Bylaw 2/2026 Land Use Bylaw Amendments

Rationale for Changes

January 27, 2026

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INTRODUCTION

This document provides rationale for proposed Land Use Bylaw "housekeeping" amendments – as well as other proposed amendments associated with two Housing Accelerator Fund (HAF) projects related to the "Established Neighbourhood Overlay", and minimum residential parking supply regulations.

Proposed Change	Notes / Rationale
Table of Contents	
Section numbers have been added to each line item within the Table of Contents.	This change is proposed for each of use, and ease of searching the document.
List of Figures	
~~Figure 10-1: Restricted Building Envelope~~ ~~Figure 10-2: Staggered Setback~~ ~~Figure 10-3: Multiple-Lot Developments~~	Three figures were removed from the List of Figures, including Figure 10-1: Restricted Building Envelope, Figure 10-2: Staggered Setback, and Figure 10-3: Multiple-Lot Developments. This is because the images were deleted from the text. Further rationale can be found in the proposed changes to Schedule C, starting on page 41.
Alphabetizing Corrections	
For lists that were out of alphabetical order, items in the list were reorganized to be in alphabetical order.	This is for ease of skimming, and finding items. It impacted the definitions sections.
Numbering Corrections	
Regulation numbering has been fixed so that it runs in sequential order.	This change is proposed to renumber sections where applicable. This occurs in multiple places throughout the bylaw, and each change is not noted in sections below.

Proposed Change	Notes / Rationale
Hyperlink Corrections	
Hyperlink Corrections	In some cases, hyperlinks within the document were not pointing to correct sections. This has been addressed in the new document.
'PSI District' to the 'PPI District'	
Throughout the bylaw, any reference to the 'PSI District' or 'PSI' has been changed to the 'PPI District', or 'PPI' respectively.	This change is proposed to better reflect the district name of the Public, Private, and Institutional Service District. This occurs in multiple places throughout the bylaw, and each change is not noted in sections below.

PART 1

This part contains rationale for changes to the any of 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 Change	Notes / Rationale
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.	The word "the" was added to correct the grammar of the sentence.
Section 1.12(3)(c) Development Authority	
(c) Any of the ~~of~~ *Development Officers* appointed by the CAO pursuant to this Bylaw.	The second "of" was removed to correct the grammar of the sentence.
Section 1.13(5) Powers and Duties of the Development Authority	
The *Development Authority* may not alter the site density bonus beyond the limit set out in sections 5.6(8)(a) - MDR, 5.7(7)(a) - HDR, 5.15(8)(a) - MU1, 5.17(10) - MID, and 5.18(7)(a) – DTN.	A reference to the Midtown District is proposed to be added to this regulation, as site density bonusing was added to the Midtown District by Bylaw 1/2025 in April 2025. This is so all site density bonus sections are treated the same.
Section 1.22(2) and (3) Enforcing This Bylaw	
(2) Enforcement may be initiated by a violation ticket pursuant to the Provincial Offences Procedure Act, or any other action authorized by statute.	The word "a" was added to correct the grammar of the sentence.
(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*	The word "offense" was replaced with "offence", to be consistent with the spelling in the *Provincial Offences Procedure Act.*

Proposed Change	Notes / Rationale
may have under the *Provincial ~~Offenses~~ Offences Procedure Act.*	
Section 1.23(1) and (3) Stop Order	
(1) Pursuant to the *MGA*, where an ~~offense~~ 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: . . .	The word "offense" was replaced with "offence", to be consistent with the spelling in the *Provincial Offences Procedure Act.*
(3) If a Stop Order is not complied with or appealed to the *SDAB* or ~~*LRPT*~~ *LPRT* by the stated deadline, the *City* may elect to take further action.	The acronym "LRPT" was replaced with "LPRT", as the acronym stands for the Land and Property Rights Tribunal.
Section 1.24 (Table 1-1: Specified Penalties)	
Section references and numbering have been updated where applicable in Table 1-1.	In column 1, there were several numbering references requiring updates. In column 2, the section references were incorrectly pointing to section 1.19. All references have now been proposed to be updated to section 1.20, which is the correct regulation.

PART 2

This part contains rationale for changes to the any of 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 Change		Notes / Rationale
Part 2		
This part outlines the City's Development Permit Process, including ~~and~~ related requirements and procedures.		The word "and" replaced with ", including" to correct the grammar of the sentence.
Section 2.2 (Table 2-1: Development Not Requiring A Development Permit)		
(7) Air Conditioner or Heat Pump	In a *Low-Density Residential District*, an air conditioner or heat pump, in accordance with section 3.45 'Air Conditioners and Heat Pumps – Freestanding.'	Air conditioners and heat pumps are proposed to be added to the 'No Development Permit Required' table. This proposed change is to clarify that an air conditioner or heat pump, that is installed in accordance with the regulations in a low-density residential district, does not need a development permit. The remainder of items in the table were re-numbered.
(18) Private pool, hot tub, or decorative pond	Construction of a *private pool, hot tub,* or *decorative pond* 0.60 m or less in depth.	As hot tubs are now proposed to be defined as a separate use, they needed to be added individually to the no Development Permit required table.
(21) Residential accessory building	(iv) A fire pit or a barbeque (in accordance with the *Fire Services Bylaw 01/2020*);	The spelling is proposed to be changed from 'firepit' to 'fire pit' to be consistent with

Proposed Change	Notes / Rationale
	spelling in other portions of the Land Use Bylaw.
Section 2.5(1)(b)	
(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*;	The introductory sentence of this regulation was clarified to inform readers that the Urban Design Review should be submitted as a report. This report can include photos or graphics, and swatches of products to illustrate the look and feel of a proposed building and how it will fit with surrounding existing buildings.
Section 2.10 Determination of Completeness	
(1) A Development Authority or Subdivision Authority must make reasonable efforts ~~consistent with budget and resource constraints,~~ to determine within 20 days after the receipt of an application for a Development Permit or a subdivision, whether the application is complete, unless an agreement is reached between the Development Authority or Subdivision 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 a subdivision, or within such longer time established by agreement between the Applicant and the Development	Changes have been proposed to sections 2.10 to 2.12, generally incorporating the words 'Subdivision Authority', or 'subdivision'. It was identified that these sections only focus on the process and procedures for development permits. The process and procedures for subdivisions also needs to be incorporated, as it is not contained within any other bylaw. The words "consistent with budget and

Proposed Change	Notes / Rationale
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.	resource constraints" are proposed to be removed to better match the direction given by the Municipal Government Act. Some of these regulations are derived from Municipal Government Act (MGA) section 653.1 regarding subdivision applications.
Section 2.11 Review Period	
(1) The *Development Authority* must make reasonable efforts ~~– consistent with budget and resource constraints –~~ to make a decision on the application for a *Development Permit* within 40 days after the *Development Authority* determines the application is complete.	Propose to remove the wording " – consistent with budget and resource constraints – " to better match the direction given by the Municipal Government Act.
(4) The *Subdivision Authority* must make reasonable efforts to make a decision on the application for a *subdivision* within 60 days after	Three new regulations are proposed to be added to this section, that pertain to subdivision applications.

