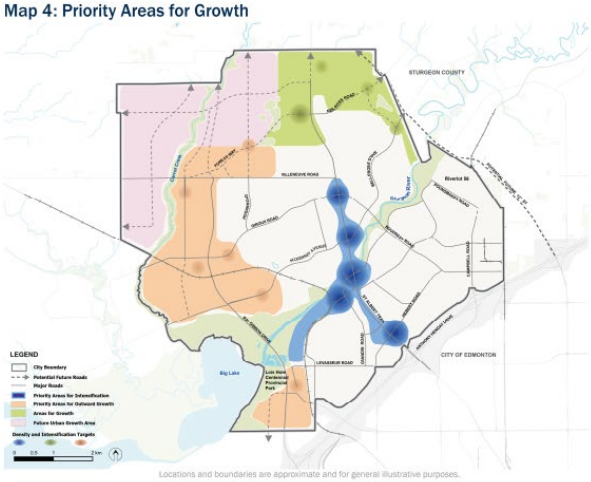
Expanding housing options aligns with *Flourish*

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

Map 3: Urban Structure and General Land Use



Map 4: Priority Areas for Growth



For more on *Flourish* including these maps:
stalbert.ca/MDP

St. Albert Housing Needs Assessment (June 2026)

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

Key Insight #1: Ownership Housing

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

Key Insight #2: Rental Housing

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

Key Insight #3: Housing for all Life Stages

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

Key Insight #4: Non-Market Housing

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

Housing Needs Assessment report available at:
stalbert.ca/dev/planning/initiatives/housing-needs/

What We Learned: Expanding Housing Options Survey

Main themes from the survey feedback included:*

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

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

What We Learned Report available at:
stalbert.ca/HAF – see pages on Initiatives #1 & #3

What We Did: Revised Guiding Principles

1. Broaden Housing Options in Established Neighbourhoods

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

2. Foster Complete Communities along St. Albert Trail

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

3. Deliver High Quality Urban Design and Public Realm

High quality design for all housing forms.

4. Optimize Land and Infrastructure Efficiency

Pair intensification with investment in upgrades to service anticipated growth.

Low Density Residential (LDR) District

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

WHAT IS BEING CONSIDERED?

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

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

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

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

WHAT WOULD STAY THE SAME?

All: Building height, lot coverage, setbacks.

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

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

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

No other housing types are being considered.

Trail Corridor Commercial (TCC) District

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

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

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

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

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

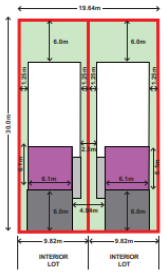
Your Ideas on Expanding Housing Options

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

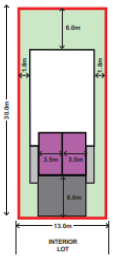
Opportunities	Challenges

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

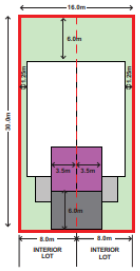
Single Detached



Duplex

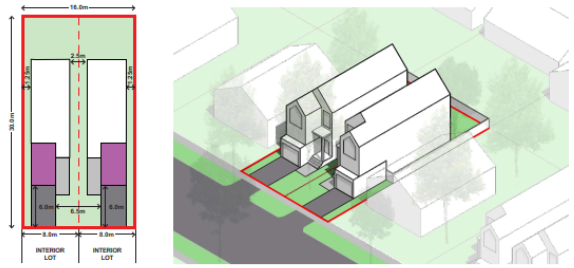


Semi-Detached



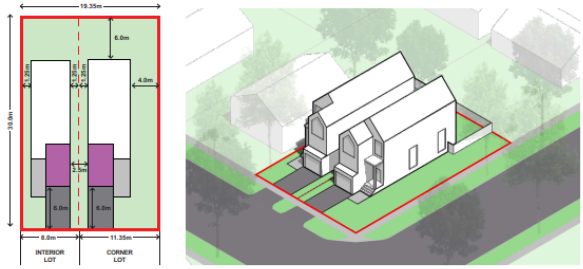
What is Being Considered? How New Housing Could Fit in Existing Neighbourhoods

Single Detached Lot - Mid Block



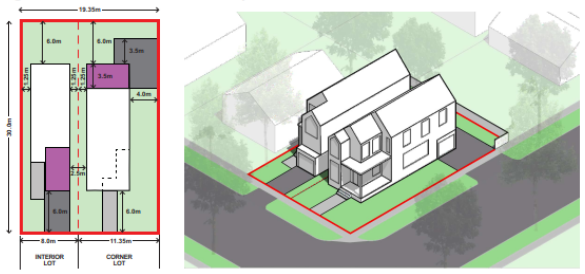
LEGEND
Parcel Boundary
New Subdivided Parcel Boundary
Primary Dwelling Building Area
Garage Area
Driveway Area
Landscape Area

Single Detached Lot - Corner Lot - Option 1



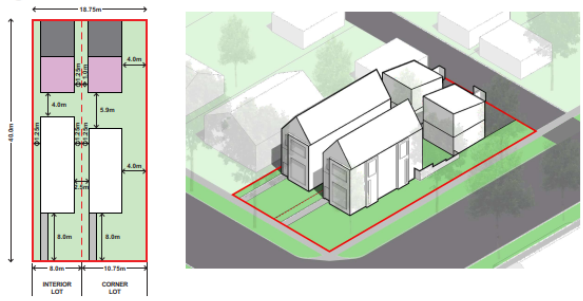
LEGEND
Parcel Boundary
New Subdivided Parcel Boundary
Primary Dwelling Building Area
Garage Area
Driveway Area
Landscape Area

Single Detached Lot - Corner Lot - Option 2



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

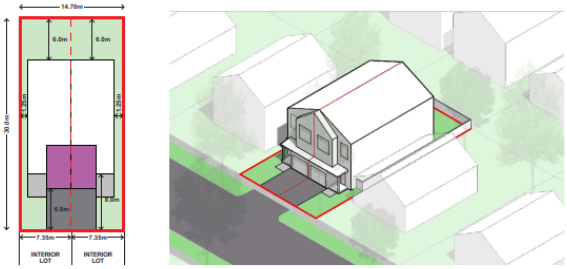
Single Detached Lot - Corner Lot w/ Lane



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

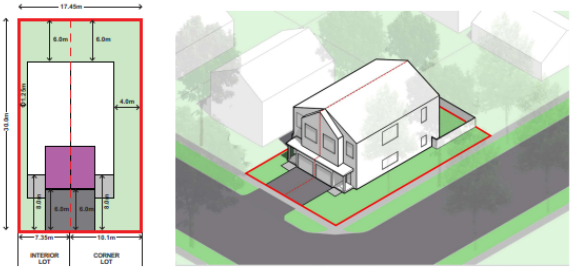
What is Being Considered? How New Housing Could Fit in Existing Neighbourhoods

Semi-Detached Lot - Mid Block



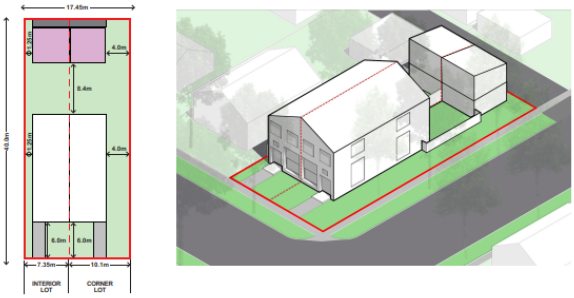
LEGEND
Parcel Boundary
New Subdivided Parcel Boundary
Primary Dwelling Building Area
Garage Area
Driveway Area
Landscape Area

Semi-Detached Lot - Corner Lot

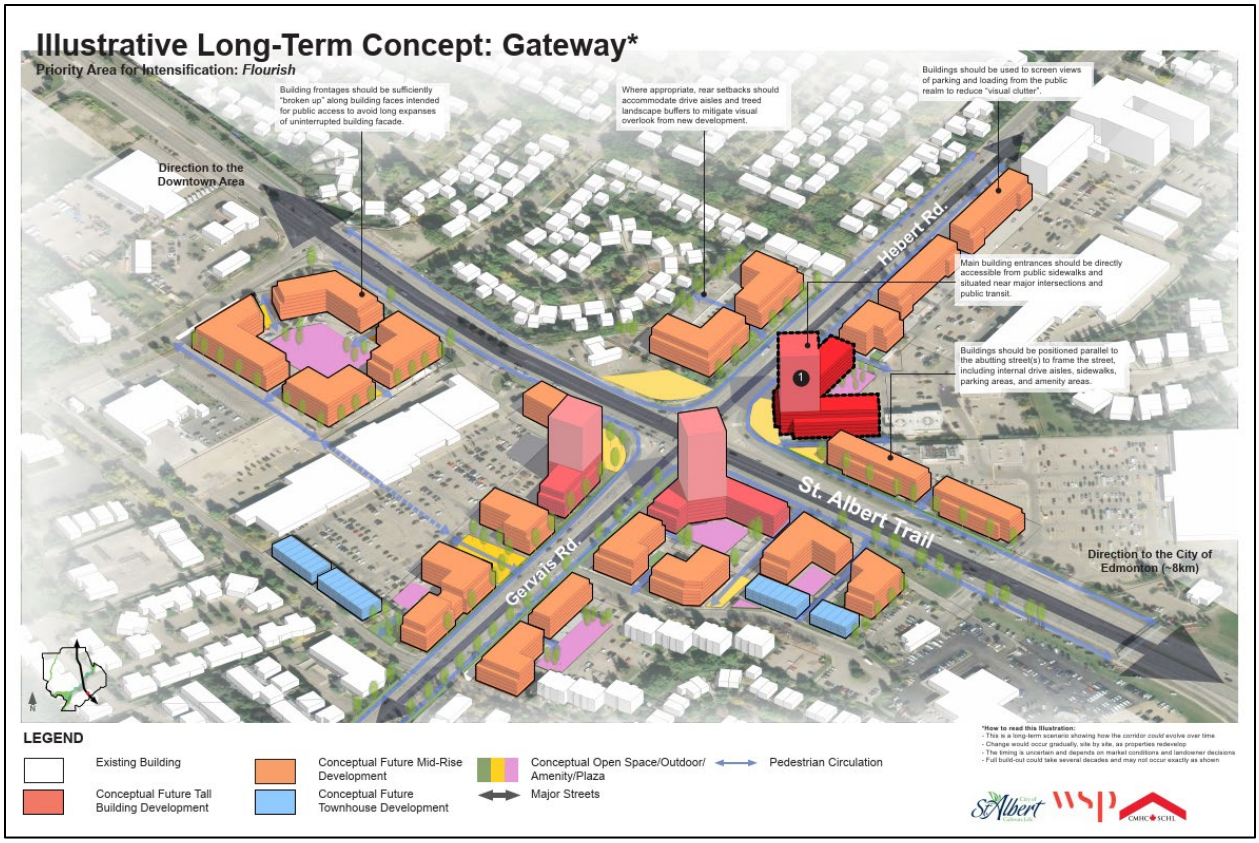


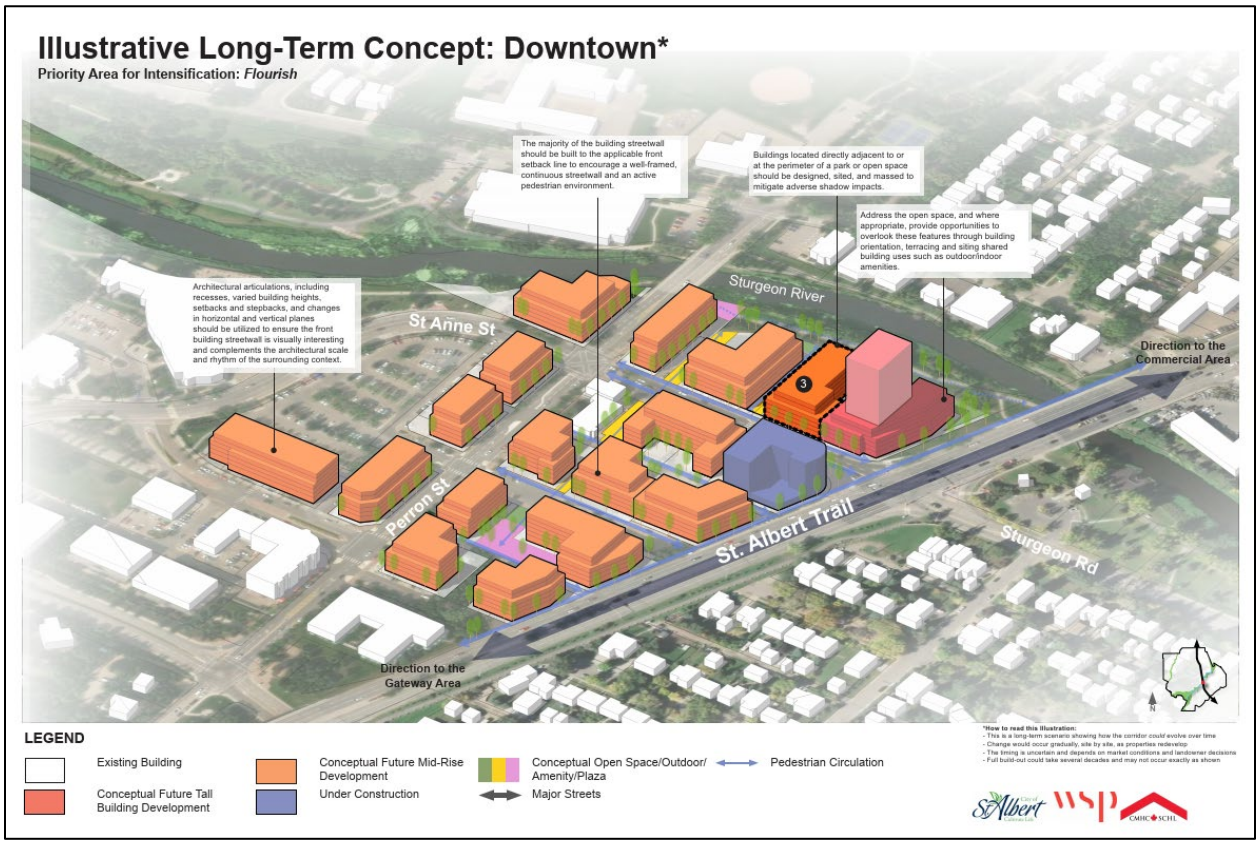
LEGEND
Parcel Boundary
New Subdivided Parcel Boundary
Primary Dwelling Building Area
Garage Area
Driveway Area
Landscape Area

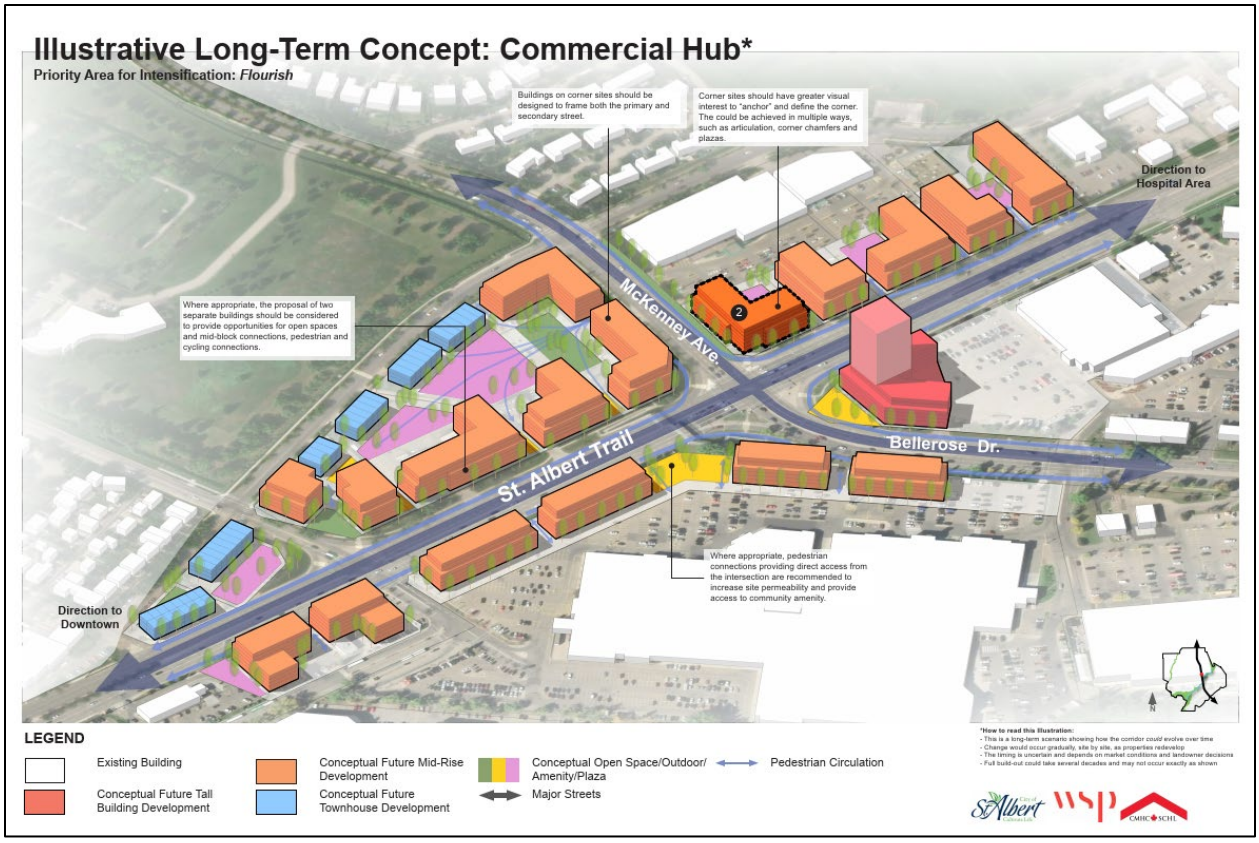
Semi-Detached Lot - Corner Lot w/ Lane

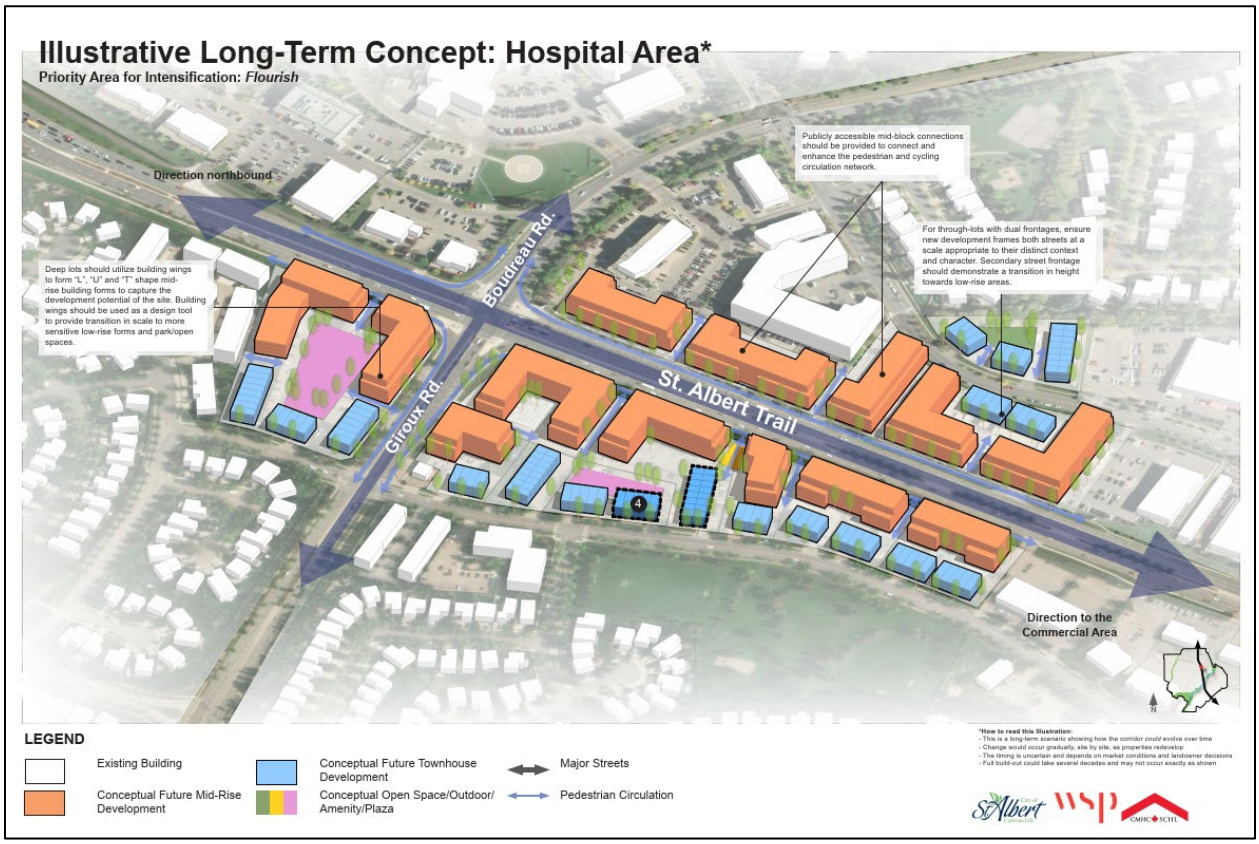


LEGEND
Parcel Boundary
New Subdivided Parcel Boundary
Primary Dwelling Building Area
Garage Suite
Driveway Area
Landscape Area


Illustrative Long-Term Concept: Gateway*
Priority Area for Intensification: Flourish
Building frontages should be sufficiently "broken up" along building faces intended for public access to avoid long expanses of uninterrupted building facade.
Where appropriate, rear setbacks should accommodate drive aisles and treed landscape buffers to mitigate visual overlook from new development.
Buildings should be used to screen views of parking and loading from the public realm to reduce "visual clutter".
Direction to the Downtown Area
Hebert Rd.
Main building entrances should be directly accessible from public sidewalks and situated near major intersections and public transit.
Buildings should be positioned parallel to the abutting street(s) to frame the street, including internal drive aisles, sidewalks, parking areas, and amenity areas.
St. Albert Trail
Gervais Rd.
Direction to the City of Edmonton (~8km)
LEGEND
Existing Building
Conceptual Future Tall Building Development
Conceptual Future Mid-Rise Development
Conceptual Future Townhouse Development
Conceptual Open Space/Outdoor/ Amenity/Plaza
Major Streets
Pedestrian Circulation
*How to read this illustration:
- This is a long-term scenario showing how the corridor could evolve over time
- Change would occur gradually, site by site, as properties redevelop
- The timing is uncertain and depends on market conditions and landowner decisions
- Full build-out could take several decades and may not occur exactly as shown

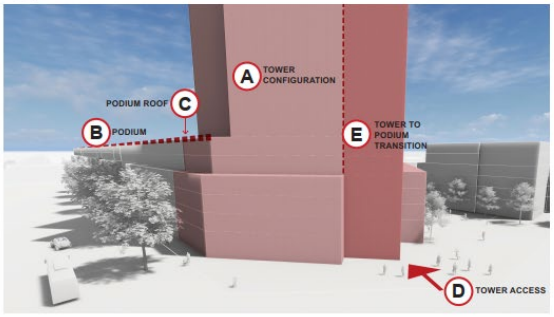

Illustrative Long-Term Concept: Downtown*
Priority Area for Intensification: Flourish
The majority of the building streetwall should be built to the applicable front setback line to encourage a well-framed, continuous streetwall and an active pedestrian environment.
Buildings located directly adjacent to or at the perimeter of a park or open space should be designed, sited, and massed to mitigate adverse shadow impacts.
Address the open space, and where appropriate, provide opportunities to overlook these features through building orientation, terracing and siting shared building uses such as outdoor/indoor amenities.
Architectural articulations, including recesses, varied building heights, setbacks and stepbacks, and changes in horizontal and vertical planes should be utilized to ensure the front building streetwall is visually interesting and complements the architectural scale and rhythm of the surrounding context.
Sturgeon River
St Anne St
Direction to the Commercial Area
Perron St
St. Albert Trail
Sturgeon Rd
Direction to the Gateway Area
LEGEND
Existing Building
Conceptual Future Tall Building Development
Conceptual Future Mid-Rise Development
Under Construction
Conceptual Open Space/Outdoor/ Amenity/Plaza
Major Streets
Pedestrian Circulation
*How to read this illustration:
- This is a long-term scenario showing how the corridor could evolve over time
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- The timing is uncertain and depends on market conditions and landowner decisions
- Full build-out could take several decades and may not occur exactly as shown


Illustrative Long-Term Concept: Commercial Hub*
Priority Area for Intensification: Flourish
Buildings on corner sites should be designed to frame both the primary and secondary street.
Corner sites should have greater visual interest to "anchor" and define the corner. The could be achieved in multiple ways, such as articulation, corner chamfers and plazas.
Direction to Hospital Area
Where appropriate, the proposal of two separate buildings should be considered to provide opportunities for open spaces and mid-block connections, pedestrian and cycling connections.
McKenney Ave.
Bellerose Dr.
St. Albert Trail
Where appropriate, pedestrian connections providing direct access from the intersection are recommended to increase site permeability and provide access to community amenity.
Direction to Downtown
LEGEND
Existing Building
Conceptual Future Tall Building Development
Conceptual Future Mid-Rise Development
Conceptual Future Townhouse Development
Conceptual Open Space/Outdoor/ Amenity/Plaza
Major Streets
Pedestrian Circulation
*How to read this Illustration:
- This is a long-term scenario showing how the corridor could evolve over time
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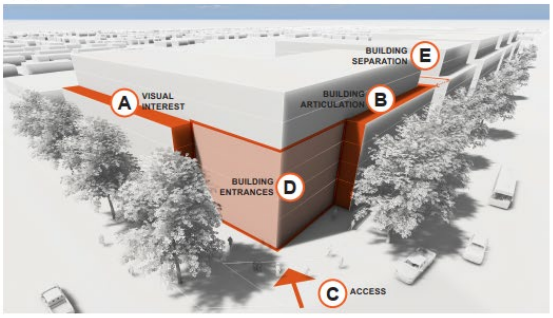

Illustrative Long-Term Concept: Hospital Area*
Priority Area for Intensification: Flourish
Direction northbound
Publicly accessible mid-block connections should be provided to connect and enhance the pedestrian and cycling circulation network.
For through-lots with dual frontages, ensure new development frames both streets at a scale appropriate to their distinct context and character. Secondary street frontage should demonstrate a transition in height towards low-rise areas.
Deep lots should utilize building wings to form "L", "U" and "T" shape mid-rise building forms to capture the development potential of the site. Building wings should be used as a design tool to provide transition in scale to more sensitive low-rise forms and park/open spaces.
Boudreau Rd.
Giroux Rd.
St. Albert Trail
Direction to the Commercial Area
LEGEND
Existing Building
Conceptual Future Mid-Rise Development
Conceptual Future Townhouse Development
Conceptual Open Space/Outdoor/ Amenity/Plaza
Major Streets
Pedestrian Circulation
*How to read this Illustration:
- This is a long-term scenario showing how the corridor could evolve over time
- Change would occur gradually, site by site, as properties redevelop
- The timing is uncertain and depends on market conditions and landowner decisions
- Full build-out could take several decades and may not occur exactly as shown

Building Typology -

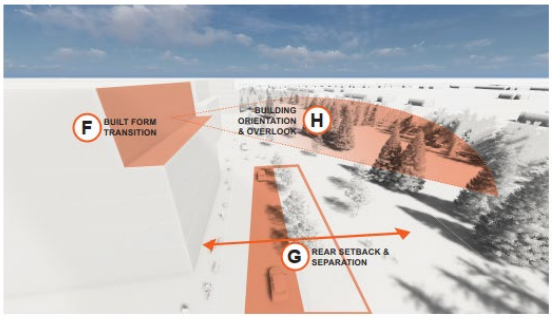
1 Towers



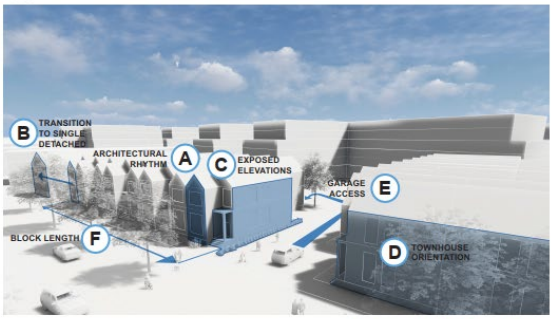
2 Mid-Rise Buildings



3 Mid-Rise Transition



4 Townhouses



APPENDIX C: ADVERTISEMENT SAMPLES

Citylights



CITYlights

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City of St. Albert Cultivate Life

YOUR COUNCIL

ADDRESSING COUNCIL OR STANDING COMMITTEES
If you wish to address Council or the Standing Committee of the Whole, visit **stalbert.ca/address-council** for full details on the registration process or email **legislative@stalbert.ca**

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SUBDIVISION DEVELOPMENT APPEAL BOARD MEETING
March 18 | 6 p.m. | In-person: Council Public Gallery, 3rd Floor, St. Albert Place, 5 St. Anne Street

LIBRARY BOARD MEETING
March 18 | 7 p.m. | In-person: St. Albert Public Library, 1st Floor, St. Albert Place, 5 St. Anne Street

CITY COUNCIL MEETING
March 17 | 9:30 a.m. | via Zoom and in-person: Council Public Gallery, St. Albert Place, 3rd Floor, 5 St. Anne Street

Online at **stalbert.ca/live**

Draft agenda – subject to change (visit **stalbert.ca** and search Council Agendas prior to the scheduled meeting):

- Public Hearings 10:30 a.m.
  - Public Hearing for Resolution for Removal of Municipal Reserve Designation from 16 and 18 Sir Winston Churchill Avenue, former Firehall #1 and Lift Station
- Committee Business
  - Community Services Advisory Committee 2025 Annual Report
- Bylaws
  - Bylaw 8/2026 - Off-Site Levy Bylaw Amendment 15 and Annual Report
  - BIA Bylaw
- Business Items
  - BIA Board & Budget Approval
- Council Motions
  - Additional Washroom Facility Funding for Arts & Heritage Foundation
  - Advisory Committee Feedback - Policy C-CAO-19 Flag Display Policy and Commemorative Lighting
- In Camera
  - CAO Performance Evaluation
  - Council/Chief Administrative Officer Dialogue
  - Council Dialogue

HAVE YOUR SAY

St. Albert is growing, and we want to grow thoughtfully – together.

Residents are invited to share their thoughts on proposed principles for expanding housing options along St. Albert Trail and within residential neighbourhoods.

An online survey can be found here:
conversation.stalbert.ca/housing

The survey is open from **March 9-27, 2026!**

CITY HIGHLIGHTS

Signed Up Yet?

Get highlights from your City!

Visit stalbert.ca/highlights.

Postcard


City of St. Albert Cultivate Life
We're planning for the future of housing in St. Albert.
Tell us what matters to you.
Take the Survey
Expanding Housing Options Along St. Albert Trail and in Neighbourhoods
Survey
Question 1:
You know your neighbourhood best.
We're taking steps to expand housing choice and affordability with thoughtful planning that preserves the comfort and character of St. Albert.
Your input will help us create data-driven updates to our regulations and better understand current and future housing needs in the community.
Complete our short Expanding Housing Options survey now.
Learn more at
conversation.stalbert.ca/housing
Survey closes March 27th
City of St. Albert Cultivate Life

Organic & Paid Social Media





Supporting Canadian as St. Albert Farmers' Market opens June 6

ANNA BOROWIECKI
aborowiecki@greatwest.ca

The St. Albert Farmers' Market launches its 44th anniversary this Saturday with ripe vegetables, freshly baked goods, beautiful crafts, yard decorations and more.

Having developed a reputation as the largest outdoor market in Western Canada, it boasts 275-plus vendors manning 300 booths. Certain vendors such as fruit and vegetable growers rent out multiple booths.

For now, shoppers have committed to paying slightly higher prices to support local sourcing of small-scale operations, a cornerstone of the local economy. But despite the allure of artisanal charm, 2026's jump in gas prices affecting all sectors of the economy has some customers asking whether they are willing to pay a slightly higher price at the market.

Market manager Jane Ilott believes the public continues its strong commitment to local sourcing.

"Most people support the market," Ilott said. "People like fresh vegetables and fruit, hand-made products, and a lot of people are still trying to shop Canadian. And you can't put a price on shopping Canadian."

In addition to providing goods not found in supermarkets and big-box stores, she has seen first-hand the impact the city market has on the community's social and mental health.

"You get a good sense of community," Ilott said. "We see so many people meeting friends and walking the market. People are outside getting fresh air and enjoying themselves. It's also a great tourist attraction. We have relatives flying from England next week and one of the reasons is because they've heard so much about the market."



FILE PHOTO/St. Albert Gazette

The St. Albert Farmers' Market returns for another season on Saturday, June 6.

Last year, the market's visitor book clocked in travellers from New Zealand, England, France, Germany, Italy, Spain and across Canada.

About 90 per cent of vendors return from year-to-year, creating an environment of comfortable familiarity for shoppers.

But there are new faces this year, including Fable and Fungi Co., a Spruce Grove-based company that sells fresh gourmet mushrooms and small-batch mushrooms as pantry staples.

Also new this year is Jack59 Inc, a certified company that invites shoppers to try its "plant-powered, science-backed hair care" products.

Another first-timer is CacaoCocoa With Cause, an Edmonton-based company baking chocolate treats. It offers gluten-free and nut-free treats with options for dairy and lactose-free clouds of sweetness.

Calgary based Billy-Joe's BBQ Sauce introduces its blend of tangy and sweet sauces, while The Happy Camel, a vegetarian bakery, returns after a one-year absence.

"The Happy Camel specialize in fresh hummus, dips and spreads," Ilott said. "A lot of people asked where they were last year, and from what I've heard, their hummus is really good."

For many visitors, the social part of eating and relaxing is a big attraction. Expected food trucks range from Fat Franks, Dedos, Cali Mexico and Meat Street Pies to Island Crust Spice Jamaican Patties, Alex Mobile potatoes on a stick and Little Bear Gelato. Kona Ice and Deli Coffee are also back.

Adding to the social ambiance is a string of young musicians including the three-piece Nathan Miller Band, country singers Grace Forestier and Aveya, country-folk-pop singer Kaleb Imgrund-Harvey and acoustic guitarist Dennis Carrier.

Starting Saturday, June 13, Market Buds offers children a series of age-appropriate activities set up on the grassy median intersecting between St. Anne and St. Thomas streets.

The St. Albert Farmers' Market runs every Saturday from June 6 to Oct. 3, 10 a.m. to 3 p.m. There is limited parking near the site, but a free Park-N-Ride is available at St. Albert Centre. ■





APPENDIX D: VERBATIM COMMENTS

Q4. Please explain your overall level of agreement with Principle 1.

Strongly agree with Principle 1 - important to provide options for all walks of life (age, income, people with disabilities).
St Albert can grow as a community that has options for all to live within its boundaries.
Expanding housing options has multiple benefits, including reducing the individual tax burden. Density reduces costs. While character of neighborhoods is a consideration, we shouldn't stop densification. Create affordable entry into our housing market
Happy to see diverse housing options located in new sub-divisons in the City - however they do not belong on established sub-division's streets that are currently single family homes
We need to provide multiple housing options for residents of all ages and stages of life
Changes to existing neighborhoods need to be respectfully considered as people move to areas for specific reasons. I believe low income housing should be in areas close to services and transit. Many areas have parking issues so multi units wouldn't work
Triplexes, fourplexes, and low rise apartments detract from the style of St. Albert. Steering away from modest houses on good size lots is not in our best interest.
While I do believe St. Albert needs a variety of housing options, keeping these options within the existing standards is important to me. Every time there's been a high rise suggested residents oppose it. If we wanted skyscapers we'd live elsewhere.
This is critically important, both to ceate diverse/vibrant neighbourhoods, but also to ensure young or aging people can stay in St. Albert.
I agree in principle however would emphasize that this need to be balanced with parking options which is my main issue with the three plexes/fourplexes. There is rarely an effort to provide adequate parking.
Stop with multiplexes. People want to single family homes that are affordable.
Seems reasonable to me
I am concerned with Bullet #1 in that increased density must factor in issues such as parking requirements and lot coverage. By not having clear guidelines there is a high likelihood of increased on-street parking leading to neighbourhood dissatisfaction.
The city is ruining St. Albert with the numerous condo and multi family complex's. St Albert has lost its charm and it's only going to get worse if we continue
High

our existing established neighbourhoods are not set up to support greater volumes of people and traffic.
As long as reviews proposed developments do not allow homes that overtake neighboring houses in size. Secondary suites are great as the house looks and fits into the neighborhood and allows for adequate parking. Upholding property values is important.
I strongly disagree. The appeal of moving to St.Albert is due to the types of neighborhoods currently existing. Edmonton has high density options avaliable
I have no issue with a wider range of housing options however they should be placed in new undeveloped areas that have will have proper road designs, utilities lines and will blend in with the new buildings.
Our current infrastructure cannot handle increased population. Roads are busy. Increased traffic disrupts existing homeowners
Infill housing destroys communities, property values and creates congestion with parking, snow removal, school and hospital usage.
These options are already available in some neighbourhoods. This will only work if the built near the centre of St. Albert to keep traffic flow. You shouldn't built multiplexes in the heart of a neighbourhood or interior so traffic gets jammed up.
Not supporting uncontrolled infill like the nightmare happening in Edmonton.
Agree in principle to everything mentioned. Secondary suites, semi-detached housing, and triplexes are one thing, but fourplexes may be better suited for corner lots and/or collector roads only.
Renters tend to care less about the neighbourhood and maintenance.
I agree however concerned about parking availability for multi-unit infills
Put them in their own areas.
Putting multi-family housing into established single family neighborhoods is not at all appropriate. It will cause property values to drop in addition to parking issues and increased noise for many additional residents.
I do think that it's important to consider having a wide range of housing options. However, I find (especially in the newer areas) there is a focus on housing and not on the infrastructure to support the communities (not enough parking, no transit etc))
We are becoming the apartment kingdom. Enough already!
I think that St. Albert has always been a beautiful, small city that may people aspire to live in. I think trying to grow SA too much and we're going to end up being no different than a west Edm suburb. It's okay to be an aspirational place to live!
Completely disagree

We have a wide range of housing options already
St. Albert is being ruined by the high rises being built - especially along the river. I support higher density residential especially if there are more affordable and fully accessible options.
I disagree that Principle 1 is important to St. Albert.
Helps all age groups be able to live here.
Although I agree there should be a variety of housing varieties, placing them in existing (older) communities won't often support the needs for the people living in these areas. They need better transit or nearby shopping. Old communities lack this.
The variety of high density housing in new build neighborhoods is appropriate. Changing zoning or density to existing neighborhoods that residents have purchased because they were low density areas should be left as low density.
Single family housing is important. Infill should only replace existing housing with new build single family if that's what the neighborhood has existing.
Older neighbourhoods should not have fourplexes, etc added. New housing neighbourhoods should be looked at to build adequately. Houses should not be built higher than existing residential.
While development should be made involving various types of housing, cramming additional housing into existing neighborhoods will reduce the quality of homes already in the area, and tearing down homes to build housing to fit more feels very corporate
We do NOT want infill in our older areas. Nor multiplexes or apartments. Garage and basement suites yes but enough already with high density and overpriced rents
I moved to st albert for the 'small town' feel. low density neighborhoods are a main feature of this. If we tirn St Albert into a mirror image of Edmonton, then how can you justify the high property tax that we pay to live here?
Affordability, diversity, aging in place are all significant goals.
Everyone should have options
Demolishing older homes in favour of newer ones is a waste of time and money. We should focus on refurbishment rather than demolition. Not to mention the overall effect that would have on the neighbourhood to have more people coming and going.
Housing is a right and diversity is key for healthy inclusive neighbourhoods.
Density should be increased to the point at which neighbourhoods are self-sustaining (i.e. not a net tax loss), but the overall building size whether for a SFH or other housing option needs to be appropriate for a given lot and neighbourhood.
Does any council member want a 4 plex next door to them? No only in someone else's neighborhood. We don't have the roads to accommodate more traffic. I do agree with fixing houses so seniors can stay in their homes longer.

Be careful with overcrowding the beautiful city
Infills that support secondary suites, triplexes, fourplexes and low-rise apartments are not suitable for already developed neighborhoods. Parking and traffic can not withstand that growth
Serious thought and planning needs to be given to how busy neighborhoods and roads are becoming. How can we support an influx of residents appropriately while maintaining a sense of peace in our neighborhoods. Ville Giroux is an example of poor planning
Do NOT follow Edmontons terribly executed infill strategy. It paid no respect to mature neighbourhoods or to the taxpayer!
Who wrote this up. Of course everyone needs an affordable place to live and dignity or get ready for more suivide
High density housing models will cause St. Albert to lose the qualities that make it special. They can alter the characters of a neighbourhood. St Albert is such a special place and conforming to new urban models will destroy the place we call home
Infill housing akin to what is happening in Edmonton will change the character of our older neighbourhoods. This is what is part of the charm of St Albert. I fully disagree with this principle.
We need to condense our sprawl. Providing multi generational housing is important. Small walk up rentals are a great commodity for any community.
As a senior we have been looking for a small bungalow but everything that is small is duplex. The large apartments along the river are an eyesore even though they are pretty. Leave the tall buildings for Edmonton.
I believe there are too many apartment buildings being built in St Albert. If we continue to build at the rate, we are St Albert is going to lose its qualities and character that has attracted many families in the past.
I believe as the dynamic community we've always been, we have opportunities to create greater options in living situations that cross generations that bring inclusion that bring people together more communally and potentially create dynamic living environ
Affordable housing for all ages all incomes all stages of life is important to a vibrant and inclusive community, rich or poor, young or old, single or family are all important.
More housing options should not jeopardize current home values and neighborhoods. I disagree with what is happening in Edmonton, where 8-plex montrosities with insufficient parking are devaluing established single family homes in older neighborhoods.
Overall I strongly disagree with Principle #1. Point #1: This is a nightmare in Edmonton, DO NOT do this to St. Albert. #2. Income/ living wage is more important. #3Accessibility features are important in general.
Disrupting existing neighborhoods is a horrible idea
I agree that increasing the type of dwelling types that can be offered at a range of price points is improtant for St. Albert. Accessibility is also important but less so compared to diversity and affordability.
We don’t need any more high density living crammed into housing areas. It’s already busy enough.

Simply I disagree
I do not agree at all. Citizens of St. Albert pay higher property taxes to not have lower income and denser housing in our neighborhoods. Denser housing and lower costs bring in lower quality people and increases crime.
Do not change the format of existing neighborhoods.
I liked the options until you added low rise apartment buildings.
These types of homes are usually built without the proper infrastructure and slapped in the middle of existing neighborhoods. It increases traffic with doubling or tripling (or more for apartments) the amount of people in one lot.
I think neighnourhoods are being constructed with streets that are too narrow, houses that are too close together, no place for people to park. You can't even invite someone for dinner because they have no place to park on the street. You need to rethin
Leave neighbourhoods alone. St. Albert is a bedroom community and does not have to be the most affordable option.
St. Albert is highly sought after for its family friendly neighborhoods and suburban appeal. As a resident and homeowner of St. Albert, I strongly oppose the implementation of any infils or multi family homes in our mature neighborhoods.
Very much agree
Not every city needs to appeal and spend money to attract “everyone”
We need to be a welcoming community
Stop destroying beautiful, older neighborhoods with infill. We moved to St. Albert to get away from Edmonton for this very reason.
Strongly disagree
I strongly disagree with infill in existing neighbourhoods. The older neighborhoods are usually the ones where houses are purchased and torn down to allow for infill that does not fit the character of the neighbourhood.
These types of housing bring lower income families which also bring their own problems. We pay high taxes in St. Albert for a reason.
St Albert is a safe family oriented place. When places target for low income and rental opportunities are built it changes the dynamic of the community. Keep the community feel in St Albert without trying to become a large city. Go to Edmonton
Please do NOT ruin existing neighborhoods by allowing tri/four/five + plexes in! Horrible idea. Yes, more affordable options should be available-make it in their own new neighborhood. Leave our beautiful existing neighborhoods alone!!

St. Albert should keep growing with houses, and with big lots. no more condo's/apartments or townhome complexes. St. Albert had always had a small town feel, and should stay that way as a suburb to the big city of Edmonton.
I agree. Accessibility options need to be extended to surrounding community
the affordability of st. albert is slipping, this is a wonderful community and a lot of us wish to remain here as we have all our lives, but finding affordable housing is tough, especially with such limited options that are rarely vacant.
We do not need multiplexes or big apartment and condo buildings. We aren't Edmonton.
City council voted to significantly amend the Municipal Development Plan, the Ville Giroux ASP, and Land Use without significant consultation. This will change the landscape and community value of adjacent neighbourhoods.
No to infill redevelopment. what was there, should be there, last thing i would want to see is 4plexes replacing sf homes. no
There are lots of housing options available in new areas. I would like to see more new areas that look like old areas such as Grandin and Woodlands with normal sized lots and single family homes especially reasonable bungalows.
You can't add multiple dwellings inside an existing neighbourhood and not address parking. You've already have zero lot lines, how can this be any different, no one can park, and streets can't get plowed and where does the snow go?
Overall I do not agree with this. We are seeing older Edmonton neighborhoods being destroyed by infills and multi unit buildings being put up. They are taking up all the parking and ruining the character of the neighborhoods.
I don't want ANY changes to my neighbourhood of Woodlands. It is a nice mix of single family, duplexes and condo's. we do not need more density here.
What makes St Albert special is that it is not Edmonton. Please do not make the same mistake they have with irresponsible infill.
I agree that we need this type of housing, but I don't agree it should be in older established neighbourhoods. I think it would ruin the older community vibe and put too much on the already problematic parking situation. Too many cars not enough parking
I strongly oppose densification. It erodes our quiet, family-oriented character; increases noise/reduces privacy; overloads parking, traffic, infrastructure.; declining property values/community stability; invites poorly maintained rentals/rooming houses
Depends where not 4 plex with garden houses
I overall disagree. The market of "affordable housing" in Edmonton and St. Albert is overflowing with available housing. Edmonton is moving away from triplexes due to overwhelming mature communities, why would St. Albert do the same?
I feel the city has already add a ton of these options with how much its sprawling and adding so many units
We moved to st. Albert to avoid the over crowding of multi unit housing complexes. St. Albert is already building too many new apartments this is the absolute last thing st. Albert needs or wants.