Proposed Change	Notes / Rationale
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 receipt of the complete application, or within such longer time set out in a *time extension agreement*.	The time for a decision on a subdivision is 60 days from the day it's complete, in accordance with the MGA. The timeline can be extended by written agreement, and a subdivision is deemed refused if the timeline expires and no further time extension agreement is signed.
Section 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.	Changes have been proposed to sections 2.10 to 2.12, generally incorporating the words 'Subdivision Authority', or 'subdivision'. It was identified that these sections only focus on the process and procedures for development permits. The process and procedures for subdivisions also needs to be incorporated, as it is not contained within any other bylaw. Some of these regulations are derived from Municipal Government Act (MGA) section 653.1 regarding subdivision applications.

Proposed Change	Notes / Rationale
Section 2.15 Variances	
(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*.	This is a new proposed regulation, to put regular department practice into the official bylaw. A small amount of tolerance to account for human error may be applied to a proposal.
Section 2.16 Development Permit	
(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*.	This new proposed regulation was added to clearly state that any applications for affordable non-market housing units would be required to enter into a contract with the City to provide reduced rent for 15 years, as per 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 being met.	The agreement mentioned in section (3) would then be registered on the certificate of title for the properties with the affordable non-market housing units. The agreement can only be discharged from the parcel once it expires.
Section 2.17(1)(f) Development Permit Conditions for Lands Subject to Flood or Subsidence	
(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.	Added the word “stating” to correct the grammar of the sentence.

Proposed Change	Notes / Rationale
Section 2.21(1)(c) Revoked or Suspended Development Permit	
(c) The *Development Permit* was issued due to a clerical or administrative error;	Added the word “a” to correct the grammar of the sentence.
Section 2.25(3) Compliance Certificate	
(3) The *Development Authority* may issue a *Compliance Certificate* when, in their opinion, the *buildings* as shown on the *Real Property Report* are located on the *site* in accordance with the ~~*separation distance*, and yard and building *setback*~~ regulations of this Bylaw, or in accordance with ~~the yard or building *setbacks* specified in~~ any *Development Permit* which may have been issued.	The regulation is proposed to be made more general to reflect the actual practices of the department. Compliance certificates don’t only look at setbacks and separation distances, they also look at whether buildings have a permit, or whether the height complies with the LUB. The revised regulation allows for more factors to be included when reviewing applications for a Compliance Certificate.

PART 3

This part contains rationale for changes to the any of the general regulations (residential or non-residential).

Proposed Change	Notes / Rationale
Section 3.13(10) Designated Flood Line	
(10) The *designated flood line* as outlined in the maps in Schedule A are presented for reference purposes only, have been generalized for presentation purposes, and are not guaranteed for accuracy. The *Development Authority* will rely on the information required under section ~~(6)~~(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*.	This regulation had referenced another section, and has been proposed to be changed from '(6)' to '(7)'.
Section 3.24(4) Outdoor Lighting	
(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.*	The requirement for full cut off light fixtures to be installed for detached, semi-detached, duplex, triplex, fourplex, and fee simple townhomes is proposed to be removed. This is to accommodate a wider variety of lighting options for individual homes.
Section 3.26 (Figure 3-4: Panhandle Lot)	
Please see Figure 1 and Figure 2 below the chart. The original image can be seen as Figure 1 on	An example building was added to the image, and example

Proposed Change	Notes / Rationale
page 17, and the revised image can be found as Figure 2 on page 18.	setbacks and lot frontage labels were added, for clarity.
Section 3.38(5) Telecommunication Towers	
(5) Discouraged locations for the siting of a *telecommunication tower~~s~~* include:	The word “a” is proposed to be added to the sentence, as well as the “s” removed from towers to make the sentence singular instead of plural, to be consistent with other regulations.
Section 3.39(1)(a) Temporary Building	
(a) Notwithstanding section (1), at the discretion of the *Development Authority*, a *Development Permit* for a temporary *building* for a *residential sales ~~center~~ centre*, *recreation (outdoor)*, or public assembly use, may be granted for a specified time-period.	The word “center” is proposed to be replaced with “centre” to correct the spelling of the word.
Section 3.41 Urban Design Review	
(2) Any *building* 50.0 m or greater in height requires that an Urban Design Review be completed.	This is a new proposed regulation, to ensure tall buildings (over approximately 14 storeys) receive extra review from a third party, neutral source, to ensure they contribute to the character and streetscape of St. Albert.
Section 3.46(1) 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*;	A comma is proposed to be added to this regulation, to clarify that it applied to any of the listed uses, if they contained 30 or more dwelling units. For example, an apartment building containing 40 dwelling units must provide amenity area (common), but an apartment

Proposed Change	Notes / Rationale
	containing 20 dwelling units does not.
Section 3.51(1) Decks	
(1) Any *deck* must meet the required front yard *setback* of the *principal building*.	This regulation was found in Land Use Bylaw 9/2005, however it was not carried over to LUB 18/2024 with the same intent or impact. It's proposed to be changed so that any deck, regardless of height can not encroach into a front yard setback. To do this the regulation was moved from the section related to decks located 0.6 m to 1.5 m above grade, and made general so it applies to a deck of any height. The older regulation in section (3) is proposed to be deleted, as it would be a duplicate.
Section 3.56(6)(b) Dwelling (Townhouse)	
(6)(b) Vehicular access for a *dwelling (townhouse – plex)* shall be provided from a *lane*.	This is a new regulation, which is proposed to clarify that garage/vehicle access must be from a lane for triplexes and fourplexes.
(6)(b)(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.	An exception to the above regulation is proposed for flexibility, as in some cases, Engineering Services may allow an access for a triplex or fourplex off a local road. This is not guaranteed, and dependent on items such as traffic volumes, sightlines, and roadway geometry.