Generally agree, however who decides what 'fits' into a community. And in events where a build become contentious seems concerns are heard but really projects do not stop, or get amended. Also how would the city prescribe things like aging in place??
who builds and pays for these homes? not addressed here. also after City of Edmonton debacle with infill absolutely zero trust in city to do this right. lots of new developments. do it there so people can buy and choose to live there with eyes wide open.
95%
I love the neighbourhoods in St. Albert. I've lived in Erin Ridge North for 10+ years and I couldnt be happier.
Way too many apartment buildings on the west end of town
If the neighborhood allows then yes, I support triplexes etc. But cramming too many people too tightly together will make everyone stressed.We all need access to green space, preferably in our own yards.
The more properly housed people there are, the less burdon on other supports and systems there will be.
There is no missing middle option. I do not live in St Albert to live with fourplexes and other alternate styles of housing. These styles do not belong in St Albert.
I am 110% supportive of Principle 1. If we want the benefits of having a diverse population, we must have diverse housing options to ensure folks have the housing they need & want at any age.
In order to reduce the tax burden, multiple level housing is necessary
Decrease density in the newer neighborhoods like Cherot and Riverside as there can be more options elsewhere without too many condos in a neighborhood space
Concerned with the medium and high density going into existing communities. Edmonton is feeling the hurt of the increased traffic and decreased housing values
My main concern is infill and the impact on property values of neighboring homes.. I support affordable housing in new build areas.
Fully.
I want to ensure that multi units, similar to what Edmonton has done, does not occur in mature neighbourhoods in St. Albert.
I do not agree. If I wanted this, I would live in Edmonton.
Not in St. Albert. This will increase the population further which there is not infrastructure in place for. St. Albert is known to be a more expensive place to live and there is nothing wrong with that.

Unfortunately when you introduce these buildings into a nice and safe community you introduce crime and disorder. The family feel of the neighborhoods will decrease, crime will increase and the overall quality of life in St. Albert will be diminished.
Way too congested! Leave residential neighborhoods to single family homes.
People brought in those atras for the charm and character that it was atvthe time.
Why can't the suburbs stay nice? People come to St. Albert because it's not Edmonton. Don't turn it into mini Edmonton.
Important for people who have disabilities.
Market should dictate housing choice but also need to protect the integrity of neighbourhoods that have made St. Albert a desirable community.
To have housing appropriate to a neighborhood. This must have appropriate parking requirements off the streets. Putting in large builds without proper parking is a problem for most drivers, children safety, city maintenance and street maintenance.
Good the way it is. More green spaces. Less buildings.
Support addressing the low to mid income families so that they can buy and stay in St. Albert
I'd like our children and their grandparents to be able to afford to live their entire lives here.
Allowing fourplexes and triplexes in established neighbourhoods can strain parking, infrastructure, and privacy, while altering the character and density residents originally invested in. This may reduce homeowner stability and diminish the cohesive commu
building more suites/buildings that hold more people in the existing neighborhoods seems unfair to those who want to keep the St. Albert feel. If they want that kind of housing Edmonton is filled with it. This will cause parking problemsandincreasedcrime
I agree with the first principle in that more forms of housing should be made and/or retrofitted into neighbourhoods. I am not too supportive of fourplexes or triplexes. I would rather townhomes, low-rise apartments, duplexes, or courtyard blocks.
Critical for sustaining a growing city.
We are not Edmonton
Simple, build more residences within existing infrastructure. Stop giving away land downtown that could be used for residences.
I do not support infill in existing neighborhoods. I do support the idea of making it easier to get permits for legal basement suites for multigenerational living or for renters

St. Albert is a suburb and people move out of the higher density city to have more space. I disagree with building high density here since the current infrastructure does not support that.
The type of housing that already exists in St. Albert (single family, lower density) is needed. People should be able to buy a home with some assurances that this won't change. Newer subdivisions can be built with some higher density areas.
EVERONE deserves the opportunity to have a home.
I DONT agree with in fill of multiplexes. It takes away from the community and existing ownership and does not save money or does not make it affordable. People who lived here for years are ignored and yet they are forced out by this tactic.
Priority should be for people/seniors who have contributed to the community for years (taxes, volunteer, work, etc.). People who have a vested interest in their community hopefully can stay in their community as they age.
No infill. It destroys the neighborhood.
single family dwellings in St Albert are out of reach for many people.
4-8 plexes is something that could eventually become useful like in Edmonton. But ever corner is getting an 8 plex there. Too much multi family in riverside area. losing appeal because of it. Trails will be PACKED SOLID. St. Albert to stay what it is
Need more density, 8 plexes but we hv to be selective on locations
I can't stand apartments, especially because they're not even affordable to rent. People park all over the streets, blocking views at stops signs, crime increases, etc. I don't want to see anymore apartments. Let people have some space and land.
housing density is important from an environmental and tax managment perspective. Density that does not acount for the limiations or a transportatoin, recreation, and social systems in st. Albert is an issue.
St. Albert is a bedroom community with high standards to safety, community, and green spaces. infill goes against everything that makes st albert a place I want to live and would lower the standard of living for those that can afford to be here
Just recently moving into St.Albert from Edmonton, I have seen how these triplexes and fourplexes impact neighborhoods. It causes loss of privacy, overcrowded streets and transient neighbours.
I do not agree with this statement at all. We need to keep St. Albert the way it is and not make it like Edmonton. No in fills and no more apartment buildings.
I do not want to see additional triplexes, fourplexes, townhouses and low-rise apartments wedged into existing residential areas that already have multi-family housing. The goal cannot be to increase density more and more and more over time.
If implemented carefully with good design rules and community input, this principle is generally positive and future-focused. It balances growth, affordability, and inclusivity — which many Canadian municipalities are currently aiming for.
In the past decade, the City has moved from having an underserved multifamily market to having an underserved single family market. Over compensating for a historical lack of multifamily has now skewed St. Albert's inventory and position in the market.

Leaning to disagree. It is sad to see the bungalows, and smaller homes that make up older ST.A communities be torn down for multi family dwellings.
As a diverse community we need to offer a variety of housing options that meets the needs of all types of residents.
Often when high density housing is granted in existing neighbourhoods developers buy up residential homes, tear them down and build multi-family homes for profit and the neighborhood loses it's family feel. High vacancy is also a concern.
#1 will lead to the * of St. Albert neighborhoods just like Edmonton
We don’t need the giant “8 plexes”, but way fewer seniors only home and “luxury” rentals that are way too expensive
Complete disagreement. Proof shown from Edmonton infill cases that developers misuse building permits to sublet housing into airbnb’s and dishonest rental agreements.
Housing options of all size and orientation are strongly support, provided they are high quality and incorporate appropriate parking / waste collection and minimize nuisance to the overall neighbourhood.
We live in an old city with established communities. Triplexes and four plexes could never fit the aesthetic, or community feel for St. Albert. Perhaps if we were to build something like this north, by Costco, but certainly not in already established area
St. Albert should be open to everything. What appeals to one person may not appeal to others, but we need OPTIONS for all. I especially like to idea of multigenerational houses
The city should not be building triplexes and fourplexes etc. on residential streets. That is the last thing that the people already living there want and if they do go to sell their house it greatly decreases the value because no one wants to move in
There should be more consideration to "aging in place" options rather than shipping aging population to outer communities. Enough of the apartments already. The traffic is ridiculous. I'm so glad I don't have any school age children anymore.
I believe that responsible development in existing neighbourhoods considers things like: traffic, parking, vehicles visiting, access to public transport, access to services, access for EMS, pedestrians, children playing, etc
I fully support principle 1, I think we need to make st Albert denser, more walkable and less car dependant.
#1: Disagree: Often built cheaply, with wooden frames, with no sound barriers between units. #2 & #3. St. Albert has many low income seniors that need to be considered for low income housing and aging in place.
Many different forms and sizes of housing will increase people's ability to remain in their community. Accessibility options are important, however I don't think ensuring every builidng has an elevator for example will help keep options affordable.
Broadly strongly agree
Infills do offer more housing options but aging in place and a three-story infill don’t work. Senior and/or multi generational housing could be incentives by home renos and in-law suits.

Expanding to less desirable housing within existing neighborhoods would destroy the vibe and value of the existing neighborhood.
No to triplexes and fourplexes, I have seen what it has done to old neighbourhoods, it is also realistically never 'cheap' to live in one.
Long time home owners deserve continuity in the neighborhood they initially invested in. It doesn't seem fair to arbitrary changes decided by unaffected parties.
yes
Being a senior, aging in place is very important.
I understand the need for infill, but specifically moved from Edm, because there infill doesn't consider the established residents with regard to style, size and number of units.
Against infill resulting in higher densities and low rent/income housing.
I agree in principle, but there is a caveat: duplexes, triplexes, four-plexes and low rise apartments should not be used as infills in established neighbourhoods where they would lower property values and disturb the character of the neighbourhoods.
Broader housing options should be available in new developments not existing neighborhoods. Residents are drawn to St. Albert because of the make up of the neighborhoods to change that is unfair to residents that moved here based on that makeup.
I do not support high density housing on existing lots like what is happening now n Edmonton. There is already limited parking in many neighborhoods which makes driving down residential streets in the winter difficult.
We moved to st.albert to get away from this idea of cramming millions of people in small areas. The premium of living here is not having this and infills bring more people and more things like parking infrastructure issues and the like to older areas
I have observed what is happening in Edmonton (residential building bylaws) and my fear is that it could occur here in St. Albert. I agree with secondary suites but not with triplexes, fourplexes and low-rise apartments in existing neighbourhoods.
We need diverse housing in St Albert and need to attract young people
We have way too many four plexes and apartments. Whatever happened to bungalows. Everything is tall and skinny. , cookie cutter
I disagree with principal 1 because our homes are already too close together and there isn't enough street parking. I have duplexes one block away from me and I have people from there parking in front of our homes on the street.
Disagree. St. Albert had always been an affluent suburb of Edmonton. There is nothing wrong with that. My wife and I moved here from Edmonton after our neighborhood was destroyed by infill development
I live in an older neighborhood and I do not want an infill next to me like Edmonton!

My husband and I moved to St. Albert to get away from this nonsense that's happening in Edmonton. We watched the old neighborhood we lived in for 10 years previously get destroyed by doing exactly this. Please do not ruin St. Albert by following
In-fills must fit / match surrounding architecture. Overly modern looking buildings in amongst character and older homes is just not ok.
An established older neighborhoods of single family houses are not to be marred by any buildings that are taller than existing structures. Head Edmonton residents backlash when it comes to infill, and leave older neighborhoods as they are.
The "missing middle" should not be infill but should be added to new neighbourhoods
It appears that somebody in planning wants a lot more low pricing housing which in will also lower the price on the existing property especially when they us some of these plans as in fill
Agree
I donot agree with the approach of shoving in mismatched housing units into existing neighborhoods. My daughter lives in Highlands historical area the the 6 or 8 plexes are so rediculus that you have to ask yourself what was concil thinking!!
We moved to St Albert because it was a smaller city, low crime, affluent place. Providing more and more low income options will turn this (what was once quaint and sought after) city into a small Edmonton. If I wanted that, I would have stayed in Edmonton
While I agree in general, I have not seen 4-plexes and small apartments fit into older neighbourhoods. They look out of place and dwarf most housing as do some of the the newer duplexes. They look great but don't fit the neighbourhood.
Agreed
In new areas you could build a wider range of housing, but leave our older communities as single dwelling and don't put Infill 4 and 6 and 8 plexes like other cities (Edmonton, Calgary). We do not need to update for accessibility to playgrounds- less fun
Housing must address the needs of the whole community including low income and those on disability. I have 3 adult disabled children who could not begin to afford to move out on their own because there is no affordable housing available
StAlbert has built enough multi family facilities in the last 10 years. It is time to provide more options that fit within existing and new residential neighbourhoods
Please look at Edmonton's complete failure to protect mature neighborhoods
High…can't expand forever
A vibrant city includes living accommodations that are "fit for purpose". Ny
As a St. Albert resident who moved here from Edmonton, I can attest to the fact that neighbourhoods change when you invite lower income housing. I willingly pay higher taxes to reside in an older neighbourhood because of its charm, lot size and safety.

I agree that affordable housing is needed, however I do not agree with packing people in like sardines. Secondary suites and duplexes as infill are as far as I am willing to go in an already established neighborhood.
Make parking part of the plan. The street should not be considered parking for a new four plex. Plans should include parking on the property.
I strongly disagree with statement 1, as a wider range of housing options (secondary suites, triplexes, fourplexes and low-rise apartments) is way too broad of a range for existing residential neighbourhoods. It will create chaos.
I do not In fill housing very poorly done. over crowds neighbor hood. We do not need dense housing. I do not want over crowded parking. Why are you copying America woke housing policy.
St. Albert is a place for people who want their own homes with most of them being single family.
We do not need multiplex homes that end up giant monstrosities in St. Albert. Leave that in Edmonton. Cut down on the condos and apartments. You're losing the small city vibe,
Do not support increased density in established neighborhoods
Lots in established neighborhoods should not be rezoned from single family to high density. The current range of housing affordability is fine, no need to widen.
I am a resident of St.Albert since 1974, St.Albert has always had large lot sizes with ample parking, the new subdivisions have very limit parking and already look crowded with little to no privacy. Infilling and small lots can stay in Edmonton
I do not agree with inserting multi housing in a strictly residential area, particularly more than 1 level. This impacts house values next to multi housing, parking, storage space in multi housing, sight view when it comes to sunlight, privacy into yards
I agree that St. Albert is a community that should address housing needs of a variety of ages, abilities and needs. But I bellieve this needs to take place by looking at the impacts of the decisions made with regard to long range planning.
In my area were I live, Duplex would work but not in favour of anything else.
Disagree with small lot size and infill housing. Also I did not even get a chance to disagree with allowing basement suites and turning R1 zoning into allowed homes with two families in one house
It would be nice for neighborhoods to remain as family homes where neighbors meet and greet one another and enjoy the peacefulness of permanent residents, as opposed to transient residents who don't usually become one with the community in the same way.
After 45 years living in St Albert we have seen it go from being an economically diverse population to one where our children had trouble affording it after graduation from university. It is viewed as elitist and a place for the affluent.
Housing development should be approved based on a balanced approach with consideration of the needs of all St. Albert citizens.
Any new larger houses replacing current houses need to fit in the neighborhood. ie nothing larger than tri or 4 plexes should be approved

Height restrictions may be more important than actual number of suites
I believe St albert's approach to becoming a "big city" is an error! I have spent 35 years in this town and now we have homelessness & traffic! PAUSE growth and update the infrastructure first! hold off - we are losing our small town feel!
The variance in options has created a big issue as infrastructure is not keeping up with our growth
Wide spread multi family is not the answer in every neighborhood. There can be a portion of the area for this but it should not out number the amount of stand alone housing .
People move to St. Albert for space and live away from crowded places. Your plan increases density for providing services cheaply but ignores what people like about St. Albert - lower density. Especially, compared to Edmonton.
We don’t live in Edmonton for a reason. Parking and road congestion becomes an issue with triplexes and four plexes. Infills so close together you can touch them both. No thank you. Supporting old age at home, yes.
As someone who was born and raised in St. Albert, there is a significant gap in first time owner houses. Many of my peers who have also been born and raised in St. Albert can't afford to live here and have to move into Edmonton.
The need for affordable housing exists at all levels but should not be at the expense of current market values for existing homeowners.
People live in St. Albert because of the existing structure. High density and more lower income properties are not options we want. High density is more strain on infrastructure. Don't duplicate the mess in Edmonton.
Agree with the general principles, but not compromising existing neighborhoods with infill structures that are not good fits, such as fourplexes, and low rise apartments next to single family homes.
So many young people are being drivin out of st albert as housing is not keeping with the reality of today
I strongly disagree with changing the look a feel of existing neighborhoods as they have done in Edmonton.
I disagree with condensed housing in general. It leaves less rooms for green spaces, less parking overall, less neighborhood/community feelings that I love about living in St.Albert. Apartments ruin the skyline view.
St. Albert does not have choices for seniors this needs to be addressed with the aging population.. absolutely No infill housing leave existing neighborhoods as is do not follow Edmontons lead they are eyesores and will not suit our botanical city
People have bought in these neighborhoods for what they are today, not living the shadows of a 4 plex and thereby lowering their experience and property values.
Currently all mixed housing is being dumped in the middle of newer neighborhoods. In Riverside, areas have been zoned for high-density housing in the middle of single family homes. This is not considering current home owners and the ASP they bought into.
I disagree with the plan to build more diverse housing types, such as apartments, in St. Albert. The city has long been known for its detached homes and small-town feel, which is exactly why many of us choose to live here and are willing to pay higher tax

I think we need to be careful about the amount of multifamily housing that is going into St. Albert neighbourhoods. I think when you bring in more affordable housing you require more social programs, which do not appear to be available in st albert
The allure of St. Albert is “the bubble”. Keep the bubble the bubble.
agree with all of the ideas. need more variety of housing in neighbourhoods with buying and renting being available to everyone
Absolutely. Suburban deserts are the worst
Stop social engineering and let our kids have place to live and work.
Parking is my concern with density increase. The city is already unable to support its residents in this regard. Doubling up the residency isn't going to help.
I agree if common sense is used, not overwhelming crescents and existing citizens as Edmonton has done.
With the influx of people more housing is needed
Simply not OK, This will lowering the value of the surrounding homes
Do not want infills where there are multi unit structures being built. No bigger than a duplex in residential lots.
St. Albert is a community, high rises and dense communities will make is Edmonton- we should maintain our current uniqueness
I would rather this than overloading new neighbourhood with apartments
As someone who had to sell their property in Edmonton because of multi plex units, I don’t agree with them. In older neighbourhoods. Skin skinny home and duplexes should be the only infill allowed. I had a 8 plex built next to my home in Edmonton.
In theory I support allowing infills in older areas, I have concerns that we will end up with an Edmonton situation where up to 8 townhouses are allowed on a single lot without parking, and directly impacting the lives of those surrounding. Sensitivity!
We.need different housing options. The in fill the way Edmonton is doing it only benefits the landlord s.
I strongly disagree with secondary suites and large infill properties. People should be allowed to live in a community of just houses as they thought they were buying into
People have a right to live in a neighbourhood style of their choosing without forced reclassification through infill and the change in 'culture' that it brings. Likewise, accessibility can be addressed on an individual basis, not pre-built or designed..

St Albert has to be inclusive of all levels of income affordability
I love that price accessibility and physical accessibility are being considered in this principle. Often, new housing is only accessible to those with high incomes, meaning that we create artificial neighborhoods based on economic status.
Disagree
More subsidized apartments for low incomes seniors
I support housing choice, but not multiplexes/apartments within established single-family neighbourhoods. These developments change neighbourhood character, parking & traffic. Higher-density housing should be along corridors & in designated growth areas.
We need more housing variety, not just dense apartments, and in existing neighborhoods where possible. Only increasing density in new neighborhoods puts extreme burden on traffic and other infrastructure.
I would like to see small house communities. Not everyone is looking for 800000 new build single family home. Single family home on a smaller size could also be an option other then townhouse.
I gladly bought in St Albert twice to stay within a community that works, builds businesses and do not desire to be more helpful than I already am to the wider community. Make it expensive to live here!!
All I see going up in St. Albert are overpriced apartments and houses
Affordable duplexes and triplexes are higher sought, compared to privately-owned condominiums with fees.
The need is there as the city grows
a diverse neighborhood is a happy neighborhhod!
This will cause traffic and parking problems in town, we don't want to be a Jammed packed slum like Edmonton. Secondly, introducing "affordable" housing into St. Albert takes away our advantage, Is the higher cost of entry
St. Albert already has an existing mix of housing options that can accommodate a variety of occupants, families with varied income levels. This survey should explicitly outline the neighborhoods that will be affected by land use/infill changes.
Frankly, I believe there should be more affordable rental options in St. Albert for young adults. The number of old age homes and +55 houses in the area is overwhelming. Not everyone can purchase a home, but want to live within the community.
disagree with high density building as in ville Giroux monstrosity
The charm of St. Albert is lack of multiple family complex's and infills. Please keep it this way!

There aren't enough LTC spaces and people live a higher quality of life when they stay in their homes. A wider range of housing would allow for more income levels to afford to live in our communities.
I agree with the concept of secondary suites to supplement income and provide space for aging parents and families. It's difficult for young home owners to afford a home with these high prices.
Need to address traffic concerns resulting from increased population especially with all the high rise apartments. Mckenney is a disaster from the excess traffic from Riverside.
We desperately need more affordable housing for seniors
The city's growth is already too fast for the infrastructure in place. Hospital wait times = 12+ hours. Swimming lessons sell out in 1 minute. Schools are at capacity. And it takes 20 minutes to drive through town without a ring road. Slow growth.
St. Albert will turn into the mistake that is Edmonton if it creates density in current neighborhoods
I disagree that multi unit housing should impose on existing neighborhoods that would impact house values and those community standards
We moved to Saint Albert to get away from more affordable housing options!! we pay insane property tax and for that I believe we should get to be in a community with similar earners and demographics
This is how we sustainably grow
I don't think St. Albert should be building much multi family housing. It lowers the character of a neighborhood. I moved to St. Albert to get away from the crowded neighborhoods of Edmonton.
I strongly agree with the principle as a diversity of housing allows for better use of space
I do not agree with increasing population density in existing and aging neighborhoods because the existing infrastructure cannot support it. There is not enough room for parking, sewer and drainage is already an issue.
Edmonton has allowed this type of housing and its causing major issues, including no parking, crowded street, new housing that doesn't match the aesthetic of the neighborhood. I strongly disagree with this type of housing.
I agree but it shouldn't all be in Northridge or Erinridge. Jensen lakes is skirting their responsibility to offer apartments like those in other places
Way too many apartments nowadays, way too many.and too many new townhouses too. Especially when they don't have enough parking spaces, it's SUPER ANNOYING to live next to a condo or townhouses.
Not supportive
There seems to be too many apartment complexes in one general area. For instance, Riverside. It doesn't look appealing. They should be divided amongst all neighbourhoods. Thanks.

I do not support infill in the older neighborhoods. I don't like it because it means demolishing an existing home which fits the area that it exists. We must keep the integrity of those areas.
It's important to have a variety of housing options
There are many apartments available in Edmonton, St. Albert should focus on single family homes and maintaining the community that it was built upon
I strongly disagree with triplex and four plex options for in fill housing. The current housing developments maintain the character of St Albert.
These are importantly considerations but shouldn't come at the cost of those who have already invested in St. Albert homes and neighborhood.
Not sure we are the right environment for wider housing options
I feel that it costs more to live in STA and affordable housing is only one aspect. You need to be able to afford daily living costs. Not everything can be subsidized
It leads to higher crime rate s. As it has done with the rush for affordable housing other properties value have gone down
There isn't enough housing for an average income person.
More options for retired and young people to afford
Building in established lots in the community rather than having lots sit empty.
Housing needs to be affordable as things become increasingly unaffordable for people with limited budgets such as seniors or people with disabilities on fixed incomes
To fit in St.Albert neighborhoods it should be single family homes or duplexes, four plexes & etc. create more traffic and with no car park spacing cars park on the roads and in winter can be so dangerous as it narrows the road.
Adding more high-density and low-income housing like duplexes, triplexes, and fourplexes is not something I support. The city should focus on maintaining safety, property values, and neighborhood stability instead of pushing rapid densification.
DO NOT agree with any type of INFILL in existing residential areas . This not only undermines the character of the neighbors and the overall benefits of living in St. Albert
Agree to various & accessible housing but not in form of triplx fourplx low rise in existing neighbrhds
Not for infills that support multi family living where a single family home once stood. It creates issues with street congestion and parking problems. Save theses for newer developments.

We don’t need anymore apartment buildings and multi family housing as our roads are already unbearable with the amount of traffic that we currently have. St. Albert has become the land of red lights and frustration already. No need to add to it.
A diverse group of citizens will make St. Albert a stronger community and a better place to live.
I do not agree. St Albert’s character must be maintained by keeping older neighborhoods as is
Need a range of housing options in every neighborhood
I find that options for seniors is lacking- by this I mean AFFORDABLE. It seems every new place is designed to take all the seniors money. I hate to move away but costs here are absurd.
Don't mess with the existing neighborhoods. If affordable single family homes can't be built then I think we have a different kind of issue.
I do not agree or support garage suites or infills that are more than 2 dwellings per loy
Changing St Albert will make it the same as Edmonton. We don’t want that
I don't want St Albert turning into Edmonton.
Don’t want to see infill housing
Existing neighborhoods with primarily single family homes should not be densified with multi-unit infills.
I don’t want to see over crowded neighborhoods
Overall agree with this principle however need to ensure the city retains neighbourhood architectural guidelines and zoning regulations
Housing is very expensive in ST Albert, difficult for young people starting out and on seniors who do not or cannot afford senior living or face a long waiting list to get into accommodation. Reasonable rent prices with a small community of support.
Simply we need that
Supports a flexible housing system by allowing more housing types in existing neighbourhoods. This helps meet diverse needs, improves affordability over time, supports aging in place, and builds more inclusive, resilient communities.
Agree without sacrificing quality and pride of place

People need to take care of themselves. Municipal government needs to take care of the basics like potholes and snow removal before they venture off into ensuring everyone's preference or want is met.
I believe that making St. Albert accessible to people of all abilities and incomes is important to growing the city, with infrastructure in place to support
Infill is a disastrous proposition. Look at the condition of Edmonton. Once respectable communities are an eyesore. Allow for more mid to high density residential in new developments
None. We have too many low rises and other low income housing as it is
No! We dont need low income people in St.Albert. low income = high crime rates. We leave Edmonton to escape the trash! We pay higher properly tax to live in a higher class city.
Too many rentals already. Lots of properties are not taken care of. St.Albert was better when taxes kept people away. More people took pride in their yards and kept sidewalks shovelled.
High rises and multi unit housing should not be allowed in existing neighborhoods. Home owners chose that neighborhood based on what WAS CURRENTLY there. The city has ruined most of Oakmont by allowed the huge high rises on the old Lois Hole site.
People buy in a neighborhood for a multitude of reasons and may have bought their home in a particular neighborhood based on the density of the neighborhood as a factor. I wouldn't want to live next to a 4plex or condo. It affects my property
I believe we have a strong base of single family homes and a strong road network. We need higher density in select locations where we could incorporate future public transit hubs or LRT stations.
Very important for all.
I do not agree with affordable housing in downtown St Albert! There needs to be more restaurants or shops in low buildings added to downtown but not a high rise! We bought downtown for the quiet area and to access the Farmers market! So disappointed!
S
Improving the overall availability of housing is key to long term growth and affordability, and building healthy cities and communities.
This principle leads to DENSITY. Density leads to CONFLICT. Conflict leads to unhappy city residents.
Older St. Albert neighbourhoods are greener (e.g. the Gardens, Forest Lawn, Braeside, etc.) compared to the concrete jungles that are the new neighbourhoods like Jensen Lakes. Income level should not be the determining factor in who live in such places.
City counsel is ruing St. Albert. What was once a charming fity has become overrun with way too many apartments, duplexes and town homes. Go back to what made the city great.
St. Albert is really missing housing outside of what mid-career professionals can afford. New towers and even new neighbourhoods being built are categorized as luxury. Most people can't afford them.

As evident, I'm in full support of principle 1.
Infill is destroying Edmonton. It’s making neighbours over crowded and difficult to live in. Unless infrastructure is upgraded to allow for higher density I disagree with it.
More choice is important, I dont think aging is place should be as high a priority as providing a wide range of housing options that serve different income levels, aging in place would better be supported by grants that allow folks to retrofit/add ramps
Multi unit housing creates more problems in areas that have previously been established a single family housing. Strain on Utilites, parking, etc.
I strongly agree with this Principle. We need more diversity through socioeconomic factors to bring increased growth and commitment to St. Albert.
These features are great to include in new developments. They are very difficult to insert in established areas. I do not support re zoning the properties in established areas to allow for multiple family dwellings.
There are too many people in existing neighbourhoods already. Parking is impossible in many areas. To add in more housing options will only make it worse!
We already have a huge number of areas in the city that accommodate lower rent and ownership. I strongly oppose multi unit buildings going into single unit spaces as infills.
It gives Home owners the ability to add or improve on existing houses or infills. Adds value to the neighborhood
The last thing this city needs to the addition of triplexes, fourplexes and more apartments on top of the 10 plus apartment buildings the city has decided to slap up in Riverside
Let's add variety, but use form-based restrictions to maintain neighbourhood fabric. Mega mansions currently dwarf adjacent 1960s homes along Gresham. Don't allow splitting of single lot into TWO mega single homes! Make it owner occupied, not rented.
We need affordable housing in St. Albert, and how that looks are options listed. We can have the feel of St. Albert while adding options.
NO 4 PLEXES AT ALL Do want a 4 plex built next to your property. If you answer yes I think you are lying.
A wide range of housing options is important, but in existing neighborhoods they should not be taller than 2 stories so that people do not have to worry their yards will fall under shadows. Gardening is important to many.
Stop with the low income housing expansions it bringing down property values and ruining the great areas example Bellerose drive
There are plenty of new developments within St.Albert that can accommodate new buildings with unique needs. St. Albert does not need to turn into Edmonton. There is a reason people move to St. Albert and are proud to call this home.
I think it's important to allow for controlled and reasonable densificaiton of various neighbourhoods of the city.

All of these will just drive down property value.
I don’t agree with more people living in existing neighborhoods. More people = more congestion and more trafffic. St Albert is beautiful and people want to live here. Don’t make it a *.
Strongly agree with all, but also don’t want these options to attract the wrong kind of people
No thanks, I'd rather not.
It isn’t that high. I think the missing middle could be created in St. Albert with some more affordable single family or duplex. The row housing isn’t necessarily the middle and already exists and is planned to be built more.
We need to condense housing to reduce the sprawl of land being used
I am in favor of a wider range of housing options for all the stated reasons as long as the implementation of these different product types are managed effectively to mitigate the challenges that accompany them (undersized roads, lack of parking, etc.)
If people want affordable housing, they don’t have to move here, there is morinville and Edmonton. If you increase the population without fixing the roads and expanding hospital and school capacity, then you’re doing a disservice to St. Albert citizens
Disagree.
do not overall agree.
I agree with the principle of having a variety of housing options to meet the needs of a diverse population. However, I strongly disagree with some of the already build high density developments which resemble overcrowded *-like housing units.
I do like this principle. Affordability of housing will attract many age ranges to the community and help support people who want to purchase a house and say in their living situation. Accessibility will also allow seniors to stay in their housing longer.
Build this wider range of housing options in NEW communities.
Currently I believe there is a lack of housing for single or retired individuals that are looking for a smaller footprint homes but who still want a home with full autonomy without condo or HOA fees.
I don’t want to see my beautiful city to start to look like Edmonton with multiple duplexes and apartments keep st. A how it is with nice single family homes
Housing options must be suitable for the neighborhood they are in. No monstrous buildings outshadowing existing homes. They should complement each other.
I just moved here from Edmonton and condensing population in St. Albert through rentals, apartments etc will significantly diminish the character and quality here. Crime will increase as well.

In moderation a wide variety of housing options should be available
Very strong. St. Albert needs more density and affordable housing. Especially near downtown. Downtown St. Albert is like a ghost town on Sundays even on nice days because you have to commute there because there is not enough dense housing there already.
Multi generational housing, and affordability across all levels of income, as well as multi racial diversity are all important to me
I hini a higher population density in St. Albert US to benefit tihe constrution industry and real State industry to rezone Green belt ateas nothing to do wih citizens
Too often infills do not fit in to exsisting neighborhoods in size, height, and in consistency with the housing that already exsists there. No consideration is given to sunlight, views and water issues for the exsisting home owners, & off street parking !
We do not need to jam a bunch of houses on tool of each other or cram more people into neighborhoods I moved to StAlbert to get away from Edmonton who cares only about maximizing the amount of people. We can afford taxes. That is why I live here.
Saint Albert is a municipality that thrives off of single-family dwelling housing and the demographics that are able to afford those housing options. For safety and density reasons we should be limiting the amount of multifamily development.
People deserve choice based on their needs and what they can reasonably afford.
The concept is fine. Changing zoning around existing homes, adding paths in green spaces, adding housing in assumed park areas is unacceptable and should be avoided at all costs despite developer pressures.
I would potentially support these option for future development with appropriate access to support/ transportation but currently adding these within existing neighbourhoods is not appropriate
No
I agree that affordable multi generational homes are missing in stalbert but I don’t want to see single detached homes turned into complexes, new units should be built in new neighborhoods.
Limited support for variety of housing
Too much transient housing options bring transient residents
I think expanding the housing mix is very important, but we need to do it in a way that preserves the character of neighbourhoods. It needs to be thoughtful and well-planned, not a free for all like Edmonton
7 out VB of 10
I think having different types of structures in different locations offers different types of owners opportunities

Strongly agree with all
I agree, but attention needs to be paid to fitting into the existing architectural design. While the city is mostly single family dwellers, multi family dwellings needs to fit in with the area, not stand out as exceptions
Smaller and affordable homes for single people and independent seniors is in need.
No infill
Don’t agree when you have triplex’s and duplexes in residential there is never enough parking these areas where not made for multi family homes
We just need a coop style safe neighborhoods
I think we should have a variety of townhomes and duplexes available to those who are purchasing their first home.
While I support #2 and #3 I do not support infill housing that changes the character of the neighbourhood.
Need an LRT or something to get people to jobs.
There is not enough infrastructure to support a greater population in StAlbert. Growing housing before local businesses is going to overpopulate the area and cause urban spread before solving the underlying problems.
Existing neighbourhoods define the character and quality of life of St Albert. Even purpose build high density neighbourhoods such as Riverside, already show access to parking, snow removal & animal control problems that would destroy existing character
I don’t agree with multi unit infills (4 plex, 8 plex units) in existing single family home neighborhoods
Cramming more homes into already cramped neighbourhoods will be a nightmare for street parking.
We don't need investers putting 3 plexuses and 4 plexuses in residential areas. I paid for a single Famliy home and don't want lots of renters that don't care about the community. You can definitely tell which homes are rented, by the upkeep..
People buy homes in St. Albert to get away from the congestion of Edmonton.
Broadening types of housing can cause density issues with vehicles parked on residential roads, which increases safety risks for Emergency response vehicles from entering areas and puts children at risk when playing outside. Riverside is already an issue.
Infill properties, more apartment styles do not match the current character of St.Albert. Everytime we drive by the new apartment buildings popping up it is wildly out of place.

I am an active senior worried about rising senior shelter costs
I do not agree as the range of housing types is too large. Definitely DO NOT go down the road that Edmonton is taking where the multiplexes barely fit the lot.
No issues with alternative housing options as long as parking is not an issue for existing residents, it is not subsidized by taxpayers, and increased density comes with additional schools, hospitals, etc.
I don’t think any older neighbourhoods should have houses knocked down in four Plexes put on any lots or duplexes if it was a single-family dwelling beforehand this plugs up neighbourhoods and takes the feel away from why other people purchased the homes
We definitely need to expand our types of housing; it is vitally important to stop housing from becoming simply an investment, but return to being considered simply a home; we need to provide different types and different prices for everyone
Impact has not been considered in higher density developments in St Albert.
That huge apartment building in Ville Giroux is a horrible blight on St. Albert. It should have never been allowed.
It's misguided. Tippy toeing around the real problem while sacrificing both our history as a community (both socially and environmentally) and not denying level of excellence that used to be the st. Albert standard
St. Albert needs to be affordable and accommodating to all people. Not just rich people
I like my neighborhood the way it is. I bout a house in StAlbert in my neighborhood because of the nature of the neighborhood, density and housing. I don't want it to change. Change will for e me out. I speak for a number of my neighbors on this.
Removal of Euclidean zoning all together. Entire neighborhoods of single family homes with zero commercial services leads to unneeded transportation times and costs. Expansion of housing is a start but only solves half the problem
Need affordable one level housing for seniors
While in principle it sounds great to build affordable housing this is NOT what St Albert is known for. Infill houses that loom over exisiting houses are a blight and are NEVER actually affordable. Can we focus on new housing for seniors? Pet friendly pls
St. Albert is not a major city. We should not be focused on density. Existing neighborhoods function as intended. Adding smaller more compact units will only increase dependency on aging infrastructure and cause more congestion and delays.
I agree there should be a middle class. However I disagree with low income housing. I dont agree with tearing out our green spaces to make room for low income who dont take care of the homes or the community
Existing neighborhoods infrastructure was designed for single family homes. Replacing them with multiple family units puts costly strains on water/sewage, electricity, parking and decreases property harmony and value on existing single family homes
Sounds like low income units no thanks

Must be careful with adding multiplex structures in established neighborhoods. Parking and higher density is always an issue. Infill (single family)are fine. Multiplex should be built in the new neighborhoods where there is already higher density.
I believe the city should have options for everyone and not just wealthy homeowners
St Albert should support greater diversity.
I believe the current neighborhoods are great the way they are. It's awesome to live in a neighborhood with traditional homes and values. No low cost infill housing please.
Housing is vital to people of all income levels, ages and abilities
Providing housing for low income should also mean community supports like food bank, social supports, social work
St Albert population is growing to large to quickly.
Strongly disagree. Jamming more people into smaller units on the same size properties only seems to be of benefit to developers and landlords not homeowners with families. This approach is already undermining Edmonton communities and should not be adopted
Disagree. The appeal of St. Albert is the quality of living, not the affordability. The tradeoff of paying extra taxes and paying for a proper home and yard within a cozy neighborhood is well worth the higher cost it demands.
Infilling has many negative consequences. In a province as large as Alberta, avoid it.
Highly disagree. Neighbourhoods are not set up from a parking perspective to house more than single homes in the neighbourhood.
Do not agree
Restrictive covenants are required to preserve the quality of the lifestyle and housing in established SAB neighbourhoods. Densification= Destruction
Restrictive covenants are required to preserve the quality of the lifestyle and housing in established SAB neighbourhoods. Densification= Destruction
We are a prestigious suburban city. That should be compared with elite cities like west Vancouver. We are downgrading our city through over population and massive apartments. We are not a low income community yet we are trying to become one
City should not be subsidizing housing. Let market forces and competition be the tools to set prices. NO taxpayer money should be taken from people that work hard to pay their taxes just to be used by someone else to lower the price they pay for accomodat
St. Albert has always had a higher standard of family and tradition. Existing neighborhoods should not be forced into multi family homes which would lower property value and decrease the standard of living. To add seniors in this question is manipulative.

We choose St Albert instead of Edmonton because of the social economic middle class with the expectation of safety, cleanliness , social consciousness
Housing is so expensive these days that most people can’t afford a whole home. Having options such as townhomes, duplexes, etc., allows for more affordability
St. Albert is a close knit and vibrant city, we can build on it by making sure more people, and many diverse groups of people feel like they can belong and contribute to the city
Infills will lose the St Albert neighborhood character. It’ll be a strain infrastructure like parking. Less privacy as you cram more people into a neighborhood.
Keeping a range of people in different ages and stages in the community increases the vibrancy and stability of St. Albert
I agree with St. Albert as a whole having different options available but worry about what that means if we try to fit them into existing communities
I don't agree with the idea of changing the make-up, particularly with regard to Infill. A norm has been established, and changes in; House Size (Area, Heigth, Number of Included Dwellings) and Change of Zoning Classification only distract from the Norm.
I feel we have gone to an extreme with this and there is a large volume of these homes those already.
Strongly agree to increasing affordable barrier free access for all
A variety of housing options is important to allow for various life stages to be able to live in St. Albert, from single person to families with kids to empty nesters

Q8. Please explain your overall level of agreement with Principle 2.

Overall - agree with these statements. There are many factors to consider - finding a balance is challenging!
St Albert can not be afraid of infill housing. Many options make for a community that welcomes all. Having some density mixed with traditional single family homes offers options.
New development should integrate well into existing communities, but it can't be a veto. Walkability, active transportation, and densification are great things that will add, not detract from our growing city.
Agree - transportation and walkability are all great things for the City. More neighbourhood commercial integrated into new communities!
Residents want ammenities close in walking distance which improves health and the environment

Proper planning to respect existing neighborhoods is very important. People will choose new neighborhoods for their needs so planning for services and housing should be made transparent so people can make informed decisions as to where they move.
I agree in principle however I do think that we are a winter city so accessibility is important but bike routes are not top priority. Transit options are only priority if there are adequate transit times and options.
We don't need bike lanes or more bus routes. We need properly designed intersections and streets.
Bullet 5 is double-edged as when you increase density in mature neighbourhoods there is not typically additional commercial areas able to be developed to increase walkability. The smaller businesses have difficulty competing with the big players.
Agree
I dont know that having more "compact" communities is the goal? If I wantes compact, I'd live in Edmonton. And even their communities don't seem to be being built as compact as ours
A transit oriented neighbor is nice in theory but not necessarily totally practical
I agree their should be a focus on walkable neighborhoods
I am in agreement with walkable mix of housing, workplaces and amenities in strategic locations.
Nobody needs bicycle lanes at this latitude. We don’t want your 15 minute city.
Mostly agree.
We need more variety, particularly as older neighbourhoods continue to evolve. However, I feel we already have good walking, cycling, and transit infrastructure - they're just underutilized because of low density (and population decline in older areas).
More transit and walk ability would be nice
A walkable community is important
I agree on the compactness of new neighborhoods but not at the expense of established ones.
I think the new development areas lack in a lot of areas that the older areas have. The older areas have better non-residential spaces while the newer areas lack ravines and trails (and trees). Compact designs don't always allow for livability
Some areas are now way too far out to support walking everywhere. Not reasonable!!

Continuing to connect communities to the trail system and making sure all neighbourhoods are walkable is important
We can just add more housing options when the current infrastructure can't handle the population increase. We pay more taxes so that we don't deal with a lot of issues
We have an amazing trail system already. We do not need bike lanes to clog up our roads
100% St. Albert should be support active transportation! Trails should connect our city. More thought needs to go into ebikes. We stopped cycling with our kids along the river after they were almost hit by a ebike speeding along - not safe anymore.
Connectivity is important, and our path system is very valuable.
I agree with all statements and it aligns with my opinion from principle 1.
Having resources and amenities nearby or accessible by public transit is valid, however compacting or rezoning existing neighborhoods is not fair to homeowners who paid more to purchase a home in a spacious neighborhood. Transit could be improved.
Development should not impede present home Horner’s. Especially height restrictions. No home could be taller than the one beside. Also, parking should be mandatory in all new homes.
Primary consideration with development of mixed housing types is that it NOT be developer led, and NOT be dependent upon in fill sites wherein a single dwelling is converted to any more than 3 dwellings, with stringent restrictions on building height
New development should have no less services than existing areas, but creating a compact environment, while it sounds convenient, gives people less space to enjoy at home
St Albert has never been a walkable city and will never be that. Too many major roadways.
Maintain and expand the network of bike and walking paths. they are an important feature of the city. Public transit seems underutilized in the city and levels of service does not need to be expanded, except to include growth to new residential areas
Compact doesn’t mean walkable, it can also mean congested and less visibility
Making the city more compact isn't the answer. We need to expand thoughtfully within a new or existing framework rather than just making older neighbourhoods newer and busier.
I walk a lot and this city is too car-centric.
You should be able to walk or cycle to every major section of St. Albert without being next to a road.
Bike paths are good and used all the time. Do not change streets into bike lanes, it just creates more congestion and headaches for our senior drivers

Maintain the novelty of areas
Adding bike lanes to accommodate 5 months of light transportation use is not practical and no one wants to be packed in like a sardine
Again, keeping character of St Albert is important. Respecting investments by current homeowners is paramount.
Dumb survey. Obviously none of you have been poor
While these are all good points we need to remember we live in a climate where biking or walking everywhere is not an option year round. High density is going to cause parking nightmares and street congestion no matter what. Everyone needs a car.
I agree with fostering communities but disagree that varying housing options would do that.
To put it simply, I understand the benefit in adapting our growth towards the 15 minute city concept. Ive seen how it works in Europe.
Love the idea of walkable communities.
I want options. I do not want to be limited in movement. I am completely against 15 minute cities. Amenities nearby is definitely a benefit, but I would want the option to go further when I decide.
Principle 2 aligns with my overall comment on principle 1
Community is still based on cars, could never afford all communities close to a school , job, Costco, hospital, library, recreational facility, dog park etc.
Transit is important, but in our climate, snow and ice make most sidewalks and trails dangerous for 6 months of the year. Let's not pretend this is California.
I generally disagree with Principle #2. Again, the 3 statements are disconnected. We can't handle the density we have if that's what 'compact' means. It's a nice idea to have walkways but w/ limited resources and climate change, impossible to maintaini
Keep developing bike trails for mobility
I agree with supporting the development of complete communities. New development should prioritize active transportation through the community, while also maintaining connectivity with surrounding neighbourhoods and areas.
Stop cramming in more and more business. The same repetitive ones
We don’t want more compact areas, if we did, we would live in Edmonton. Also, the gross eyesore of an apartment complex being built off of Giroux and the Gibon is the opposite of what we want in our community.

New developments are being built with amenities like this in mind. Building a four-plex won't change urban sprawl and less amenities the further out you go.
In the rush to build shiny new houses, the character and livability has been sacrificed. The lots are too small, don't allow for gardening or trees. Every development crams in way too many units.
If it's bike lanes like Edmonton, *. If it's a trail system. I would change my answer
St. Albert is walkable/bikeable enough, focus on maintaining and expanding current infrastructure which is desperately needed.
Somewhat
The city is drowning in debt. Let's not keep this up by spending unnecessarily
Transportation is important.
If people want to live like rats tell them to go to Europe or Asia.
Disagree
St albert is pretty accessible already with bikes and trails. I can't speak for transit
If things are planned well and align with the wants of the people. Fine, but to put in bike lanes to not e used or bus routes that are underused is not a valuable use of our tax payer dollars. Make it make sense and leave the parks and trails that exist
Just dropping complexes in areas with little or no amenities is pointless
We do not need new homes closer together! As it is, all the newer neighborhoods are on top of each other! There is not even room enough for a visitor to park while visiting a friend! Do we discourage having friends and family over now in this day and age?
If aging in place is a priority, public transport must be easily accessible, and walkable.
any new development should keep in theme with the rest of the city, a seamless blend to still feel like part of it, not just outside the city.
Transit and infrastructure planning will support additional vehicles on the road and bottlenecks addressed allowing greater access and egress from neighbourhoods.
trail system is important.