Proposed Change	Notes / Rationale
Section 3.68 Private Pool or Decorative Pond	
PRIVATE POOL, HOT TUB, OR DECORATIVE POND	The title of the section has been proposed to be changed to acknowledge that hot tubs are now included separately in the regulations.
(1) A *private pool*, *hot tub,* or *decorative pond* must be:	As hot tubs have now been proposed to be defined separately, they have been added to the section of the regulations that they need to comply with.
(3) The maximum size of a *hot tub* shall not exceed 7.56 sq m.	A new regulation, stating a maximum size is proposed for a hot tub to help clarify the difference between a hot tub and a pool, being that hot tubs are typically smaller in size.
Section 3.69(5) and (6) Secondary Suites	
(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)*, ~~*or dwelling (duplex),*~~ in accordance with the applicable District. (a) Notwithstanding section (5), in the LDR District only, a maximum of two *secondary suites* are allowed on a *lot* with a *dwelling (single detached)*, provided that one of the suites is contained within the principal *dwelling*. (6) In the case of a *dwelling (duplex)*, only one secondary suite per duplex *dwelling unit* is allowed, in accordance with the applicable District.	Duplexes are proposed to be removed from regulation (5), and a new regulation, (6), is proposed to be added. The intent was to clarify that each half of a duplex is allowed one suite, so there could be two suites on a lot for a duplex, for a total of four dwelling units on one lot.

Proposed Change		Notes / Rationale
Section 3.70 Second Public Access		
(1)(a)	The distance from the ~~center~~ 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	The word “center” is proposed to be replaced with “centre” to correct the spelling of the word.
(3)	Notwithstanding section (1)(a), the distance from the ~~center~~ 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:	The word “center” is proposed to be replaced with “centre” to correct the spelling of the word.
Section 3.79(1) Crematorium		
(1)	A *crematorium* shall include equipment designed and intended to control ~~odor~~ odour and emissions prior to discharge from the *building*, thereby limiting any adverse effects on adjacent *lots*.	The word “odor” is proposed to be replaced with “odour” to correct the spelling of the word.

Figure 1: The original Figure 3-4

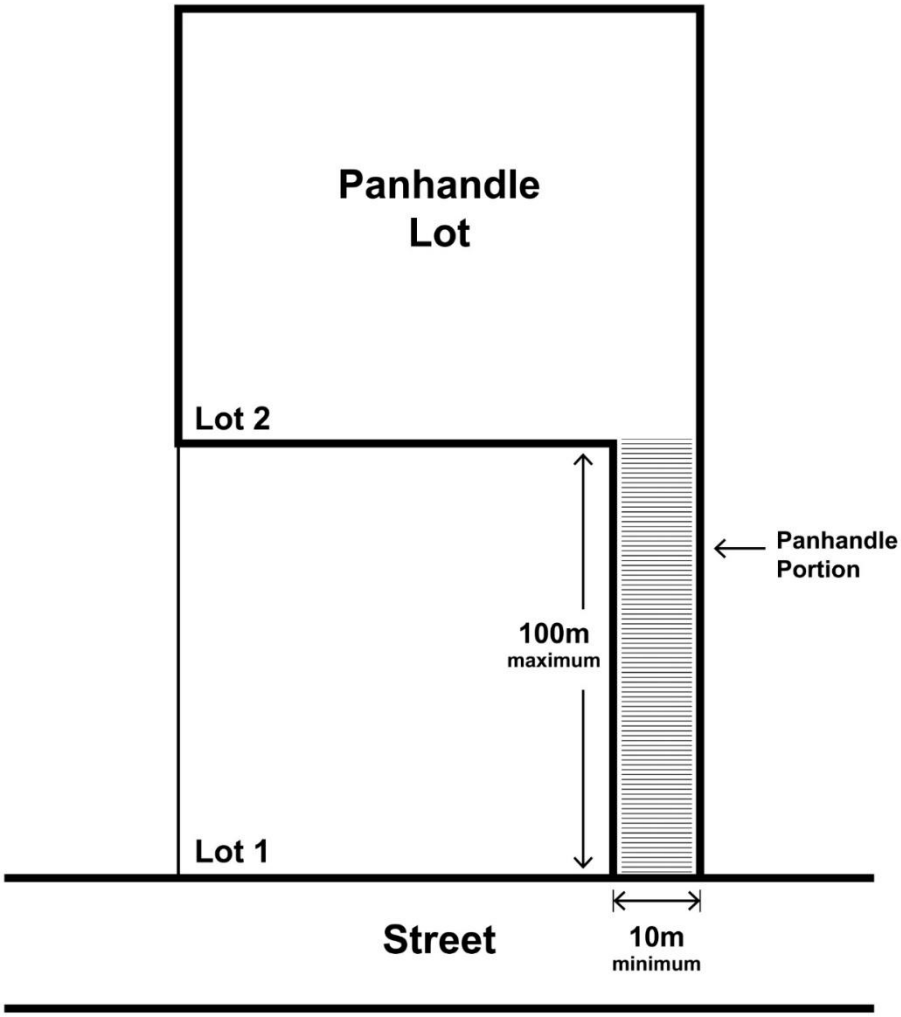
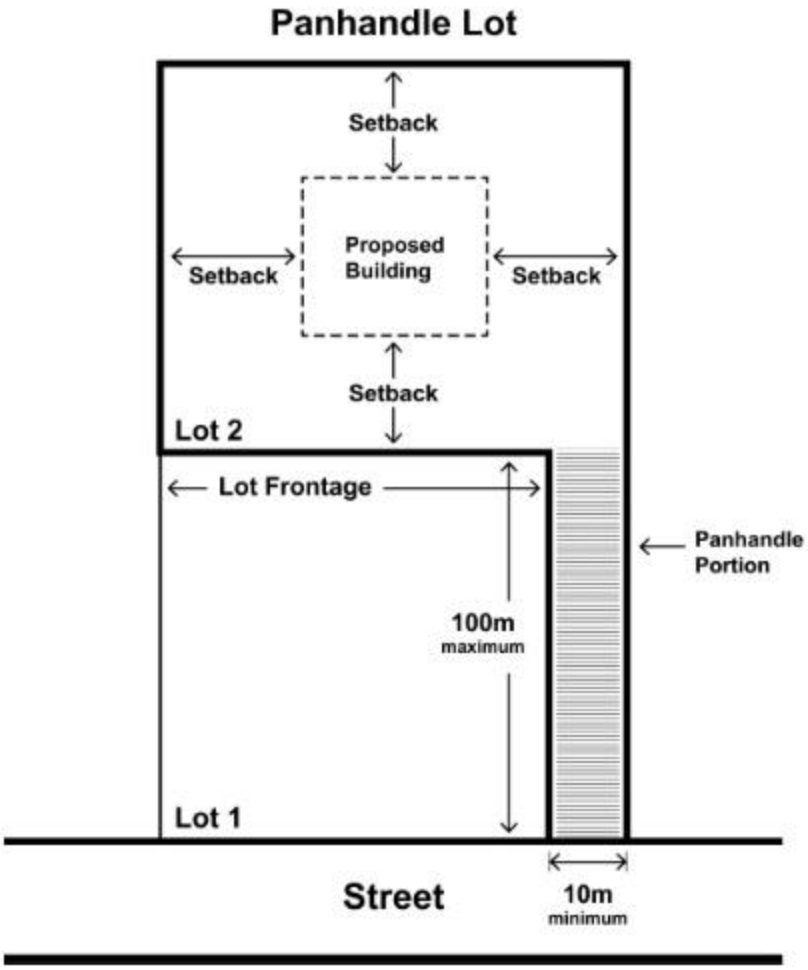