I hate all the new development and will never buy in these areas. Yes it is nice if there is trail system, and shopping, and it should be easy to drive in and out. Not a maze, and not narrow., and you say compact, that says cramped.
Please don't waste more money on the never ending sinkhole that is transit. This should be a commuter system to Edmonton with people DRIVING to their local transit station. Transit running through neighborhoods is stupid. The buses are EMPTY!
my neighbourhood is 98% houses - I want it stay that way. No row housing, no 4 or 8 plexes. no apartments. New builds in another area def need amenities, just not here
overemphasizing "equity" + trying to reduce car dependency is ideological + isn't focussing on what we actually need: affordable single family homes where young couples can have and raise children.
Accessibility is good
Housing has nothing to do with making the overall city more accessible
Most establish neighborhoods are already connected , the sprawling neighbourhoods are further out and should have bus and bike access
St. Albert works because it is close to Edmonton but still feels separate from the issues of a large city. Transportation to and from Edmonton is important but not the paramount consideration for st. Albert residents.
I don't think walking and bike trails should be a priority to create connection. As looking at the path being constructed behind Meadowview diamonds at $4.7million is not good use of tax payers money, when another trail exists across the river
we have walkable areas. st. albert isn’t designed so we can shop walk etc to work. never will be. not enough density of these services. we are a bedroom community. that is why people choose to live here.
100%
Why focus on biking and walking when we have such a harsh winter 6/12 months of the year? Doesnt make sense to me.
We already have great access. Best in the city
Compact areas within reason - keep St Albert livable with room to breathe.
No one wants to live in a slum, the city should feel unified.
I do not agree.
This is essential for building sustainable and connected communities.

We are strongly b dependent upon our vehicles. Moving away from that helps make our city more fit
I agree. Not supportive of infill of multiple-unit housing bordering single homes. I support this in new communities where people have choice.
100%
I agree with the trail system that currently exists but transit is not used enough in St. Albert to spend a lot of money on this.
The majority of people in St. Albert drive. Please do not add bike lanes. What a waste of resources and money for something never used.
The second you put in an LRT from Edmonton to St Albert you will be overloading the community with criminals. Terrible idea.
New homes are way too close to one another. No room for for parking and it's a fire hazard
Communities need to be well connected for all levels of mobility. Keeps people in Communities connected.
Riverside still isn't connected to the rest of St. Albert. You can't just dump a bunch density in these new communities and not update the infrastructure and connections to the rest of the city.
Trails are key. Need to make sure the communities are interconnected by trails making them walkable an bikeable. High density urban districts like Botanic could be replicated elsewhere: Downtown & vacant kingswood land for example
Bike paths, walk paths , trails , parks are the best ways to bring community together in a meaningful non structured environment. Social and cultural centers are nice but very limited. All ages can utilize open spaces outdoors.
Neighborhoods should be connected.
Can we please have the Metro Line NW LRT extended to Naki? Pretty please?!?!
Having more compact housing shouldn't affect things being in walkable distance. In woodlands you can walk to the Italian Bakery despite it being mostly single family houses in that area. Same with Oakmont. An excuse to cram in compact residential building
Increase amenity availability in proximity to residences
Walkability is great, but we live in a city where winter is 6 months of the year. No matter how 'walkable' or how much cities push people to take transit, realistically a family oriented city like st. Albert is going to have people that will prefer to dri
Walkability is key to sustainabilty of comunity. Existing development should not limit improved walkability

In a completely new quarter section of land, if you want to incorporate new designs, fine but you must include enough parking for vehicles. Retrofitting existing neighborhoods does not help exiting owners or make it affordable, this is a waste..
Keep existing neighborhoods as they are, and new communities appropriate for St.Albert's existing format. St.Albert is a great city the way it is; why make changes that will no longer keep it one of the top cities in Alberta.
We are WAY TOO car centric in St Albert. I shouldn't have to drive everywhere I need to go.
I have no idea what question 7 is supposed to mean
Overall in agreement as St. Albert should cater more to its river valley and make it its star pupil like Edmonton. What we DONT WANT ARE BIKE LANES AND WALKWAYS TO TAKE AWAY FROM EVERYTHING ELSE. NO BIKE LANES LIKE EDM. NO BIKE LANES
Selective as per neighborhood
I agree with this one.
thoughtful design and planning is absolutely important in preserving st. albert and the safe/functional community we have
I like this idea bt please don't pretend that forcing in triplexes and multi-family housing randomly into existing communities is "thoughtfully integrated and connected to its surrounding area".
if implemented thoughtfully, this principle supports sustainability, accessibility, and long-term livability. It reflects current urban planning best practices.
Having more diverse options does not preclude having better walkable areas, how the development is planned and fits in with surrounding area will determine if walkability is improved. New developments need to consider surrounding context and character.
I feel the majority of residents have a mode of transportation, so can and are willing to drive to needed amenities.
Okay in new developments but not existing
This is all the same * just said differently. Don’t these new communities have walkways etc??
Focus on improving current road infrastructure, stop promoting the enhancement of bike lanes, St. Albert already has suitable biking infrastructure.
Connectivity is one of the most important factors when introducing increased density
A staple of St. Albert is its walkability. We must maintain this

Not everyone drives a car so we don't need to develop housing as we did in the past that was car centric. I hope to live in a home that allows me to walk to get groceries, coffee, and other daily necessities
The first one sounds like a 15 min city which is the worst idea known to man, the other 2 I can get behind.
Space between homes is important. Hundreds of apartment units are not compatible with the feel St Albert was known for. The ambiance of the city is quickly getting stripped away.
I strongly agree with the 3 statements and believe they speak for themselves.
Very much agreed, but we should be careful how we implement bike lanes. Bike gutters don't really seem safe or effective. Continued growth of our multi use trail network should be prioritized. Using the multi use trails should be encouraged.
#5: This is a confusing question. While I agree services should be closer together and walkable within communities, I don't understand how ypes of housing options are releven #7: Why compatible with what already is. This will only stunt and limit growth.
I think these questions are too vague. I think most people would Agree with #7, but what are they actually agreeing to? How will it be compatible, and "connect well" with surroundings? Does this mean making rules about exteriors? Rules about trees?
Transit and zoning change to allow commercial development in residential areas is of utmost priority for non car based access. Cycling is secondary, there is limited time in a year and the community as a whole is better served by transit/walkability
Ridership demand follows supply, not the other way around. Therefore putting in transit without heavy reliance on ridership statistics may be needed
Stop urban sprawl
I moved here from BC to get away from the bike lane, need for bus and issue with housing. Don’t recreate that here.
Walkability is key. Better and wider sidewalks will be great when planning these new neighbourhoods.
New development can embrace these principles as those choosing to purchase in these areas have the option to support the principles or just not purchase such properties.
Over into a seniors duplex complex and there was a promise of a grocery store being developed within walking distance. Influenced the decision to buy and guess what - 14 years later - still no grocery store in walking distance.
There is usually a mis-undertanding of density and infrastructure. Yes infrastructure costs are high and sometimes density helps, but disregard of wear and tear with regards to increase density on already inplace infrastructure is rarely examined
Agree for new neighborhoods/developments only.
I agree with the intention of the principle, but as always, it needs to be executed well to pay dividends.

It unrealistic to change a city like St. Albert to a walkable community. Too many things have to change to support such a change.
I support more walk ability and better transit but we also have to consider increasing traffic in areas that are not designed for it when considering new developments.
This is a bedroom community the price of a home reflects that, in having more connected areas and walkable areas the limited space for parking cause other issues which does not fit with this being a bedroom community
Completely agree.
St Albert is attractive largely due to its beautiful parks and trees. We need to keep that reputation
Walkable cities are the way to go. St. Albert Trail and Boudreau are way too busy now
We don't need more housing options. I don't want St. Albert to turn into Edmonton. We moved here for a reason.
No matter how it is worded i am against this. There is not enough money that could he offered through the HAF to destroy this beautiful city. There are several cheaper housing options in the greater edmonton area.
Same as phase 1 this is starting to sound exactly like what Edmonton is doing and it’s become a horrible place to live over the years, hence why we moved to St. Albert
Any way to reduce vehicle traffic would be nice, especially in the downtown core and attending Arden events where parking is AWFUL!!!
As stated previously, infill should not be forced on established older neighborhoods. There's a reason why people choose to buy their family homes in these areas. Also, please get the bikes and scooters off the sidewalks.
Same comment as previous #1
I like the idea of being able to walk to essential services (libraries, grocery stores) but, this would involve considerable redesign in St Albert.
Agree
The above represent core values that most would agree with but recent connecting regions show that we are so far from understanding the applicabe approach that they should be considered as a failed attempt. Public imput was ignored and change rammed thru!
Trails, green spaces, and appropriate business dispersion is great. What we don’t need is wasting money of things like bike lanes that only are used very seasonally and huge expansions of transit. Again, look how ineffective Edmonton’s implementation is.
Agree and mostly achievable- except don’t think it’s realistic to have good work opportunities in a neighbourhood that is residential. The rest is all possible and a good goal.

Walkability is important however ensuring driveable solutions and parking is also important so a balance is needed
I am not in favor of 15 min communities. I do like shopping to be accessible to people in apartment buildings and adult living - so they can walk there. I do not want single family areas changed to high or moderate density housing.
Especially making sure that low income housing is near transit and walkable shopping.
Historically St Albert has designed pathways and walkable connections between neighbourhoods. Important to keep this going
Less vehicles = less noise = less pollution.
St.Albert is already known for its “complete communities.” Why do we need to change it so that we are like other cities where this does not work?
Infill or housing that doesn't require parking is asinine. We are a winter city, people drive, period. It is very common for 1 vehicle per adult in a home, sometimes with a spare such as a work vehicle. Parking must be incorporated.
I totally disagree with compact housing to much conjestion. We are a winter city bike lines are useless . Everyone travels to working. Cars are the way to go. We are subtizing Busing way to much time to end this woke idea
I don't feel that putting homes in compact tighter spaces is what we want in St. Albert
Current trails are sufficient. Not every trail needs to be a paved trail. Walkable areas should have mom and pop sized businesses, not box store in the middle of residential.
The new subdivions are too compact, the space between houses is barely walkable, basically row housing, every house should be able to accommodate 4 vehicles
Multi housing should be planned in open areas not located near single family homes. We invested all that we have in our homes and neighborhoods that are single family. Architecturally they should be planned where single family homes are not impacted.
We need to ensure that any new development or infill fits with the constrains of the development area. Considerations for traffic, bussing, and necessary amenities should be taken into account.
Not sure how more housing options accomplishes this but if it doesn't disrupt existing neighborhoods then worth trying.
We need to develop neighborhoods again. We have lost that in many areas.
A balanced approach to housing development.
Complete community should be aware of bungalows, backyard spaces and solar panels. Not density for the sake of density.

No more housing options other than LARGE lots for single detached homes. No bike lanes and make better larger roads. no low income housing that brings big city issues!!
Having basic necessities in walking distance should be a common place for all areas being proposed.
You cannot connect high density, living areas, and walkable areas. You are unnecessarily making the connection to get a biased answer. These two issues are not dependent on each other, but are independent.
New cookie cutter homes-no. Accessible communities would be great if they didn't cause so much congestion, accessiblilty issues getting in and out of that community. Edmonton's transit is a cluster…don't do that here
St. Albert has the small town feel as well as priorities nature and outdoor activities. I agree that any future housing should promote this
There needs to be thoughtfulness in the connection between the existing infrastructure and the new builds
The existing structure is acceptable. Adding things like bike lanes that are vastly underused compromises the roadways and parking.
We need more housing period
In new neighborhoods I agree with this principle.
Cycling should remain on sidewalks and paths. More trails, heavy on trees and other foliage should be integrated into new areas. A lot of new St.Albert development lacks greenery.
We do not need to be living together in a confined area. There is a lot of space to build and give people room to breathe and their children room to play
Medium and high-density housing without proper infrastructure is irresponsible and makes for traffic difficulties. Newer neighborhoods should still maintain the suburban feel of St. Albert. Hugh density is more effective along major roadways.
As the community becomes more income-diverse, it brings a wider range of housing needs and lifestyles, which can gradually make the city feel more like a larger urban center—similar to Edmonton.
Again being careful with the amount of multi family housing so that it does in fact keep with the current environment of the city.
Bicycle lanes are a waste of time and money. Expanding cycle and pedestrian walking paths and routes through neighbourhoods are great and important however we don't have a long enough season to have bike lanes dominate the roads- this is too idealistic.
Absolutely 100%, it is massively valuable in multiple ways (financial, cultural, health) to have walkable, pedestrian-focused communities, even if it isn't feasible in large swaths of the city. No excuse to build more sprawl over sensible modern designs.
having transport and mixed use buildings and walkable communities and and bussable communities makes it so that people can interact with their community better and not be reliant on cars and can bring more variety to neighbourhoods

Fewer cars is good, convenience for non-drivers is great
This is crazy
No bleeping bike lanes. We're a winter city. Leave the bikes to the river pathways.
Again, common sense must prevail. Citizens must be included in decisions, not just developers.
At present homes are built too close together, causing severe fire danger
Cycling options are important in a designated areas oike parks, no need in designing roads and creating lanes on main roads
Alignment with municipal development plan question misleading. For we don't know what the plan is exactly
Riverside and the new 8 storey apartment block in Northridge are prime examples of shoe horning too many accommodations into small footprints leaving a rabbit warren of oppressive living spaces. And none are affordable for lower income, or seniors.,
Planners need to use foresight when planing communities.
This looks like a way to limit driving and parking access
This is too vague, what do you mean by plan and improve transit, that could mean anything. Making housing areas more compact does not improve quality of life , it makes it worse for everyone. This sounds like 15 minutes cities to me.
I love St. Albert for its paths, parks, and natural beauty. The more we can encourage people outside with walkability and practical design, the better out mental, physical, and social health!
More walkable parks
Increasing density in established neighbourhoods isn't the best way to create walkability. Services & amenities should be planned first, with higher-density housing located near commercial & and transit rather than within existing residential streets
This isn't just housing. It is economic development. We don't just need pot, vape, booze, gas and pizza to be a complete community.
I found that some new neighbors have lost the charm of St Albert with less trees and more compact lot and no side walk on both side. We need to build walkable neighborhood with respect with size lots from older neberhood. With park and amenities.
Continue to build beautiful parks and paths. Cycling lanes and public transit have nothing to do with what makes St. Albert fantastic. Placing these 3 things together is misdirection. Close down public transit, no need for it!

Sounds like 15 minute cites where is the in structure for vehicles
Increasing walkability and public transfer access are important for a growing city that looks to cooperate with ETS.
Self explanatory in your questions
accessability to nature and transportation is key to well being!
Our current parks and pathways network is wonderful, more of the same please. Just keep doing the opposite of edmonton
City planning does connect new and old neighborhoods. Be great to see existing bus service utilized as we have watched empty buses in the city for over 30 years. Choosing to live in St. Albert is not a choice to live in a 'compact' neighborhood.
I currently live in Riverside and rely heavily on public transit. Currently the route is not great. It keeps changing times without letting residents know and it only runs at peak hours. Not convenient. But, Riverside is here the rentals are.
new developments should match character of existing neighborhoods
No new road has been put in place to replace Coal Mine Road in Erin Ridge and it is causing safety issues. Please ensure appropriate infrastructure such as roads and parking is in place before building new communities.
I agree with providing public transit and trails in neighborhoods but we live in a spread out northern city. Parking is important esp when more than one family is sharing a home and its expenses.
We have enough affordable housing options.
This ideology that walking and cycling access is required for anything other then leisure and recreation is a delusion. Besides that we live in 6 months of winter. Hardly anyone has a desire to use this means as day to day transportation
This is the one drawback we have found with Saint Albert. We are in Jensen and besides the main road there are no meandering walking paths which we really love no way to connect to the city's path system from here.
I also have property in Edmonton and am seeing the negative effects of infills. Land that in e held a single family home is now being permitted to build 8 plexes. Developers are scooping up the properties and ruining neighborhoods. Do not allow this
I think connection of transit services needs to be looked at, the busses that run into Edmonton dont always have great connections
Walkable communities and better transit should be a priority, these expenses should be the responsibility of the developers, not existing tax payers
I think it's important for new development and renovations to match with the rest of St. Albert, otherwise we'll end up with a City that has older neighborhoods and a sea of new developments that don't match.

The roads in newer areas are skinnier and it's hard to drive in them in the winter
With so many dog owners who do not clean up after their dogs, trails are now more and more less enjoyable. People Live in the Apartments and townhouses clearly care less about the neighborhood. More trails = more troubles.
More infrastructure
The ability to walk to services will make this a better place to live
I support compact walkable neighborhoods.
Having services nearby and walkable is wonderful but parking is already a problem and reality dictates most need cars so parking must be ensured! Look at Edmonton and its snowfall & garbage collection problems. Learn and don't create problems we can't s
Higher density is not the answer
St. Albert already has a very good walking and biking trails but in resent years the safety of theses trails has gone down with more reported crime as a result of creeper housed
Keep St. Albert different. No large towers etc
Ensuring those without cars can thrive
Being able to walk around in st albert is one of the best parts about the city
In our climate it is extremely difficult to walk or even wait for a bus to commute hence the majority of st.albert residents drive, also a lot of residents do not clear sidewalks which makes it difficult to walk in winter
I do not support '15-minute city' planning. No municipality or level of government should have that much control over how people live, move, and access services.
The city has done a terrible job of providing safe walkable pedestrian paths by allowing any type of bikes and scooters etc to take over with no enforcement of rules or behaviors that are unsafe to pedestrians
new developments must include ssfe crosswalks, and services (transit/ food / health) within resonable walking distance. Pedestrian only trails needed; speeding cyclists / abandonned scooters / dog poop are difficult to avoid
More homes in less spaces creates comgrstion. However bike and walking paths create a commmunity that is more walkable and more enjoyable to walk.
I don't feel that there is a need for new development that is compact. We need to go back to having larger lots and hosing that isn't so close together. The new areas feel congested and make me claustrophobic.

We all need to be less reliant on automobiles for transportation, but first we need the infrastructure in place.
Solely focusing on new developments is not the answer. Plus, I have seen a ton of wasted money on adding sidewalks and sitting areas at intersections (what a view!) along St. Albert trail and these are not used. Current trails need solar lights
I feel this city will always be a bedroom community and whatever advancements they plan should include the safety of the public. I can't support housing areas that turn into *. Costs must not always paid by seniors. False promises of temporary fees-
Why do we have to be crammed in our personal living space more than what we are now? The builders/developers need to pay for the green spaces and trails in the new areas they develop. Not the tax payers.
Well placed trail systems not sitting area near high traffic areas.
Once again, st Albert is a beautiful city that shouldn't be changed because businesses want a bigger base.
I don't want St Albert to turn into Edmonton
St. Albert is a commuter/vehicle city however we should maintain pathways for cycling and consider improving these so people can travel via e-scooters and similar without a risk to pedestrians
Supports complete communities through compact, walkable development with a mix of housing, jobs, and amenities. Improves mobility through transit and active travel, strengthens connections between areas, and aligns with the Municipal Development Plan.
Adding walking and cycling paths to existing communities is challenging. However, these should be required in all new communities. The developer can pass on the cost to the consumer who can decide if they are willing to pay for the ammenities.
Please make the neighbourhoods easier to access all necessary amenities, including parks, groceries, doctors offices, pharmacies, library, etc.
Any new developments should stay consistent with what St.Albert has always been known for.
St. Albert has always been a bedroom community. Too many apartment blogs an we will soon be transient like Edmonton. With all the other issues that come with that.
Don't be mixing medium and high density buildings in what has been established for decades as low density. New neighborhoods are a fresh slate for whatever you want.
I love it all. We need more walking paths across the railroads and river. We also need more mixed use commercial buildings. Don't have to walk far is you live close to what you need, and if you live on top of what you need, all the better.
Agree with all.
I don't understand how adding a 6 story building downtown would work! Parking is already a problem for the Arden and if you need affordable housing you are not going to spend money and support local businesses!

Strongly agree
Focusing on modes other than cars leads to less infrastructure needed, plus it leads to overall healthy lifestyles for those living in walkable societies.
We are conditioned to use cars. Few people walk or cycle in bitter winter, or in rain, or in high wind or when carrying groceries.
Neighbourhoods should resemble what was there 10 years ago. Riverside and Cherot are examples of what should be avoided.
St. Albert fails at understanding how to allow and monitor developments located within existing neighbourhoods. Safety concerns are ignored, bylaw infractions are allowed to continue in favour of supporting business with no regard for city residents.
Even if some of the transit connections are not immediately implemented, the forward-thinking planning to make sure that kind of development has room and can easily be activated will prevent the need for costly redevelopment later.
This city is covered in snow and freezing out 4-5 months if the year. Planning around walking and bike paths is dumb. Yes it should be considered but for something that realistically will on be used maybe 35% of the year is not smart.
pedestrian, cycling and transit connections are essential but not the focus of housing - ppl need the homes and they can plan the transit etc secondarily to that
I agree with the caveat that currently the infrastructure is more centralized to the St. Albert Trail, and it would prove necessary to establish infrastructure on more outer areas of the city. This may prove challenging.
New area development can incorporate these goals but to try and retrofit existing areas will create major problems and property devaluations.
The thoughtful integration of infills must require a height restriction. Higher density is not attractive!!!!
Not really, if its an infill then the existing infrastructure is established. You can only improve areas of new subdivision to make areas more accessible
More housing types does not improve walkability. Must come with amended zoning allowing neighbourhood-scale services. Infill in vehicle-dependent City = more cars driving to commercial areas. Neighbourhood-level transit and amenities better than mega hubs
strongly agree
If this means that a 3 plex or 4 plex has to be built next to my property to achieve this lofty goal I say NO. These concepts do not belong in established communities.
Walkability is key for healthy neighborhoods with strong economies. Let’s get real entrepreneurs in these places and less franchises! Transit and bike trails support connectivity allows us to enjoy the rest of our city without vehicle reliance.
Noticeable increase in homeless population due to new bus terminal

St. Albert has a great network of pathways and should continue to incorporate and connect these with new developments
We don’t need 15 minute cities. St. Albert is a bedroom city. Does not have an industrial area and it should never have one
Stop trying to control how people move. The areas in St. Albert work great. Don’t try to Big city a Small City. St Albert is perfect the way it is. All these new giant apartment complexes are ruining St Albert.
Agree
Living in a new community without transit options sucks. It limits options - especially considering that there's only one way to exit the neighborhood currently by vehicle & every morning a school bus blocks the only intersection out of the neighborhood.
Walkable areas do not need to be more compact to be effective.
We need to have diversity in new developments to ensure we don't segregate people into income levels
Decreased reliance on vehicles for local trips feels necessary with increased densification due to the lack of space for all the extra vehicles.
There are plenty of parks and trails, I think developers could do a better job of not building new developments out in the boonies
more trails for access is always better,
I am very disappointed in having some High-Rise and enormous structures which don't fit in our community.
I like this principle. Creating a more walkable community and easy access to transit will encourage more environmentally friendly transport and help with accessibility of services
We are not a walkable community. Our transit system is not efficient whether you live close to a bus stop or not. There should be amenities close to dense housing such as grocery stores. North Ridge has high density with no amenities, Charot is even furt
Improving walking trails and cycling through out the city. I do agree with improving accessibility but NO BIG TRANSIT STATIONS
City is growing too fast, the infrastructure especially roads, are not being developed or worked on properly. Too much traffic.
As above
Disagree overall. St. Albert already has a strong network of trails and walking areas and neighborhoods are easily bikeable. Transit can only be improved if it’s used more and there is higher density - but St. Albert trail is also overcrowded already.

Walkability is a very important value for me
Your belending infastucture benefits wiih privatne development profit
Too often the cities ideas are not in conjunction with the desires of the exsisting communities. None of us want transit routes or bike lanes at the expense and densification of our exsisting road ways. Developers don’t live here on the ground residents d
Do not put a large transit hub here or you will have every criminal rolling into the neighbourhood. We moved to Saint Albert from Tamarack, where they added a public transportation hub and had nothing but petty crime in our neighbourhood after that
Is a beautiful community and she encourages residence to pursue alternate means of transportation that allow them to enjoy the greenery in the city.
Exercise is important for overall health and being able to do it safely in our community is very important.
Adding a walkway on a preexisting greenbelt is unacceptable. The thought is it opens up our parks for everyone. The reality is everyone stares at your previously private home
Connecting transit especially to bigger centres will inherently increase crime- this is a fact
No
New development should be thougtful and supported bu infrastructure.
100% agree
6 out of 10
Walkability is important.
New development needs to significantly hold land and lot development companies to a higher level of responsibility and cost burden. Attendance and support between new to old infrastructure in st.albert is gravely unequal and apparent to residents.
St Albert doesn't need further transit development.
Proximity to nature and shopping is a great benefit.
When planning new areas like Cherot, do this. Stop destroying mature neighborhoods with infill.

We need to be able to get in and out of St. Albert as many of us work outside
We need a fast train and less population for number of roads . Where is the safe LRT?
I agree with #6 and #7. I am strongly against housing options in established neighbourhoods that only densify and take away from the character of that neighbourhood. Use new areas for housing options and leave existing neighbourhoods as they were intended
Should be connected.
Goal of walkable community not realistic--winter conditions, established commuter bedroom community next to Edmonton.
The city wasn't initially designed as a walkable city. Impossible to achieve at this point without total disruption
I'm ok driving where I need to go.
Don't put new development in the same category as redevelopment. No infills. That is why I moved to St.Albert I pay more taxes because it is a nicer community. Keep single Famliy homes with single Famliy home. Do not wreck St.Albert
Transit and paths connecting Edmonton and St. Albert will bring crime.
Who wants to live in a compact area? Give people space to live and breath. St. Albert is already walkable and has a great transit system.
Although I agree new build should be compatible, "compact" is not going to make St.Albert more walkable/open. Unless you plan to make an entire walking trail with trees, parks ect it contradicts itself. Compact just means more squishy
Everything there has a level of planning that seems progressive
I'm not sure what is meant in 5. This sounds like a push for high density infill which I disagree with it. The current density in St. Albert is appropriate.
More density in existing neighborhoods does not mean services will also be available. Neighborhoods would need to be rezoned for services and businesses.
I moved to Saint Albert for the reason that not everybody was packed in like sardine cans. That's why I moved to suburbia.. I like the trails and family friendly environment.
Yes, definitely - increase public transport and cycling and walking; plan services and stores closer near to new developments
Priorities of impact of the listed developments has not been properly determined when designing new developments

The city is growing too fast, too many new suburbs. We moved here to get away from big cities not to turn into one.
This basically describes the downtown which is a mostly left for dead "community" and the extension developments that are also examples of the "interconnectedness" principle are more decorative than useful.
The buss system in St. Albert is horrible. We need better buss systems to reduce traffic
New development is the place for this type of design. This gives people a choice when deciding to move into this type of neighborhood instead forcing change on mature neighborhoods.
I do not understand question 7. What does “comparability” mean in this circumstance?
Definitely want a walkable city, but realistically how likely is that to happen? At least include parks, playgrounds and off leash areas in new development.
Everything in the city should grow with the city. Transit, restaurants, shopping (and better shopping than whats in the mall *eye roll*)
Taking driving lanes away for bike lanes is a waste of money and increases traffic congestion due to the limited days it could be used with our long winters. Our transit is so inefficient to get anywhere so vehicle travel needs to be improved
Why cram low income housing into St. Albert when there’s tons of space around
I believe striving for this walkable city concept is ridiculous in our climate. We are not Europe. All the money spent on bike lanes when such a small population use them, especially in the winter.
Again, I believe the city should be for everyone. Many people cannot drive due to age, disability, or financial reasons but often they could cycle. St Albert has good recreational multi use trails but fails on safe cycling if you want to run errands
Any new development should fall in line with current or existing development. If you want to have house houses so tightly together, consider living in Edmonton. We love our space and greenery here in Saint Albert.
Generally agree that the city should remain integrated as it expands.
I am happy to travel a little further if it means more spaced out housing. Walkability isn't just about things being close together and connected, but about there being interesting things to look at (nice yards, houses with character), and feeling safe.
Infilling has many negative consequences. In a province as large as Alberta, avoid it.
Amenities need to be built off of the trail. We are already not a walking community.
Don't agree

SAB is a winter city designed for year round access via automobiles combined with excellent walking trails and parks mostly used for 8 months/year
SAB is a winter city designed for year round access via automobiles combined with excellent walking trails and parks mostly used for 8 months/year
Our city has grown too much. Too much drugs, too much strain. We need wider house properties, sport fields, housing for seniors to live longer in their homes. STOP big apartment complexes. This helps no one
Less cars, less taxes paid for infrastructure to support cars. Increase walk ability and connect living amenities with where people live
"More housing options" are not necessary. Of course newer areas need infrastructure. Don't put up a bunch of low income housing and infastructure then expect the rest of us not living there to pay for it through our taxes.
No new low housing but lots of pathways in new developments
St. Albert should continue to feel open and welcoming instead of congested and full of buildings
let's create more opportunities for people in St. Albert to feel like they live in safe and comfortable communities by providing better pedestrian and active transit environments!
the city is lacking in sidewalks and trails to purposeful destinations including access to transit stops.
This seems like another way of saying more high density homes
Packing homes in is not sustainable, partly because of parking issues. Keeping things connected through trails etc is part of what makes St. Albert green and beautiful.
I like the idea of more walkable communities but I think St. Albert does a pretty good job already.
I disagree with the overall plan, in view of how things have pregressed in the GRANDIN AREA. I would expect any and all proposed development be first run by the residents of the intended area for development.
Promotes healthy lifestyle
Making every day living easier by not having to always drive outside of your neighbourhood is a benefit for people and the environment

Q12. Please explain your overall level of agreement with Principle 3.

Strongly agree - important to optimize urban design and creating public spaces for residents to connect.
As a Metis Citizen and Councilor, we would welcome partnership with the City in order to provide safe and inclusive Metis housing. Our organization can work with planners to develop a partnership in housing options.
If we are renewing a neighbourhood with new development, we should take the opportunity, within reason, to upgrade or improve streets, sidewalks, parks.
Public space and higher thresholds for design are part of the reason St. Albert is a nice place to live
There are property developers that want to partner with Indigenous/Metis groups to build affordable housing in St. Albert. Citizens want engagement with other groups
Creating different landscapes is important but it shouldn't disrupt the many green spaces everyone enjoys. Need to maintain St. Albert being a botanical city as that is very important to its residents. Otherwise it would be like other areas outside Edm
Intensive development should be avoided along sensitive natural areas, including watersheds, creeks, wetlands, and the Sturgeon River valley. These landscapes serve important ecological functions, act as wildlife corridors, provide stormwater protection
While I agree overall, there needs to be a focus on the appropriate use of taxpayer dollars. (want vs need). Great example is the huge cost for the north St Albert Trail improvements, partially driven by unfounded future LRT we cannot afford
I am 100% against high density housing and developments in St. Albert
Agree. Many of urban design items like parks and slides should be at tge cost of tge developer. Failure to full fun a sun division or develope at time of construction results in escalated costs
At least make high density not look like a cheaply slapped up high density area. Let's get some architectural interest and quality into our developments!
When increasing density, parking allowances must be taken into account. Very dense neighborhoods that have duplexes, garage suites & row housing, there is not enough parking. These types of homes become rentals and in time become riddled with crime.
I disagree with higher density areas as unsure where said areas will be placed.
New developments should fit in with what is already here. The latest bunch of new developments in the North are disgusting- tiny shacks built on tiny lots with little to no yard or parking.
Mostly agree
A balance is needed. We need housing affordability, yet enhancing spaces costs money! If developers are going to fund this, perhaps they get 'density bonusing' so they can properly recover their costs without passing them onto tenants/buyers.
Love to see areas used in different ways

Enough apartments already. St Albert's infrastructure does not support them!!
That depends on what you mean by alternative approaches
Depends on the partnerships nwe don't need lobbyists.
I approve of not wasting money where its not needed. If we dont need to redevelop a public space, dont waste money redeveloping it. Like Millenium Park.
I believe St Albert already does a fine job at maintaining public areas so my neutral feeling towards upgrades to public infrastructure is because it isn't always needed.
In the right places and taking u to consideration the effect on neighborhoods in ways such as parking issues and negative impact to residential properties when clusters of public use the area.
All these are great, but if parking is not thought out, they will fail. Many of these need to be though out by present neighbourhood developments.
Centralized urban planning according to clear and enforceable codes must predominate over site-specific developer-led decisions
Maintaining high quality of life for citizens is paramount to keeping the city desirable, but that also includes the cost to each citizen. Raising taxes for citizens of st Albert will lead to unaffordability. The city of should look towards businesses
Park spaces - yes. Higher density developments - no! Build on the strengths of St Albert that maintain the high quality of life. Dont turn it into Edmonton 2.0
The town should work with entrepreneurs to encourage the rediscovery and development of third places.
Need transportation/roads first they seem to be an afterthought
Keep the character and make it better
Any overal improvement to public spaces is welcomed
High density housing is changing our city. Increased traffic and noise and delays are unacceptable.
I hope naming of facilities will stay with history and special people, instead of corporation names. Chilliwack did a lovely job on their downtown rehab
You'll just help make the rich richer. Stop lying

It seems this question is supporting higher densification without having any public consultation.
Our river trail is amazing. Our trees and flowers are fantastic. But we could use more tennis courts and even some concrete ping pong tables like in EU
In short strong environmental design will strongly influence how we live and interact with our surroundings and each other.
High density doesn't mean ugly , actually means more people need Access to outdoor space , outdoor is a great way for people to interact and build sence of community.
Funds are not unlimited. Let's be practical and not have astronomical property taxes.
Disagree with Principle #3. This survey assumes residents are in favour of higher density. I am NOT - we can't handle the current density let alone more.Yes, pls improve public spaces.What's holding us back from grants etc for enhanced public spacesnow?
Look at what other communities do. The “st Albert”
I think that quality and character of development should be considered regardless of its proposed density. I am supportive of redevelopment projects identifying other improvements as long as the cost/responsibility is not solely placed on the landowner.
We don’t want sense housing. If we do we would live in Edmonton and pay far less property tax
The developers of the new areas should foot the bill for parks, sidewalks, sewers, etc. In addition, a plan to contribute to public city facilitues should be considere. How can you build houses but not rec centers and public services to meet the new dem
The city needs to limit its scope and let private industry take over some of the lines of business it currently operates in
St. Albert does not need higher density, the appeal and charm of this city is in what it is. A low density, family oriented city with beautiful green neighborhoods and low impact homes. Densifying will create more strain and congestion.
Somewhat
This sounds like a half baked principle
Question 9: ZERO densification; question 11-bad question- too vague
Mostly agree
Keep the walking trails nature driven, people don’t want to see concrete and structures. Maybe a few more benches so mobility restricted people can take more frequent walks. Do t fix what is not broken

Preserving existing green space is important. No point removing trees to make a new public space. The impact on the land and environment of heavy equipment, soil disruption need to be kept to minimum
parking needs to remain a priority, the last thing we want is to turn into edmonton with having to park blocks away from where you're going. this is one of the main selling features for st. albert, the accessibility
Development of public spaces in conjunction with partnerships is a very good initiative to receive community input and address the high costs of development
against higher-density developments - we don't need more people, schools, streets, stores, gyms, already too packed. MORE is not better, we don't need to become a bigger city.
Keeping the character and charm is important. If we see garbage like Talus Balls as a "form of art" well that won't go well.
Keep the boulevards.
Not sure what kind of partnerships you're talking about, too vague. No partnerships with major corporations who could strongly influence/dictate the community design.
a push for higher density should never come at the cost of beautiful well maintained public spaces
N/a
Our down town is falling apart, it's being forgotten , the city wants to turn it into a homeless haven like Edmonton, we chose St. Albert for a safer slower community, St. Albert is moving away from that
Business take advantage of public space and tend to misuse/mismanage space and don't consider the public opinion in their decision making processes. Keep big business out of st. Albert
Developers should be required to englhance the community and infrastructure they are tying into. As well hard time lines for development to be completed before city takes back land of major penalties applied
we want nicer paths etc but it must be done with some thought and purpose. for example the $$$ spent on st. albert trial towards costco for benches, paths. etc. no where to walk to. NEVER anyone on them. waste.
Completely agree. Create cultural community hubs within neighbourhoods and gathering spaces. Have a businesses within neighbourhoods so folks can get tea or ice cream or dinner close to home without travelling.
Can we ask the developers?
More money
Any new builds must enhance the neighborhood, not simply allow for profit for developers.

Again having areas everyone wants to walk in or be in prevents issues with people "in the naighbourhood"
I do not agree with high density housing.
It’s important to have community spaces for gathering
Our taxes would go up otherwise.
Neutral due to the wording of “right locations”. Who is determining “right”. I just see the high density apartments/shops at Boudreau and that was not a “right” location
Enhancing green spaces, trails and community parks is important.
I agree 80%
Concerned with how these options could impact future tax rates
I do not agree with higher density in established neighborhoods
There is nothing wrong with the current spaces
I'm good with this one.
Keep communities connected, livable, k ow your neighbors
Parks, trails, and commercial amenities make sense, especially in higher density areas.
Why wouldn't you explore alternative approaches and funding opportunities / partnerships? Are people opposed to funding opportunities. Seems like an odd question.
Redevelopment is a good way to mix newer modern buildings with our heritage buildings. Showing pride in our past. Communities should not be made with one look as it becomes bland and unappealing. Variety is the spice of life.
Less high density development.
High density living shouldn’t affect adding to public spaces. All public spaces should be given equal opportunities to be approved. Not just redevelopments

I would like to keep St. Albert very walkable and a 15-minute city.
Less High Density is desired by St. Albert residents. Those wishing to live in high rises have that opportunity in Edmonton
Agree but don’t let it turn into more red tape for developers, keep designs sumple
I would like to see the spaces be revitalized
Enhancements with ways to lower taxpayer-funded costs would be excellent.
9 and 10 add obstacles to affordable housing, s
Developers should not be running City Hall. Retrofitting existing neighborhoods with high density will not make housing more affordable. All it does is anger existing owners against new development. Multiplexs next to a bungalow is building hotels
Majors decisions should be made by City council and (Tax Payers) not left to the developers. Any new development should continue to include free parking.
Need better communication when things are happening such as parades and all of mission are closed down. Email or texts or something rather than a newsletter. With projects like that the communication needs ti be there also.
High quality
I generally agree with this but the fact that this principle speaks to "higher density" areas is concerning. I picture apartments and I don't want to see more of those.
Limitations on the amount and configuration of MR and public spaces need to be accounted for. Certain opportunities require certain spaces and this may mean a change in how we allocate and manage public spaces.
these questions are all slantes as if we are moving forward with infill and high density housing which I am absolutely against.
St Albert has great access to parks and trails and should only consider changes to urban design that are cost effective and easy to maintain in the long run.
Agreed completely. For example, the Shoppes at Boudreau development created new retail consumer areas, but did not create any new public ammenities or spaces for existing residents or new ones to the site. This reduced the amenities/capita in the area
Concerns over lobbying for approvals based on monetary donations
Downtown is dead and you plan more like spaces? What the * is a matter with you all? Fix what we have, lower our taxes, take care of your current landowners. You can’t manage vurrrnt population and you want to expand???

We don’t need fancy art or creative solutions- we need to replicate what works so it’s not so expensive
Cohesive design throughout the city will ensure both commercial and residential development make sense and look in alignment. Prevents unrelated development as shown by the current state of St. Albert trail.
Careful not to download to much cost to developers with higher standards. St. Albert is already at a development cost disadvantage, and there is a lot of competition in the region.
We never want to see our community initiatives fall away, we are know for community here, festivals, activities, etc. we must keep infrastructure clean and ready to go,
The market is already demanding this. I beleive that appealing public spaces will help foster a sense of community, lower crime and create cultural understanding. I hope we look to parts of the world that already do this well.
I agree with the principle however most of these additional improvements significantly effect the affordability of the projects
No more higher density. No infill homes with increased units. Look what's happening in Edmonton. Angry neighbors, owners of new infils that are only investors and not occupants.
Strongly agree, we need to look at making sure we don't get buried in minimum parking requirements. We should build dense neighborhoods that still have a good deal of nature and calm, cars tend to disrupt this.
While I agree with the importance of questions 9 and 10, larger proportions of funding should be allocated to the higher-density development. Otherwise, the city will become too spread out, rather then compact and walkable.
Too vague again. For #11, does this mean letting businesses pay to put their names on things? Ie. Epcor Park, Second Cup Rink?
Agreed if it is more purposefully rather than filler spaces
More neighbourhood villages
Businesses should not have a greater say than the people already line in a neighborhood just because they open their pockets for civic things
not a fan of higher densification, but if needed developers to ensure sufficient parking for all, so that it does not affect the people in the neighborhood surrounding these high density apartments or buildings..
These are obvious choices. What is the intent of the developers in asking these questions?
Agree all partners need to work together and that bylaws match up so we don’t end in a mess like Edmonton. Also must take parking into consideration.
Agree with improvement or development of public infrastructure.

I strongly agree.
Keep high density to a minimum people moved here to get away from that within Edmonton. This goes in a opposite direction of the taxpayers objectives
Agree in principle.
When expanding building opportunities we need to ensure St Albert continues to have a reputation for green spaces open for all the public to enjoy - no private lakes or parks
Agree with everything above
No more high density housing. Again, if someone wants this they can live in Edmonton.
I just want to raise my family in the same city previous generations got the privilege to raise theirs. Please dont wreck this city with density. It is not needed and is by far a net negative
I think St. Albert is perfect the way it is, I don't know why we need to try to copy Edmonton and create an absolute mess, lower income people, brutal traffic, no parking in residential areas.
Community involvement in planning proposals can be highly regarded.
Any higher density will come with increased traffic and huge parking availability problems. Build higher density away from any established and well functioning neighborhoods. Consider most families need two vehicle parking space.
I really don't think partnerships are viable..what is in it for the partner. One has to use the resources available as a municipality to plan for walkable, safe, inviting spaces for residents to live in.
Agree
This points represent what St. Albert has represented over the years. Infill housing is a bandaid. The idea of doubling/trippling existing density in previously designed neighbor hoods most be complmented nnot destroyed and devalued.d
Smart financial decisions would drive me here. Keep this city on a smaller scale. We shouldn't need to make everything jam packed and crammed. How is that inviting?
Very important. Unfortunately many higher density areas lack these amenities which reduces the desirability of the housing. Also some higher density neighbourhoods don't hold their value as they appear crowded and overpopulated (even though they are not)
Keeping the ambiance of St A is key to future interest in living here -urban density has to be well thought out
I would Say NO to the federal money if they are requiring more high density housing in areas where people bought single family homes. The high density housing in Edmonton did not turn out to be low prices - they still are not affordable.