Figure 2: The revised Figure 3-4



PART 4

This part contains rationale for changes to minimum parking regulations.

Proposed Change	Notes / Rationale
Section 4.2(4) General Parking Provisions	
(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*.	The word "form" is proposed to be changed to "forms" to correct the grammar of the sentence.
Section 4.2(8)(a) General Parking Provisions	
(a) Notwithstanding section (8), the *Development Authority*, at its discretion, may consider ~~differing~~ reduced *parking* requirements when supported by an approved *parking* and/or transportation study.	Section 4.2(8)(a) is proposed to be amended by deleting the word "differing" and replacing it with "reduced". This is to clarify that required parking may be reduced when a parking study is provided by an applicant.
Section 4.3(2)(a) Visitor Parking for Non-Market Apartments (located Downtown)	
(v) One stall per ten *dwelling units* for visitor parking for *affordable non-market housing dwelling units*;	A new regulation is proposed to be added, so that visitor parking for apartments located Downtown, could have lesser visitor parking requirements, if so desired by the developer. This recommendation is based on the parking study completed by WSP, and is trying to encourage lesser parking requirements for affordable housing. (For clarification, this does not apply to visitor parking for *market* rate apartments).

Proposed Change	Notes / Rationale
(A) Notwithstanding sections (iv) and (v), the *parking* ratio shall be one stall per ten *dwelling units* for visitor *parking* 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; and	Due to the change above, a reference had to be updated to include both sections (the existing section, and the new section.
Section 4.3(2)(b) Resident Parking for Apartments (not located Downtown)	
(b) In all other Districts: (i) ~~One~~ 0.9 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*; ~~and~~ (iv) One stall per seven *dwelling units* for visitor *parking*~~.~~; and (v) One stall per ten *dwelling units* for visitor parking for *affordable non-market housing dwelling unit*.	Minimum resident parking for apartments (that are located outside downtown) are proposed to be decreased from one stall per dwelling unit, to 0.9 stalls per dwelling unit – if so desired by the developer. Additionally, visitor parking for non-market housing units has proposed to be decreased, from one stall per seven dwelling units to one stall per 10 dwelling units. As an example, for a 100-unit apartment building (including 90 market and 10 affordable non-market housing dwelling units): • The original parking requirements would have required 90 stalls (for the 90 market apartments), plus 6 stalls (for the 10 non-market apartments), and an additional 15 visitor

Proposed Change			Notes / Rationale
			stalls, for a total of 111 parking stalls. • The new proposed regulations would require 81 dwelling unit stalls (for the 90 market apartments), plus 6 stalls (for the 10 non-market apartments), and 13 visitor parking stalls for the market units, and 1 visitor parking stall for the non-market units, for a total of 101 parking stalls. • This scenario represents a decrease of 10 parking stalls, when comparing the current regulation to the proposed regulation. Should developers choose to provide more parking, they can.
Section 4.3(3) Parking for Triplexes and Fourplexes			
(3)	*Dwelling (duplex)* *Dwelling (manufactured)* *Dwelling (semi-detached)* *Dwelling (single detached)* ~~*Dwelling (townhouse - plex)*~~		Parking for triplexes and fourplexes was previously grouped with single detached homes, semi-detached homes, and duplexes. As there are reductions proposed, the Plex use was removed from that group and moved into its own section within the table, just below.
(4)	*Dwelling (townhouse - plex)*	(b)	~~Two~~ One stall per *dwelling unit*.	Minimum parking for triplexes and fourplexes is proposed to be reduced from two stalls per dwelling

Proposed Change		Notes / Rationale
		unit to one stall per dwelling unit. (Note: the development industry has indicated that existing parking regulations are challenging to satisfy, hence, there are not presently *any new "townhouse-plex"* developments within the City, since the use was added in 2024). *Triplex Example* As an example, for a triplex the original parking requirements would have required 6 parking stalls. With the new proposed parking ratio, a triplex would require 3 parking stalls. This scenario represents a decrease of 3 parking stalls. In St. Albert, such developments are only allowed if accessed via rear lane, and furthermore only on corner lots (which provide additional on-street parking on two sides). Same applies to fourplexes (below). *Fourplex Example* As an example, a fourplex would have required 8 parking stalls. With the new proposed parking ratio, a fourplex would require 4 parking stalls. This scenario represents a decrease of 4 parking stalls.

Proposed Change			Notes / Rationale
			(Note: to supplement, it is worth considering that four dwelling units in other configurations (e.g. two semi-detached dwellings each with one secondary suite) would require 4 parking stalls, combined).
Section 4.3(13)(a) Resident Parking for Supportive Living Accommodation			
(13)	*Supportive living accommodation*	(c) One stall per three *dwelling units*;	The minimum parking supply for supportive living accommodation is proposed to be reduced, from one stall per dwelling unit to one stall per three dwelling units. This change was based on findings from the Parking Study, completed by WSP, since residents living in such contexts are less likely to own a vehicle. As an example, for a 100-unit supportive living accommodation (with all dwelling units, and no "sleeping units"), and ten staff: • the original parking requirements would have required 100 dwelling unit stalls, 10 staff stalls, and 15 visitor stalls, for a total of 125 parking stalls. • The new proposed regulations would require 34 dwelling unit stalls, 10 staff stalls, and 15 visitor stalls, for a total of 59 stalls.

Proposed Change	Notes / Rationale
	• This scenario represents a decrease of 66 parking stalls. Should developers choose to provide more parking, they can.
Section 4.13 Electric Vehicle Charging Stations	
(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*."	This is a new proposed regulation, to clarify that only townhouse complexes with more than 12 dwelling units would need to install an EV charger. Without this regulation, even a smaller application would have to put in one or more EV charging stations, which may be cost prohibitive.
Section 4.16 Bicycle Parking	
(3) In the MDR District, the minimum number of public *bicycle parking* spaces shall be no less than three per *building*."	The MDR district often contains townhouse complexes, which may not need as many bicycle parking spaces, as the products often have garages. This regulation clarifies that an MDR site only needs three spaces per building, so there is some visitor bike parking on site.

PART 5

This part contains rationale for changes to the any of the Land Use Districts.

<table>
<tr><th>Proposed Change</th><th>Notes / Rationale</th></tr>
<tr><td colspan="2">Section 5.2(10)(b)(i) – Low-Density Residential (LDR) District</td></tr>
<tr><td>
<table>
<tr><th>Lot Width</th><th>Walkout Basement Side Yard Setback (for a lot > 12.50 m)</th></tr>
<tr><td>> 12.50 m</td><td><s>6.80</s> 1.80 m</td></tr>
</table>
</td><td>This was an error. The side yard setback for lots greater than 12.50 metres in width has been proposed to be changed from ‘6.80 m’ to ‘1.80 m’. This is in alignment with other low-density districts, such as SLR, LLR., and FBR District.</td></tr>
<tr><td colspan="2">Section 5.2(10)(b)(ii)(B) – Low-Density Residential (LDR) District</td></tr>
<tr><td>(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:

<s>(I) 4.00 m; or</s>

(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;</td><td>The order of the regulations was changed, and the 4.00 m was added as a notwithstanding clause.

In most cases, the driveway should be at least 6.00 m in depth, to accommodate a vehicle in the driveway.</td></tr>
</table>

Proposed Change	Notes / Rationale
Section 5.3(9)(b)(ii)(B) – Small-Lot Residential (SLR) District	
(B) On a *corner lot*, the side of the *lot* that adjoins a flanking *public roadway* must have a minimum side yard building *setback* of: ~~(I) 3.00 m;~~ (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;	The order of the regulations is proposed to be changed, and the 3.00 m was removed from being the first regulation, and added as a notwithstanding clause. In most cases, it's preferred that the driveway be at least 6.00 m in depth, to accommodate an average size vehicle in the driveway.
Section 5.3(12)(a) – Small-Lot Residential (SLR) District	
(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.	There were questions regarding interpretation of how the 25% maximum would be applied. The proposed clarification is that it would be by phase (if the ASP had phases). There is also clarification proposed that earlier ASPs, the proposed number of zero lot line homes can be calculated based on remaining lands left for development, not the full number of ASP dwelling units.

Proposed Change	Notes / Rationale
Figure 5-3 Grouping of Vehicular Access on Adjacent Lots for a Block of Dwelling (Semi-Detached)	
Please see Figure 3 and Figure 4 below the chart. The original image can be seen as Figure 3 on page 32, and the revised image can be found as Figure 4 on page 32.	The figure was modified to label side property lines, and also provide a dotted line along the party wall for the semi-detached homes. This edit was for clarity.
Section 5.7(3)(iv)(b) – High-Density Residential (HDR) District	
(b) The following use, if it is *accessory* to a ~~*dwelling (apartment)*~~ *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)*	A dwelling (apartment) is considered a residential use, and does not have non-residential uses included, so the correct use, a *dwelling unit above a not-residential use*, was put into this regulation.
Section 5.11(2) – Business Park 1 District	
The purpose of the BP1 District is to provide an ~~mixed-use~~ employment area that accommodates light industrial, office, and other commercial uses that benefit from being in proximity to one another, and include businesses that require easy *public access* and no *outdoor storage* or *outdoor display area*.	The word 'mixed-use' was removed from the purpose statement to reduce confusion. There are no residential uses permitted in the BP1 district.
Section 5.16(7)(b) – Mixed-Use Level 2 (MU2) District	
A minimum of ~~25~~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*.	The amount of commercial gross floor area required was reduced from '25%' to '15%'. This is because the maximum building height in this district is quite high, and it's not

Proposed Change	Notes / Rationale
	always practical or desirable to have multiple floors of commercial uses. With a lower proportion of commercial, it will be less likely that an applicant will need to apply for an exception – several of which already appear in the bylaw.
Section 5.16(11)(a)(iv) – Mixed-Use Level 2 (MU2) District	
(iv) All *dwelling (townhouse - complex) developments* in a MU2 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*; and vii. *Lot frontage*. viii. ~~Density.~~	There is no density requirement in the MU2 District for any use, so density is proposed to be removed from the list.
Section 5.17(4) – Midtown (MID) District	
(ix) (a) Group home	Group home is proposed to be added as a permitted use in Mixed-Use Area C of the Midtown District (as is already the case in all

Proposed Change			Notes / Rationale
			other residential districts). Group homes can be applied for in a dwelling (apartment), a dwelling unit above a non-residential use, and a dwelling (townhouse – complex). Because these uses are in Midtown Area C, group home was added, so that this area has the same opportunities for uses as other areas.
Section 5.17(28)(d)(i) and (iv)– Midtown (MID) District			
(d)	*Dwelling (apartment)* *Dwelling (loft unit)* *Dwelling (studio unit)* *Dwelling unit above a non-residential use*	(i) ~~One stall~~ 0.9 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*; ~~and~~ (iv) One stall per seven *dwelling units* for visitor *parking*~~.~~; and (v) One stall per ten *dwelling units* for visitor parking for	Apartment parking was proposed to be reduced in the main parking section in Part 4, and the change has been proposed to be carried over to the Midtown district for equity. For more information, please refer to the rationale outlined in Section 4.3(2)(b)(i) further above.