Although it is nice to consider these things, overall the need for housing did take priority
I get having more money for parks, but to often corporations priorities aren't in line with the public's needs
Building sustainable communities and responsible government requires shared Leadership, Systems Change, and Collective Actions.
I disagree with the desire to strip away the charm he with something "new." "New" is not better.
If you're going to make an area high density, you really must consider businesses in the area.
We have enough public spaces in St albert . I have a new costly park area in Kingswood that is never used.
I feel that we all want our neighbourhoods to be well designed and upscale
I keep reading the St. Albert is "developing a natural area". Thats an oxymoron.. Not every park needs a gazebo, picnic tables and paved trails.
Focus should be on larger lots not smaller, allow residence to have their own private space/yard. Not shared spaces. Keep the trails and parks like how Grandin was designed or any other older neighborhood.
The city tax payers should not take the brunt of the requirements or infastructure needed in the area. Builders need to take a bigger role in funding
Yes include citizens and volunteers in the planning and make the city easier to navigate, walk and integrate with neighbors.
The principle is supportable but the issue is how it is applied.
no high density should be allowed in St albert any longer! Boudreau developments and other developers do not live here and do not care about St albert! who wants to move here and live in an apartment? shut it down.
Creating spaces that allow for areas everyone to enjoy
I am just on the third principal, and it is very clear that you are somehow trying to gain acceptance for high density areas.
Yes to all
Outdoor green spaces/parks/trails are the epicentre of our community. These should be a huge priority

Again, the existing I frastructure needs to be able to sustain the demand
St. Albert is recognized for its Botanical City status, parks and open spaces. This should be maintained as this is why people live here.
Add one are importAnt but housing need to stop taking decades
Ensuring all new development has ample sidewalk space, parking, and green spaces is very important
High density is unnecessary here and not a positive living experience.
Previous council conceded a lot to developers wants in these “partnerships”. Enhancements of public spaces should not come at the expense of current residents or ASPs.
I absolutely agree with this principle, however, I think it should be a requirement of the developer in conjunction with the city, when building up new areas. I also believe we should be putting much of the onus on the developers to ensure it’s sufficie
Privatizing public areas is not an enhancement.
Again, absolutely yes. You can solve and avoid so many problems by building healthy, interactable communities. I'm not sure how helpful this survey would be when you're describing all the right approaches. :)
having places for people to build community near where they live is important to me. Having streets and parks be convertible places for activities is a good idea
Good as long as it doesn't hurt homeless people
Stop with wasting money and focus on core services only.
Partnership and funding opportunities are good as long as they benefit the greater good not an individual interest
This one makes me a little anxious. I'd have to hear lots more about 11.
As of today, Saint Albert is becoming overpopulated
Please no multi unit structures within current residential landscapes.
No to density

Parks, walking trails and the farmers market are what is special about St. Albert, when conducting surveys on new buildings ask St. Albert, not just uninvested renters in nearby buildings, who will move on, Northridge monstrosity for example..
We need to keep housing affordable. Public spaces are necessary, but we need to keep cost down. Bike lanes are an example of high cost and low return of our monies spent.
Public spaces are good to have but not high density, this is not downtown Edmonton
Again, way too vague, this opens a door for anything to happen. Higher density housing is important but also should be planned so it does not disrupt those who live a different lifestyle which is just as valid.
Compared to Principles 1 and 2, this is not a priority for me. I believe that once people are able to safely and affordably exist in a space, community will grow. However, this is still an important consideration, especially in creating third spaces.
Out door patios
I strongly support high-quality urban design, streetscapes, parks & trails. Public space improvements help build community & quality of life. Higher-density development should be paired with strong design standards & located in appropriate planned areas.
Best practice urban design includes community. Prioritize beauty and the building and forms will follow.
We want neighborhoods to feel like they all belong to St Albert. With advancement in technology we should be able to create new neighborhood that have great mix of housing option, green spaces and amenities.
As a general statement it's fine, but higher density means low income people. No desire whatsoever for that. St. Albert should remain a place of value not a bargain
Any time a developer wants to build they should be made to follow existing architectural guy, guidelines, and roads and side sidewalks should be improved to accommodate the new developments and the road should be big enough that so that you could drive
Well-designed public trails and parks are a consideration for me as a first time home-buyer
Good points as you can see I agree
alternative funding, such as from corporation donations are needed due to gov't coffers being not as easily accessed as previous generations.
High density is fine, but no low income for the love *, St. Albert is a premium place to live let's keep it that way. The cost of entry is what keeps this place great
Do not agree with higher density developments in established neighborhoods. Do not understand question 11, it is very vague. What are alternative approaches ?
disagree with high density projects in St Albert specifically the West side of St Albert it will have a direct negative impact on property values on existing homes

Infrastructure such as roads should be the priority when planning new communities, particularly higher density communities.
Everyone wants to live in a beautiful space but keep it affordable. Kids and adults need to get outside and enjoy the city
No
How about you speed up permitting and cut development taxes so our kids can actually afford starter detached homes like we had. All governments are to blame for the state of this housing crisis.
Don’t want higher density housing! Thats why we moved here. Like the idea of investment and improvements into public spaces in town
Public realm is highly important. Architectural design should be scrutinized by registered architects to better the overall city.
I’m not sure what is meant by question 11 and am hesitant to support that because of potential connections between builders and city council or those with pull in city council decisions. Can’t really trust the city to look after the regular citizens.
I agree strongly, the downtown area is my favourite due to its walkability
Corporate sponsorship for redevelopment rarely benefits citizens and only benefits politicians and the corporations themselves
I disagree with high-density development in older neighborhoods
The new Riverside neighborhood are building more and more apartments and high density as well but very little playground for kids and families, and lack of recreation center for all.
Not in favor of high density housing, these high density developments destroy the appeal of St Albert
Improving public spaces makes this a better place to live
I would encourage partnerships to enhance public spaces.
Need more info on most of these to comment in any educated, informed way. Budget should always be considered as well based on resident affordability and economy. So far budget hasn’t been mentioned.
Improve on what makes St Albert unique. Don’t turn it into something it isn’t
There should be not be anymore high density project in St. Albert already council is cutting down established trees for a vanity project and not listening to the residents let only listen to developers and kick backs

Ensure St. Albert is a high value place to live
With how much we pay in property tax it feels unreasonable to for the city to look for outside partnership when it some to public spaces. My concern is a company with not manage the public space
At.albert prides itself on the walking trails we have available, great idea to createnore while building new areas. E.g. Cherot
I do not support high-density, urban-style development. It does not fit the character or expectations of this community.
Partnerships are corporate driven their goals to maximize profits and add features that only add to more commercialization of said project pretending to be in the best intereest of residence. limited parking ,congestion and of very little value.
playgrounds in older neighbrhds being neglected / kids there don't matter. Clearing sidewalks for accessibility never been enforced / encroaching trees and bushes not cleared on trails / porrly sanded
Please invest in public spaces most notably a new pool. If the goal is to have more families their children should learn to swim
Creating an aesthetically pleasing city is definitely a consideration
Pleasant public spaces are what brings a community together.
This would take up more space in established neighborhoods likely removing green spaces for cement so no thanks
Space is critical to living and wellness
The fact I am still paying for Servus Place when our politicians said it was temporary until they became self sufficient. How many more years do we have to wait??
Just as long as these enhancements and developments aren't on the backs of the taxpayer.
If you want to change St Albert into Edmonton, congested, run down, high crime, etc than high density is how to get that.
Its critical to maintain the overall aesthetic of our city - so we continue to be satisfied with ROI for our higher taxes
We are living in winter city need more indoor facilities
May support more human-scale, attractive public spaces by improving streets, parks, and open areas. Focuses on design quality, integration with higher density, potential partnerships, and flexible use, though outcomes will depend on implementation.

I would like to have more information on what question 11 would look like. I know this has happened with the ice district but I don't know what the positives a negatives of such an arrangement would be.
We dont need high density builds. Keep St.Albert family friendly and the way it is.
Too much high density buildings already.
Anything that suggests higher density development, I am against. Keep St. Albert's charm: it should remain a bedroom community. That's why people have historically chosen to live here!
We need more colour, art, and individual expression. As long as 'partnerships' doesn't mean privatization of public spaces.
There is talk about using spaces in the right locations and it seems that none of the condominium boards were listened to when they questioned the value of an affordable condominium in the beautiful parkspace??? I am truly disappointed in the disrespect:(
Strongly agree
Again focusing on people who use modes other than cars is very important to improve long term growth.
I support upgrade to infrastructure and GOOD design. Partnerships in funding are always good.
Of course the city should upgrade infrastructure older communities. However, it should not seek to maximize occupancy in new neighborhoods to increase tax loads to do so. Taxes should be set to support the community needs.
Higher density should not be permitted if you must change existing neighborhood characteristics or zoning to make it happen. Tall structures should not be built among two story houses. Existing quality of life must be considered such as light and privacy
High density housing becomes an eyesore when it looks like high density housing. Housing that is thoughtful with the neighbourhood and landscape shows respect for what is while allowing it to grow into what it could be.
I don't have much to say on this one.
public spaces are great but again should be secondary to providing an increased supply of homes
I strongly agree apart from any privatization allotment that would create further division within the city.
Again these are good proposals for developing in new areas but should not be implemented in existing sub-divisions.
Partnerships and funding often tie requirements, which might not align with neighborhoods.

Building certain types of houses in existing areas could ruin the architecture of the neighborhood. Designing the structure to be similar while building a 4plex in an established neighborhood. City should be accountable for costs for enhancing spaces
I agree that with these initiatives for new developments however I do not support the initiative if this requires the the introduction of 3, 4 plexes and low level apartment buildings into established communities
The city should implement a bylaw where any development over 100,000 sq ft should require 1-4% of the development costs to be given to The city's public art fund so that our city is beautified as it is improved.
They all look like the same cookie cutter houses and the developers make huge cash and the quality doesn't even look proper
New developers should be responsible for upgrading the existing sites. High density should be planned for new development sites or on major roadways, not within existing communities.
This should be 100 cost to the developer. Not one penny of taxpayer money should go to this. We also don't need anymore high density house. The towers that are getting built on the holes property are an eye sore to everyone in the city and sturgeon v
Quit wasting money on useless art. Those geese that look like wheat in downtown look ridiculous. If you want art, but decent art or stop wasting taxpayer dollars.
I have always noticed a difference when travelling into St. Albert from Edmonton and other areas - it always looks greener and cleaner, and that is very important to me.
I think there's enough public spaces in Saint Albert, what we need is another recreational facility with ice hockey, rinks and the capacity for more sports
parks are nice, but expensive to up keep.
The principle of high density has created a flood of unattractive rental complexes to encourage too fast population growth!
I do worry about the high density aspect a bit. More amenities like fire stations and more easy access to the area need to be accounted for to keep these areas safe
Our trail system is amazing. The parks we have are well used and don't need redevelopment but new areas need green spaces but must be maintained.
I need more details on this funding and investment to understand th proposal
The public spaces in old neighborhoods should have the same attention.
Taxation increases should be stifled. Let developers pay and of course they will pass the expense on to purchasers
Agree. Crucially with creating spaces that feel more close knit - such as shops at Bellerose or downtown St. Albert. Neighborhoods with giant expensive houses create no sense of community. Tighter, smaller housing with things like front yards are better.

I have concern that private-public partnerships end up saddling the tax payers with debt and obligations over the longterm and thus are unfair. Multi functional design is both a creative and pragmatic approach to utilizing public monies.
No 11 partnerships štih whom
The residents of St. Albert should get final approval before a developer gets to go ahead with a redo of public areas too often developer architects don’t understand how residents use their public and green spaces
Private partnerships work. Neighbourhood outdoor hockey rink. Maybe with an advertising placard or donor plaque.
Saint Albert is already doing a great job of all these things.
It is imperative that we strive to keep St. Albert a wonderful place to live and raise our families.
Do not create public paths behind houses that were purchased on assumed greenbelts.
No
Maintaining green spaces, parks and lands adjacent to the river shpuld be maintained.
6 out of 10
Agree with all the above
Please consider implementing rules and policies to new developments that don't allow the same boring chains to open. Every new development starts with a nail shop, liquor store, and marijuana shop. Look at implementing new vendors, mom and pop shops.
High density developments and zero lot lines are not compatible with what St Albert residents wants. Same with mix used developments who lower your property value. St Albert residents prefer same type of housing in their neighbourhood.
N/A question 12 is based on if a respondent agrees/endorses densification in the first place.
Need more fitness places
Since St. Albert is branded as a "Botanical" Arts community it goes without saying that new higher density developments must support the brand. Redevelopment of existing parks , trails and sidewalks is more about maintenance and upgrading.
Stalbert has been known for nice and safe public spaces it is important to keep these growing and developing to support the community.

the principle of higher density in the right locations is great. It is the responsibility of the developer to create the public spaces connected to their projects, costs should not impact existing taxpayer levies
This sounds expensive. Keep taxes low. I can barely afford to eat.
Private groups will have private agendas.
Keep St. Albert the place we all know it to be. Look back at the mature areas and go off of those designs.
Very often planning agents are pressured by private interests to forego public infrastructure seeking more profit and a disregard to down play public projests
The underlying premise in these questions is that density needs to be increased. I completely disagree and so far this "survey" seems to be saying we need to be like Edmonton with its high density infill. Don't change the character of St. Albert!!
Interested in hearing more however worried about increased taxes which are already very high.
The leadership of Saint Albert needs to be less worried about paycheques and more about their community. Keep Saint Albert Saint Albert.
Yes, definitely all of the points mentioned; we need to increase access to nature and community
You are focusing on wrong issues
The city budget has been poorly managed and private-public partnerships is a awful path to walk down. The older neighborhoods did a great job with public green space and trail access.
St. Albert is not very walkable. The city doesn’t shovel the sidewalks even around the schools. Also there needs to be more outdoor spaces where people can sit and enjoy the outdoors
Mature neighborhoods should keep the feeling and density currently in place. Walkable connected spaces should be an option in new development so others aren't forced out.
Alternative approaches for funding need to include not entirely relying on property tax from residences for all income
New affordable senior homes
Maybe developers should be actually paying for parks schools etc that they promise?
Keeping what we already have in good working order is just a good idea. We have wonderful parks, trails and walkways that sprawl through out the city. It is a shame that some of the newer developments dont have the same or as extensive as.other areas

Too often high density developments go in before attention is given to improving roadway access which the developer should have to initiate and be partly responsible for cost wise
Agreed
The death of the third space is especially bad in the city, we need more welcoming pubic spaces
Please keep high density Housing out of St Albert. you will ruin an otherwise beautiful city
I mean, this sounds nice but far too vague. Hard to agree or disagree with a series of vague platitudes. I agree with nice public spaces, but not if that involves turning the city into a high density urban jungle to mimic larger cities.
I don't think St. Albert should strive for higher density. It will lower the quality of living and make St. Albert feel busier and less safe.
Avoid high density housing. Many negative consequences.
Our trail system is great in stalbert and needs to continue.
Don't agree
Not-for-profit use of public space is well developed in St. Albert. No commercialization of public green space taxpayer funding of streetscapes.
Not-for-profit use of public space is well developed in St. Albert. No commercialization of public green space or taxpayer funding of streetscapes.
Stop over populating the city with these massive complexes that make developers rich and bring in a demographic that the city isn't set up to sustain.
Yes but be practical and control costs. Keep designs simple and cost effective and sustainable, the fewer moving parts the better
I don't agree with higher-density developments. Period. Improvements should be based on usability of the people paying for them. Also improvements are nothing if people don't feel safe in using them.
But No low housing
It is the City's responsibility to make sure parks and public spaces are well designed. Zoning and planning should ensure new developments create a good pedestrian environment, no big parking lots next to neighbourhood roads
Public spaces should be funded by the City. It's not going to occur otherwise.

The use of tax payer money shouldn't be used for these projects. There's enough spend for a city this size and that's reflected by property taxes. Focus on cutting costs
I Disagree with the idea of channeling funding to area of questionable usage at the expense of solid infrastructure support in existing neighbourhoods. The quality of expertise, based on past experience doesn't warent too much agreement.
Important to further improve space, keep up with preventative maintenance to ensure public spaces are maintained. Building in ways from citizens to continue to access services while renovation and upgrades are in progress is important
Multi unit housing options need to consider their surroundings & impact to adjacent neighbours, still aiming for a desirable area that accommodates the amount of people expected without seeming it was just a deal for the developer, it's also desirable

Q16. Please explain your overall level of agreement with Principle 4.

Mixed use development can occur not just in major corridors but also in underdeveloped areas or planned areas. Building with access to public transport seems just wise but sometimes flexibility in infrastructure is important even if costs are incurred.
Downtown can be a vital, vibrant, and thoughtful residential and commercial zone. Like Shops @ Boudreau, it needs to be considered as a whole. Ec Dev dept is doing a terrible job with the downtown file. Efficiency standards, yes. But they can inflate cost
Mixed use in downtown and major corridors are all fantastic
There should be a rapid transit route along St. Albert Trail and major routes, rather than in distinct small zone areas
Redevelopment in commercial areas makes sense, but it shouldn't be within existing neighborhoods because of traffic and parking problems. Clustering redevelopment makes sense to me.
LOVE this: Mixed-use development (combining housing, shops, services and/or offices) is appropriate in areas such as downtown, along major corridors and around key nodes in St. Albert.
I strongly disagree that the only principle of " Managing growth in a financially responsible way" if it means ignoring existing needs of neighbourhoods like Erin ridge/ERN that cannot get a school because the city doesn't want to invest in infrastructur
While Bullet 15 is an admirable thought you must be careful these types of regulations do not increase building costs to the point people walk away from investing capital. Do you want a separate St Albert building code that could drive investment away?
Agree. There is a missed opertuniy in ever plaza or commercial construction if tgeyvdo not build apartments above these places. It increases usually lower cost housing units a and increase community
I am neutral on this principle
"Every efficiency" is a meaningless buzzword used by politicians to convince people to pay more taxes and fees for lower quality goods and services.

When you mix shops with residential, is like living next to high crimes area such as shoplifting and petty crimes. Not a good idea
Making better use of [existing] infrastructure, and more mixed-use development = 100% agree. As for energy efficiency standards, if building code doesn't require it, the City shouldn't attempt to regulate it. Rather, the City could offer incentives?
Yes downtown/shops should be optimized for usability. Putting housing on top is a good idea
City need to be more financially responsible and plan better for road construction, and the implementation of traffic circles. Closing Villenueve twice for traffic circle work could have been avoided.
Infrastructure has NEVER been managed well in St. Albert. It's always the last thing the City even considers.
Mixed use in appropriate spots, yes
This shouldn't just be a financial consideration. Consideration should be the current infrastructure and what St Albert actually eant
Do not make St. Albert trail more difficult to navigate than it already is. Be very budget conscious. Green energy initiatives are often never truly green, yet always cost more
I agree that existing civil works can be utilized but it should be on new developers to upgrade aging equipment. It needs to be investigated, reported (my professional) and sent in as a capital recommendation for city upgrading.
In the appropriate places that it makes sense to add the density without taking from existing homes. Rezoning for high density reconstruction is not fair to residents already in the areas.
I think energy efficiency kills affordability for many.
Energy efficiency and sustainability are top design priorities
People love St Albert for how scenic it is as a city. While placing more businesses into one building can come with many benefits, we shouldn't take away from nature within the city
Focus on quality of life. high costs of green agenda energy efficient projects will hinder business development of will have to be funded theough public money (not an agenda i want my tax dollars to go to)
Mixed use is great when in the right areas. Jamming it in the middle of neighborhoods where it doesn’t fit causes problems
I think there are more places where mixed developments are appropriate and not just downtown and along major corridors and around key nodes
Housing on top of and mixed in with commercial shops in major hubs will inherently encourage the development of new, local businesses. More foot traffic = more opportunity. Options should be explored to pedestrianize Perron St. in the future.

Shops of Boudreau built condos to cause traffic backlogs then it builds more that will add a least another 200 vehicles to the problem. It takes me 20 minutes to drive 6km.
Use and develop the vacant areas
Appropriate properly planned growth is great
Doesn't matter. The rich will still * the poor
Communities like St. Albert are becoming rare. St. Albert needs to be careful not to lose the qualities that make it special. Why can't we still create neighborhoods with large yards and tranquil spaces to live?
Infill in older areas is a must.smaller homes too.Low income can’t afford to shop and eat downtown.Build Village Landing to be like shops on Boudreau.
My strength in agreement, correlates to the principles of what makes up effective stewardship.
Number 13 says it all, urban sprawl will kill us with taxes to support operations for more fire stations, buses, more grass to cut, more roads to maintain, etc etc this is not sustainable.
We have a harsh climate and need sufficient parking for all amenities. This may seem inefficient but people can't ride their bikes to buy a week's worth of groceries.
Generally disagree. Need to revisit growth targets. What am I missing on Q13? If the City isn't currently managing growth in a financially responsible way we're in trouble.
Intent is good. Requiring all developers and landowners to meet sustainability and energy efficiency standards is unfeasible; this should be encouraged but not mandatory.
I agree that a mix of shops is nice to have in a neighborhood, but I am not concerned with energy efficiency. Also, the plans need to take into consideration how they affect current residents and their property values and quality of life first
Developments should not be given permits until the infrastructure, roads, utilities, transit has been figured out.
Why does St Albert need to grow? Simple question nobody seems to answer. Keep St. Albert ots current size and focusing on what we have, is a better plan…..unless you’re placating crowd.
Placing LRT on St. Albert trail ground level has got to be a joke. Please explore other options for the 5 people that will use the LRT and cause havoc on a major roadway which connects St.Albert with Edmonton and surrounding communities.
Efficiency can help with debt
Parking is a major problem in my opinion

Decisions that mae sense, don’t just spend money to spend money. Make sure there is a need or want for the development. Beautiful spaces that don’t get used are a waste of money
The DARP project never materialized in the downtown area and businesses are suffering. Placing housing in the area with no plan would be a disaster
Any nodes of mixed use MUST be accessible by transit. City should start looking further afield for ideas, eg parking with green space on top, solar panel car shelter. Thinking must be long term.
mixed developments are smart, sustainable and desirable
The redevelopment of St. Albert should be undertaken in a sustainable manner but we must not lose sight of what has made our city desireable and that is the trails, public spaces and limited high-density, low cost housing
Not sure what #15 is referring to. We already try and be energy efficient, so one assumes this is standard practice. Shops at Boudreau is nice to have near by.
I would prefer we stop with the urban sprawl to the north. Why do we have to grow anyway, so urban planners can have a job?
whatever you do, don't tear up our mature neighbourhoods to put infill housing, plain and simple. Put it in newer neighbourhood near the north side of st albert
"sustainability" ideology adds cost and slows down development. mixed use development sounds good in theory but ends up being cannabis stores and barber shops.
N/a
The city wants low income housing and transitional housing down town driving real investors away. They have chosen developers who are taking advantage of the city
Working with and around existing infrastructure is essential in maintaining st. Albert's aesthetic.
Financial accountability needs to be in place and should be pushed to developers. Admin should be doing more accurate and professional reviews of projects and public documents should be available for these reviews
mixed use fine i suppose. but people live in at albert often work in edmonton. love to know that stat. we have cars and we drive. i know that doesn’t seem to fit narrative of this survey but is what it is.
I agree we need to combine shops and services within communities but the balance in downtown is awful and it's not a place you want to spend an afternoon because there's nothing there. It medi centres/dentist/law offices.
Isn't there more mixed use coming to St albert?
these are all considerations in ensuring our city remains at the wuality it is now and improves for the future.

Mixed use development is a missing piece of St Albert's development puzzle.
What is a "key node". Agree with focusing on high density along St. Albert trail and downtown.
Agree it's this principle and action recommendations.
I agree fully
Mostly neutral statements so fine I guess? We'll see how downtown looks in a few years.
Again - seem like an obvious question. Should growth be done in a financially responsible way? Uh... yeah?
By building efficient systems a community can last generations. The buildings should also last generations. Build for the future not only for today. My pride in St. Albert comes from living in the new town of St. Albert. I was born on mission ave.
Agree
I love the development around the old Hole's greenhouse.
These are common sense…I am more concerned that you consider these questions when they are already fundamentals. Ask questions with meaning please
Provded
Energy efficiency use is always important and is part of building code. New development like apartments Riverbank Landing is fine to build and follow these principals. Redevelopment of houses in existing neighborhoods does not mean building hotels.
Free parking for all neighborhood is important as many individuals, families or seniors are unable to bike especially 6 months of the year. Transit is important and user fees should cover the cost not the city. More benches in parks and on paths.
Watch the cost. Imposing more standards increases cost and things become unaffordable.
Mixed us zoning should be applied everywhere
These things are fine in downtown with offices to drive more people towards our downtown also. More than just the odd lawyer office. The downtown should be more of a hub than it is. It should be celebrated more and elevated more. Corner of trail needsreno
We need density

Generally agree, but once again, I'm not really interested in St. Albert's population growing. St. Albert is known for being a small city. I'd prefer to keep it that way.
what standards are trying to meet?
adding sustainability standards will simply increase the cost of construction, making everything more expensive. clear examples of why this shouldn't happen can be found in Edmonton (cost of building a fire hall for example)
Optimizing the use of existing and planned infrastructure should consider minimizing life-cycle costs and impacts to taxes over the long term.
Stonger. Downtown could really use some love, and I think if more options existed to shop for groceries, eat, etc. it will encourage more living.
Huge concerns about LRT coming to St Albert. We should also finish paying for current improvement/developments before starting more. Property taxes are already too high.
This city can’t manage its current size. It’s already botched roadways/main routes. Stop trying to be Edmonton and fix what previous administrations have screwed up.
Sound financial management and investment should come before more expensive sustainable options.
Market and building code will drive sustainability / energy efficiency. Offer density bonusing for energy efficiency, but not mandated. Mixed use in all new commuities is a must, as well as flexibility in rezoning infill
Mixed use should be allowed everywhere. Why can we not turn a single family home in a residential area to a cute coffee house or restaurant? Infrastructure is an expensive part of the build so lets maximize its use. Fill those pipes and roads before we bu
Again this will effect affordability
quit putting in roads, ripping them up and redoing things over and over again. Quit putting intersections on curved roads AT THE CURVE!!!!!
Regarding pt 15, I believe that is noble and desirable but I don't believe it should be a roadblock.
Agree except that being excessively prescriptive about sustainability goals, while well-intentioned, can lead to slower growth and difficult in building up the areas we need to.
Who would disagree to questions 13 and 15? These questions are too vague. Ie. If we all agree to #13, will the City then announce no new pools or schools because "the public strongly agreed we should be financially responsible!". This is not right.
Mixed use development is required in more than just major corridors, it should be in every neighborhood or you're repeating the same mistakes that led to these siloed car dependant areas. It is not affordable to require a car to access necessities
Shops at Boudreau are a great example of integrating mix development and very attractive. No more fly stipe malls, build up.