Proposed Change		Notes / Rationale
	affordable non-market housing dwelling units.	
Section 5.18(4)(xi)(a) – Downtown (DTN) District		
(xi) (a) Retail (general)~~;~~ with a gross floor area equal to or less than 120.00 m		A semicolon is not needed and is proposed to be removed from this regulation.
Section 5.19(7)(a)(i) – Integrated Care Community (ICC) District		
(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		The regulation is proposed to be clarified to include apartments, and mixed-use buildings, which must meet the density target of 115 du/ha.
Section 5.23(3) – Alternate Jurisdiction (ALT) District		
~~**PERMITTED AND**~~ **DISCRETIONARY USES** Any use shall be ~~that is~~ 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.		There are no permitted uses within the Alternate Jurisdiction District, so the heading for section 3 is proposed to be renamed, and the text of the regulation was clarified.
Section 5.24(3) – Future Urban Development (FUD) District		
(xvii) (a) Secondary Suite (garage) (xviii) (a) Secondary Suite (garden)		Two new discretionary uses are proposed to be added to the Future Urban Development District. Suite opportunities were missing from this district, so both garden suites and garage suites were added to the use

Proposed Change	Notes / Rationale
	table, for flexibility for homeowners.
Section 5.25(4)(viii to x)(b) – Transitional (TRN) District	
~~(viii) (b) Construction Service~~ ~~(ix) (b) Equestrian Facility~~ ~~(x) (b) Congregate Housing (level two)~~ (viii) (b) Congregate Housing (level two) (ix) (b) Construction Service (x) (b) Equestrian Facility	Construction service, equestrian facility, and Congregate housing (level two) are proposed to be reorganized so that they are in alphabetical order.
Section 5.25(4)(xii)(c) – Transitional (TRN) District	
(xii) (c) *Public utility building*	Public utility building is proposed to be added as a new discretionary use (in alphabetical order) to the Transitional District, on smaller parcels. This was an error of omission, as the use was already discretionary on the other two parcel sizes.

Figure 3: The original Figure 5-3

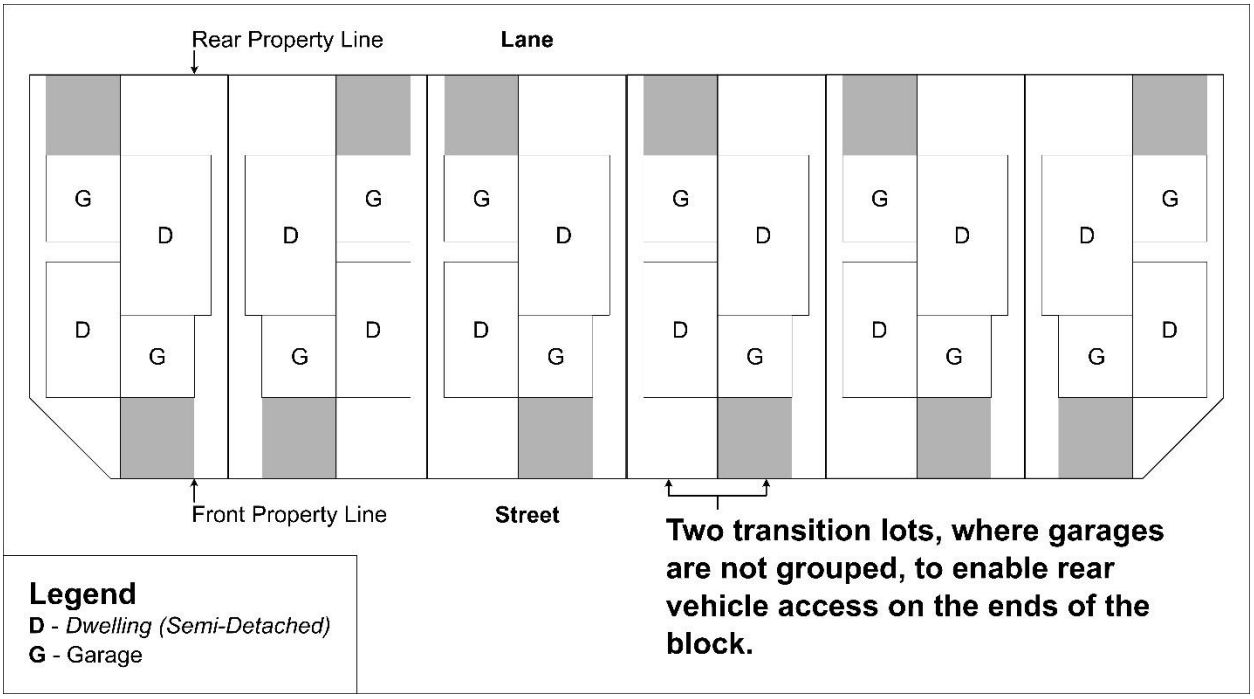
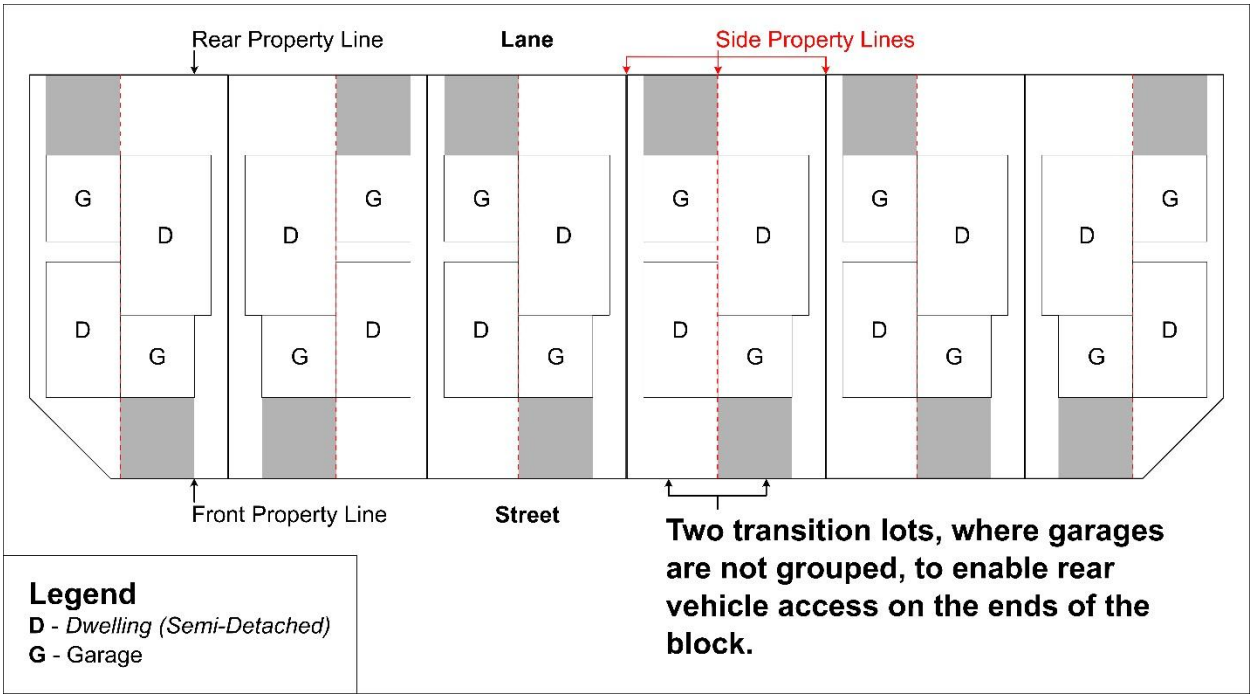


Figure 4: The revised Figure 5-3 (changes identified in red)



PART 6

This part contains rationale for changes to the any of the signage regulations.

Proposed Change	Notes / Rationale
Section 6.8(1)(h)	
(1) The following *sign* types are considered *temporary signs*: (a) *A-board sign*; (b) *Balloon sign*; (c) *Banner sign*; (d) *Construction site identification sign*; (e) *Developer marketing sign*; (f) *Developer marketing fence sign*; (g) *Development directional sign*; (h) ~~*Election signs;*~~ (i) *Lawn sign*; (j) *Portable sign*; (k) *Promotional advertising sign*; and (l) *Real estate sign.*	Election signs were removed from the list of temporary signs, as well as the rest of the bylaw, to be compliant with the Elections Act.

Proposed Change	Notes / Rationale
Section 6.9(1)(a)	
Commercial (NHC, ~~CTC~~ TCC, RCC, ICC Area B)	There is an error in district name in this regulation. The district abbreviation was changed from "CTC" to "TCC" to reflect the Trail Corridor Commercial District.
Section 6.21 Election Sign	
~~(0) District~~ (a) ~~All Districts~~ ~~Permitted~~ ~~(1) *Development Permit* requirement~~ (a) ~~No *Development Permit* required~~ ~~(2) *Sign* dimensions~~ (a) ~~In a *Residential District*:~~ ~~(i) Maximum area is 3.00 m²~~ ~~(ii) Maximum height is 3.00 m~~ (b) ~~On any *site* adjacent to St. Albert Trail:~~ ~~(i) Minimum 1.22 m x 1.22 m~~ ~~(3) Setbacks~~ (a) ~~Minimum 30.50 m from a roadway intersection~~	Existing election sign regulations are proposed to be removed from the bylaw, to be compliant with the Elections Act.

Proposed Change	Notes / Rationale
~~(5) An *election sign* shall be posted:~~ ~~(a) With respect to municipal and school-board elections, only between 12 p.m. on nomination day and 48 hours after the closing of polling stations; and~~ ~~(b) With respect to provincial and federal elections, only between 12 p.m. on the day when an election writ is handed down and 48 hours after the closing of polling stations.~~ ~~(6) In a Residential District, an election sign must be self-supported or wall-mounted.~~ ~~(7) An *election sign* may not be posted on or within any *City*-owned or occupied facility, or on or within any *site* upon which a *City*-owned facility is situated.~~	
Section 6.24(6) Freestanding Sign (Without A Digital Display)	
(6) The *frontage* along which a *sign* is located shall be deemed the applicable *frontage* length. Multiple *frontages* shall not be combined.	This regulation was in the previous Land Use Bylaw 9/2005 but did not get carried over to LUB 18/2024. That was an omission, and the regulation has now been proposed to be added back in.

PART 7

This part contains rationale for changes to the any of the definitions (including signage definitions).

Proposed Change	Notes / Rationale
Section 7.1 Definitions – General	
ANIMAL SERVICE means a *development* primarily located within an enclosed *building* used for the accommodation, boarding, breeding, impoundment, training, and sale of a *domestic pet*, not including *agriculture (intensive)* ~~*or*~~, *animal grooming, or animal health*.	Animal Grooming was added as an exclusion to the Animal Service definition, as they are now defined as two separate uses.
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 *accessory* to the principal production and distribution use, to be use for the retail sale of *cannabis*. This does not include *retail (cannabis)*.	Changes were made to provincial regulations regarding cannabis, that allows retail sales at cannabis cultivation facilities. New wording was added to the definition to allow for production and distribution facilities to have a retail sales component.
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 *accessory* to the principal production and distribution use, to be use for the retail sale of *cannabis*. This does not include *retail (cannabis)*.	Changes were made to provincial regulations regarding cannabis, that allows retail sales at cannabis cultivation facilities. New wording was added to the definition to allow for micro scale production and distribution facilities to have a retail sales component.

Proposed Change	Notes / Rationale
~~**DAY CARE**~~ **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.	The spelling was changed from 'day care' and 'day-care' to 'daycare' to be consistent with the spelling throughout the rest of the bylaw.
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*.	Clarification was added that triplexes and fourplexes are only allowed to be constructed in one of the low-density residential districts (which includes: the Low Density Residential (LDR) District and the Laned Lot Residential (LLR) District).
DWELLING (TOWNHOUSE - COMPLEX) ~~means a development comprised of more than one building, each containing three or more dwelling units, all on a lot, where each unit has a separate, direct entrance from the exterior to grade. This may also include a development of a mixed-form, including townhousing incorporated with a dwelling (apartment) or dwelling unit above a non-residential use.~~ 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 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*.	A new definition was proposed for townhouse complexes, so that one building of stacked townhousing could be built under this use. That would not have been possible under the previous definition, due to the minimum number of buildings required.
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*.	A new definition was added for hot tubs. This allows for separate regulations to be put in place. It also means a hot tub is a permitted use, and doesn't have to be circulated to neighbours.