You word things in such a way as to not actually present a choice. We do NOT want companies coming in and pouring up huge tiers house so you can get more taxes. Sure, allow downtown greater flexibility so it can grow. Don't sell the city to companies thou
City planners should be forced to commute every day for at least a year to understand the absolute nightmare it is to navigate the city. Downtown access year over year has been utterly impossible. Change for the sake of change damaged businesses.
There needs to be more shops and services in neighborhoods, not just St. Albert Trail. Want to be able to walk to a shop, not have to drive to St. Albert Trail.
Get rid of the drive thrus
Agree with these principles.
Please stop pushing to revitalize downtown. Having lived here for 60 years, I can tell you that downtown was never vital, and frankly there is no need for it to be vital when many of the others areas i the city are vital in their own right. Waste of mone
Revitalization is import to certain areas of the city however changing this neighbourhoods and altering the charm like Edmonton has done is not improving its destruction
All good points and I agree with all.
It si important to plan for future rapid transit from St Albert to Edmonton. Young, environmentally conscience people will look for this
The old Grandin Mall and the old Firehall should be developed with apartments or condos and retail underneath just like the shops on Boudreau area. People that live downtown need to be able to afford to support downtown. Youth cannot support downtown
Pretty happy
Non sense. Why is there this big push for growth? Traffic is already bad enough. Whats wrong with just being a beautiful city of 75,000 people
How about we focus on the things that have been in the works for years, like the open mess of a lot going into downtown that's had zero progress in years.
We are the Botanical City after all, we need to remember that.
What is meant by "achieve growth targets"? Hopefully not following the Edmonton failed infill model. I need more information on this one.
New development that meets energy efficiency standards is no longer affordable housing. Let's learn lessons from the Blatchford development in Edmonton
I do not have the knowledge to know if existing infrastructure can be used or not, but it seems sensible.

Agree
Core points made are basic values in todays cities important but not at the expense of individuals property values. I have seen a 6 plex in the city built beside a very well maintained and tax paying property with the result of a $20,000 decrease value.
Individuals should be able to redevelop how they want without more red tape. Those places are already overcrowded, no parking, poor business success from what we've seen, and don't fit the locations.
Core infrastructure of any city shud be the number one principle for sustainability. Without upgrades infrastructure the other principles won't stand up and become less meaningful
Energy efficiency and homes without toxic materials - YES. Energy efficient solar. panels that get blocked by 4 and 8 plexes and apartments - NO. Provide incentives, but not all people want all the "modern" tech
This survey hasn't asked about opinions regarding mixed dwellings
Sustainability is mixed use. With Net Zero principles. New Bylaws need to reflect these.
To go into an existing neighborhood and making dramatic changes is very unfair to the current residents. They picked that area for a reason, and infilling it or removing a proposed school site to infill is disingenuous.
Have you seen the apartments they are building along St albet trail north end Ugly noisy I would never move there. Keep business separate from housing
As long as we leave our suburbs with low density single family homes in the majority and well designed public places available in them that is best
Reuse instead of rebuild. Allow a mixed use area houses and businesses, but keep some areas only residential. Energy and sustainability requirements are too restrictive and over valued.
Housing should not be above business, parking is a disaster downtown and I avoid it for that reason, St.Albert trail should be expanded with an additional lane each direction
New development is fine as long as it doesn't adversely impact those around it that have settled for years.
As the city grows in population, the city has to consider limitations on what is currently available to handle the new growth, and what might need to be expanded.
The city is beautiful but too far from everything for the neighborhoods beyond the city hall. Transit is a huge issue.
The principle is sound as an overall guide.
Having watched the cost of firehalls sore in Edmonton due to sustainability and energy efficiency, I think the City of St. Albert should weigh #15 carefully.

No more growth! why the desire to become the 3rd largest city in the province?? why? Stop and fix what we have to accommodate what we have first.
A good mix of both types of services is paramount
Good ideas that should be incorporated in the plans of the city.
Fix all the * lights on St. Albert trail then we talk. It's already impossible to get to down town St. Albert because there is no where to park. The housing we have around there is enough
I feel repetitive here
Stop limiting growth to just the trail areas and if we put strict energy standards st albert will become blanchford. 2.0 lands waiting away instead of housing people who love st albert
Shop/business areas should be separate from housing areas. It congests parking and enjoyablity of your own neighborhood when it's constantly congested with traffic.
Does the council consider aging infrastructure and limited water when building new developments. Look at Calgary
Current infrastructure already can't keep up with the development (e.g. no light on McKenney and Mission). "Key nodes" is vague and better communication with residents is needed.
Transportation options beyond personal vehicles, climate responsibility between buildings and tree canopies, good ventilation and clean air standards -- yes.
working with what we have already is a really good starting point and keeping things sustainable and functional especially in downtown areas is important in keeping community thriving
Make use of space rather than sprawling
This is not your job . Do better
Seems self explanatory.
Again no infill of multi unit complexes.
The sustainability development is tricky, the last 3 fire station built in Edm cost an extra 10 million and they will not not recover that return on investment. The extra 10 million wasn't worth the extra expense,
Is that not already happening in Erin Ridge, Jensen lakes. The problem is thst without a car it is time consuming and tedious to get to these out lying areas. Revamp the local transit routes, to accommodate accessibility

When you force builders to make energy efficient homes it drives up the cost of a home and isn't this all about affordability?
Mixed use - shops - yes, residential - no. Meeting standards for sustainability etc. depends on what those standards are and what inpact they have fiscally and on the existing community.
Mixed use of spaces increases walkability and accessibility! It supports families and busy residents, as they have access to groceries and services closer to their housing. This also encourages a reduced use of individual transportation, helping traffic.
Solar panels on apartments
I support efficient use of infrastructure, mixed-use development in downtown & corridor areas, & strong sustainability standards. Coordinated planning helps ensure growth in St. Albert is financially responsible & located in appropriate planned areas.
City does not have the ability under the mga to require efficiency beyond code can can provide incentives to do so I.e fast track permitting for higher tiers of code. More mixed use developments are excellent. Apartments over commercial standard.
Each new neighbors should be able to retain its population school, medical clinic, small groceries and store do the mains streets are not always congested.
Rapid transit along St. Albert trail is absolutely a bad idea. Ask anyone from any community along any rapid transit property value goes down and petty crime goes up.
New development has to be controlled . As of now developers stuff as many building in an
all good signs of well managed infrastructure!
Integrated residential commercial spaces make for accessible complete communities
Question 13 promotes higher density agreement. Increased traffic impacts in mixed use development needs to be considered.
I would love to see some of the office spaces that aren't being utilized in St. Albert, be turned into rentals.
Redevelopment of established neighbourhoods needs to maintain the esthetics and feel of the existing community and needs to consider roads and parking when adding high density housing.
If housing is blending with storefronts and offices it’s important to provide proper parking
No
Sustainability and energy efficiency targets are ridiculous if there’s any immediate impact to affordability. Read the room. People need affordable housing at the same standards we had 30yrs ago. Dog crate apartments that meet “sustainability” is stupid

I'm ok with all except bringing the LRT into St. Albert. LRT equals crime. Ask any police officer.
Growth needs to be slowed as our current infrastructure cannot support it and upgrading is costly to current residents. Creating mixed use communities doesn't reduce the need for personal vehicles
Downtown can build as many high rise apartments as they want, to keep the business alive. Elsewhere in the city should be houses only.
More private investment for new businesses and projects and make better use of some of the abandoned buildings downtown.
Mixed use developments and public transit make the city more liveable
During redevelopment and upgrading, maximizing current infrastructure, even upgrading it for cost saving and efficiency is strongly encourgaed,
Finish things not completed before moving onto new developments. A grocery store was to be built near the Lacombe fire station 14 yrs ago. Land is still unfinished/undeveloped. need to go to Trail fo
Don't build out. So much abandoned land in the heart of town
We know developers want to just build new and take up valuable spaces but the first priority of councillors is to develop the old structure that can be saved and thoses that can't be demolished and a new development put in its place before any applicatio
I think sustainability is a great thing
The shores are great at border however the height of the apartment complexes does not suit the aesthetic of our community, built too high.
This is a suburban community. People move here for space, quiet, and a neighborhood feel. Not to live in something that resembles a dense, downtown-style environment. I do not support planning that pushes us in that direction
All of these questions are blah blah wording asking for a blank cheque to continue doing what the city has been doing..destroying the character of St>albert. The downtown area is a non starter as the city has completely mis-managed the opportunities to a
downtown, along major corridors and around key nodes (i.e. by transit services) is where concetration and accessibility shld be focussed
Please leave the look of downtown alone. The old building charm gives this city such character
More attention needs to be paid to parking space that is allotted to these new businesses. And consideration taken when licenses are given. An example is summit place where there is never any parking for all of the businesses that are in that space..
Affordable housing is key to the economic growth of the city.

Optimal efficiency is code for too small lots, tiny roads and not enough parking. The city and tax payers ultimately pay big over the long term for these poorly designed areas
Not just along major corridors but every neighborhood should be goal. Also local government cannot require energy efficiency that is the building code but it can provide incentives for sustainable communities. Solar grants and loans to citizens for exampl
Financial planning should not be guesswork and using tax payers money for whims and fancies should not pass the smell test. Fix the infrastructure forget the statues and art work.
The City needs to be money savy since it's our money. Downtown is setup for mixed use already so perfect. Why would the City allow development if it didn't meet the standards?
St Albert doesn't need to change into an over crowed dump like Edmonton. We pay high taxes to live here because it's clean, maintained and not overcrowded.
This is a good approach as long as infrastructures follow inspection schedules prior to tying in.
Strongly supports efficient use of land and infrastructure by guiding growth through phased, mixed-use development, enhancing transit and active transportation, requiring sustainable, energy-efficient building, and ensuring coordinated, financially sound
Mixed usage developments is a wonderful idea but it needs to be more affordable for people. And with useful things like groceries, secondhand stores, library, etc
Our small downtown area is perfect the way it is. Introducing more mixed use development will congest St.Albert Trail and all of downtown in general.
ESG is largely a joke. Very wealthy people support ideas that make them more wealthy. We should definitely do more clean ups around public spaces with volunteers. Garbage should be cleaned up.
We need more mixed use everywhere. Not just a few places, but spread out more throughout the city.
How can the council agree to build an affordable housing project when the construction at the old Dairy Queen site is not finished and a horrible eyesore!! What guarantee is there that the condominium won't face the same fate??
Strongly agree
The only thing is that mixed use should be allowed everywhere. Imagine if you had a bakery in your neighbourhood, or a cafe. Right now most people have to drive to go to one.
Principle 4 is good for existing communities not for high DENSITY housing
Boudreau developments are poor examples. Neighbourhoods must be PLANNED with mixed-use not built as an afterthought. Look at the Mahogany neighbourhood in Calgary. This was PLANNED like this and it is inspired. The Boudreau area is a mess in comparison.
Standards are standards - development are aware of them I assume? Just stop adding or changing, or give an acceptable range of flexibility and chances are they'll meet the city somewhere in the middle.

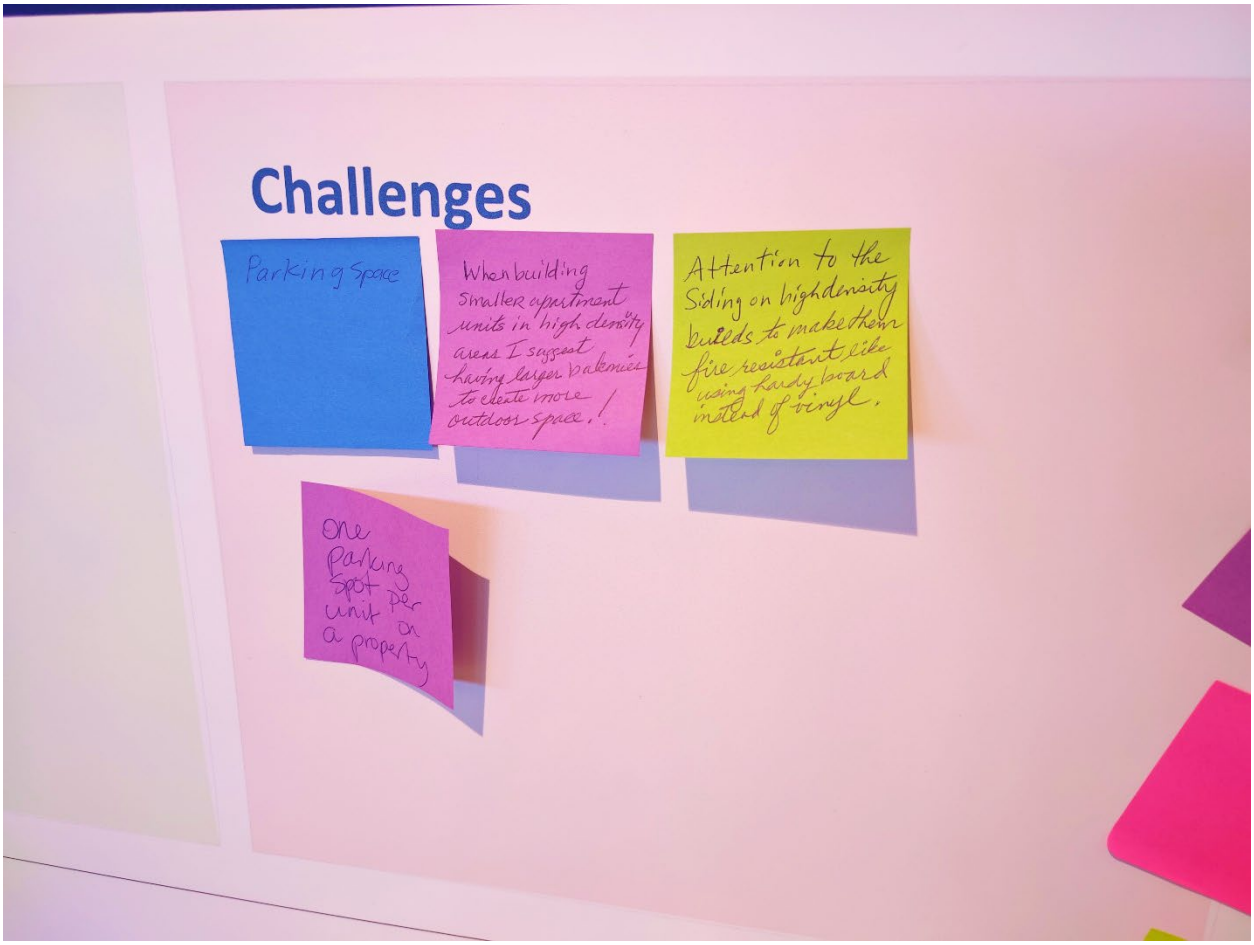
Be smart with money.
For new developments these are goals to strive for. These will very difficult to incorporate into existing areas.
Currently trying to expand my house to accommodate growth of my company. Have an URW on the property, Utilities ok to move gas lines and yet City Engineering still not in favor.
#15 ^Sustainability is subjective. Mixed use @ Boudreau is still car dependent. Developments along major roads are uncomfortable to walk to. Mixed use is better served at the neighbourhood scale, re garage businesses, home hair salons, coffee shops, etc.
Maintaining the integrity of established community is paramount.
St Albert has the opportunity to be a leader in sustainable and responsible development. We are small enough to be innovative and must plan well now to avoid the problems that big cities around the globe have experienced. Look to Europe for inspiration!
There's seem to be many empty buildings along st Albert trail that remain vacant or empty lots such as where the old Dairy Queen was - I'd would say to stop trying to expand into sturgeon county and start utilizing space available
Downtown and major transit routes should be the focus for new high density developments. Growth should be responsible so we do not turn into the mess that is Edmonton
This is a cold weather city our buses run anround the empty most of the time. Quit looking for ways to waste more taxpayers money Active transportation is a new buzz word and needs to disappear.
Sounds a lot like the 15 minute agenda. No thanks.
Agree
I don't really know what energy efficiency has to do with this. I do not support an LRT coming here it's gonna be transient population here. I have seen it in Edmonton and that's why I moved.
mostly neutral
Rather than adding new shops etc. Please try to use the vacant offices/spaces etc. in St. Albert!!
I do like this principle
Not all amenities need to be on St Albert Trail! We have grown a great deal and the amenities have not kept up to the urban spread.
It only makes sense

Agree, especially with point 14. St. Albert should be more walkable, wherever you live - meaning you can walk to services, not just leisure. Downtown St. Albert is a missed opportunity because it should be much more lively than it is but there's no housin
We need to build with future challenges (eg the impact of climate change) firmly in mind.
No 13 and 14 US and open enedd question which van skewer results
Nothing to explain
I think that all new developments should be financially feasible and have some level of energy efficiency.
Sustainability just makes sense!
Do not build it in existing neighborhoods. Slap in the face to people that trusted their city planning. We would like to build a tower in your backyard. Think about it.
New development should be supported especially for businesses. Environmental strategies do not provide support they provide cost and roadblocks
No
8 out of 10
Levels of development that exceed current infrastructure (sewer, power) are not sustainable if substantial upgrade to utilities is required. More consideration to existing infrastructure long term capital costs must be taken into account.
High rise and mixed developments have ruined some of St Albert newer neighborhood and it should be build only downtown or in more Industrial areas.
Self explanatory
We don't need to make St. Albert more densely populated we already see west and north Edmonton coming into St. Albert to use the facilities we don't need to make downtown so jammed you can park
Where are the new projects.
Mixed use development where appropriate is fine but the Shops at Boudreau/ Botanica is a very poor example as it is not on a major corridor and is going to be the biggest traffic issue in the city when all of the development is finished.
Our downtown is too small to support mixed use development. While certain areas are good for that type of network, it is importnat to have hubs designated for certain spaces and stop urban creep.

The City should not presume to set standards covered by building codes, evolving commercial realities and good development practices. Energy efficiency/sustainable construction should sell on its own.
If people want to live in a big city with tall buildings they can go to Edmonton. There is tons of Land folks in St. Albert want single family dwellings to raise a family. Families do not want to live in a fourplex on top of a gas station.
The environment must not be sacrificed fir greater profits. St Albert has a reputation for quality of life that was hard earned and not to be forgotten or lost
We do not need a Blatchford-style white elephant in St. Albert.
Let people decide what they want to do with their own homes. Not be told what they can and can't have. That's not freedom.
Most definitely - all of these aspects of principle 4 are very important.
I don't understand what this means
There are vacant spaces in strip malls like the one by the firehouse on Giroux that have stayed vacant for years. The ones by Costco also has vacant spaces. We don't need more of that right now.
Transit- st. Albert trail used to be a speedy Transit corridor until it had a million lights on it, then ray Gibbons was supposed to be but "animal crossings" and another million lights broke that idea too. SUSTAINABILITY&efficiency the city has failed
New development can be engineered. The public will choose it's success though choice. Redevelopment in residential areas should be organic only. Redevelopment shout not be force, coerced or engineered.
Mixed use nodes should not be limited to downtown
Needs to be senior friendly and affordable
Our downtown looks amazing but there is not much to attract people. Can you find a way to bring more shops there, instead of having to create things like "Shop on Boudreau"? I love that area but we need something to get people downtown.
Proper use of roads and what's existing is great. What's not great.is ripping up roads to build traffic circles. Just build the road and street lights properly the first time.
Too often development is focused on quantity not quality and there needs to be more checks and balances. More thought put into new developments and less on straining existing neighborhoods
Agreed
Active transportation, especially on the south side is sorely lacking. The lack of a bridge over sir Winston Churchill makes the beautiful multi-use path nearly worthless as a transportation route. Look to Sherwood park for inspiration

Upgrading and expanding St Albert's infrastructure is great as long as it serves the citizens. Again these principles are vague. Continue expansion of St Albert isn't necessarily a good in itself.
St. Albert should work to maintain and improve what it already has without hastening along the route that will make it like any other city.
Don't treat people like sardines. Work harder at spreading out.
Agree overall. More amerbities need to be developed outside of stalbert trail.
Don't agree
No leap frog development or major borrowing for premature utilities and roads Development agreement review re: recreation and emergency services
No leap frog development or major borrowing for premature utilities and roads Development agreement review re: recreation and emergency services
We should not expand housing into our downtown. This should be reserved for entertainment and play and businesses. Think long term not short term. We can't get the land back once a big complex goes up
Control costs
Principle 4 makes sense in utilizing the areas specified.
let's have more local businesses! and make our existing communities denser!
The city can't specify energy standards greater than permitted through the National Building Code - Alberta Edition. Those costs are also passed onto the consumer.
New development should have to meet efficiency standards. Upgrading older development, especially residential should have more leeway to make improvements without rigid efficiency standards that could make upgrades cost pohibitive
There seems to be a penchant for NEW, BIGGER, etc; rather that let's LIVE WITHIN OUR MEANS and MAKE DO WITH WHAT WE HAVE.
All important to continued growth and development of the city
Definitely development needs sound long term planning to avoid the current issue in Erin Ridge North where temporary servicing is holding back needed amenities like a high school

Expanding Housing Options Public Open House



Attachment #7

Summary of Key Land Use Bylaw Changes

District	Land Uses	Current	Proposed
Trail Corridor Commercial (TCC)	Apartments	Discretionary; 22 m.	Permitted; 25 m.
	Townhouse-Complex	N/A	Discretionary; 18 m.
Mixed Use Transit Oriented Development (MU-TOD) * Requires Redistricting Applications	Apartments; Mixed-Use Development	N/A	Permitted; 50 m.
	Townhouse-Complex	N/A	Discretionary; 50 m.
	Non-Residential Uses (Office, Retail, Hotel, etc)	N/A	Various (as per MU2); 50 m.
Low Density Residential (LDR)	Single Detached Lots (Interior lots; Built-Out Neighbourhoods)	9.82 m lot width; 2 secondary suites; Single or double driveway.	8 m lot width; 1 secondary suite: lots < 9.82 m; Single driveway: lots < 9.82 m.
	Semi Detached Lots (Interior Lots; Built-Out Neighbourhoods)	8 m lot width; Single or double driveway.	7.35 m lot width; Single driveway: lots < 8.0 m.
	Other (Duplexes, Lot Coverage, Setbacks, Townhouse Plexes, Height, Parking, etc)	No changes.	