Proposed Change	Notes / Rationale
~~**INDIRECT LIGHTING** means illumination not focused on a specific area, which spills over onto an adjacent lot or site.~~	The definition for 'indirect lighting' was removed from the definitions section, as it was no longer used in the Land Use Bylaw text.
LIVESTOCK includes horses, cattle, pigs, sheep, goats, llamas, ostriches, bison, roosters, turkeys, ducks, geese, fowl, ~~pigeons,~~ foxes, mink, ~~rabbits,~~ skunks, insects, and all other animals; ~~fowl and birds,~~ whether of a domestic nature or wild; but does not include hens that are kept pursuant to a valid and subsisting Hen License ~~Licence~~ issued under the *Hen Bylaw*, or bees that are kept pursuant to a valid and subsisting Urban Beekeeping License issued under the *Urban Beekeeping Bylaw*. This does not include a *domestic pet*.	Pigeons, rabbits, and birds are proposed to be removed from the definition of livestock, as there are instances where individuals have kept a limited number of these animals as pets within the City. We have changed where the word 'fowl' was located within the definition, it is now placed after geese, to group animals of similar type. The word "Licence" is proposed to be changed to "License" to correct a spelling error.
MUNICIPAL DEVELOPMENT PLAN (MDP) means a statutory plan, as provided for in the *MGA*, which provides direction on the future land use and development of the City.	A new definition is proposed for the Municipal Development Plan, which is a document required by the Municipal Government Act.
PRIVATE POOL means any private swimming pool ~~or hot tub~~, whether above or below the ground. This does not include a *decorative pond* or a *hot tub*.	Hot tubs are proposed to be removed from the definition of private pool, because they are now their own definition.
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).	The definition for 'Heavy Vehicle and Equipment (Sales and Service)' was moved up to be in alphabetical order, under "Health Service".

SCHEDULE A

This part contains rationale for changes to the any of the land use maps.

Proposed Change	Notes / Rationale
Schedule A Mapping	
Map updates to all of Schedule A	A full update to all the Schedule A maps and Index map is proposed to capture base updates (parcel registration, neighbourhood and road name changes, etc.). There was also one redistricting included, for additional information, please see the attachment entitled *Proposed Redistricting*. Please see Schedule "A" of Bylaw 2/2026 to view the revised maps.
Proposed redistricting of 710PUL St. Albert Trail	A proposed redistricting is also included, more information can be found in the attachment entitled, *Proposed Redistricting Information.*

SCHEDULE B

This part contains rationale for changes to any of the major roads.

Proposed Change	Notes / Rationale
Schedule B, Item 11	
(11) ~~Grandin~~ Garden Road	The word ‘Grandin’ was replaced with ‘Garden’ to reflect the road name changes that took effect in September 2025.
Schedule B, Item 21	
(21) Range Road 260 / Cherot Boulevard	The words “Cherot Boulevard” are proposed to be added onto Range Road 260, to reflect that a portion of the road has been renamed in the Cherot neighbourhood.

SCHEDULE C

This part contains rationale for changes to the Established Neighbourhood Overlay.

Proposed Change	Notes / Rationale
C.1 Application	
(1) Schedule C applies to all *lots* within the LDR District within the *Established Neighbourhoods* identified on *Figure 10-4*, for which the following *infill development* is proposed: (a) New *dwelling (single detached)*, *dwelling (semi-detached)*, or *dwelling (duplex)* on a lot within an *Established Neighbourhood*; (b) Renovations to an existing *dwelling* that result in an increase in height of ~~1.50 m~~ 3.66 m or more, and/or an increase in *gross floor area* of the house of ~~25%~~ 30% or more; or (c) ~~Subdivision or consolidation of existing *lots*.~~ Intentionally Deleted.	• Figure 10-4 (revised to Figure 10-1) proposes to rename “Grandin” to “The Gardens” as per the 2025 Council decision. • Height and gross floor area thresholds in (b) are proposed to be increased marginally to enable more renovations that are compatible with today’s real estate market demands (e.g. allow bungalows to add a second storey). For clarification, this regulation means that existing dwellings will now be able to pursue slightly larger renovations/expansions (up to 3.66 m in additional height or up to 30% in additional gross floor area). However, an applicant is still subject to all regulations (including *maximum* height, *maximum* gross floor area, and others) outlined in the ‘Low Density Residential’ district. • Propose to remove (c) due to redundancy. (The LDR district already regulates lot dimensions applicable to subdivision and consolidation).

Proposed Change	Notes / Rationale
(2) ~~This schedule does not apply to a dwelling (townhouse – plex).~~ Intentionally Deleted.	Proposed to be removed due to redundancy. (Section C.1(1) above already advises what Schedule C *is* applicable to).
(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 widths;* (e) Maximum *lot* size; (f) Attached *garage* or attached *carport*; ~~and~~ (g) Side yard *setbacks*~~.~~; (h) *Lot coverage;* (i) Building height; and (j) Rear Yard *setbacks*.	Proposes to relocate "lot coverage", "building height", and "rear yard setback" regulations into this section – thereby making them consistent for all LDR lots in greenfield and infill contexts alike. (Otherwise, the prior complexities of these regulations were limiting a diverse array of unrealized housing opportunities within older communities facing redevelopment pressures. See Sections C.5, C.6, and C.11 further below for additional context).
(4) ~~Notwithstanding the regulations in this schedule, *infill development* shall comply with section 3.65 for *lot depth.*~~ Intentionally Deleted.	This regulation is proposed to be removed due to redundancy. (Section 3.65 is applicable regardless).
(5) ~~An infill review must be completed prior to submission of a *Development Permit* application.~~ Intentionally Deleted.	This regulation is now unnecessary. Proposed to be removed due to simplification of other regulations via this ENO amendment process – which otherwise necessitated a mandatory infill review by staff due to regulatory complexities.
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	Revise purpose statement to add **clarification** and emphasize the need for an "*appropriate balance"*, rather than the highly subjective term of "*compatible*".

Proposed Change	Notes / Rationale
and streetscapes, while encouraging more viable redevelopment and housing diversity. ~~(a) New low-density residential *development*, including *dwelling (single detached), dwelling (duplex)*, or *dwelling (semi-detached)* houses, is compatible with the neighbourhood character and the *streetscape*; and~~ ~~(b) Significant renovations of existing *dwelling (single detached)* houses, *dwelling (duplexes)*, or *dwelling (semi-detached)* houses are compatible with the neighbourhood character and *streetscape*.~~	
C.3 Additional Application Requirements	
(1) In addition to the application requirements of sections 2.4 and 2.5, an application for *infill development* must also provide, at the time of the *Development Permit* application:	The word “the” is proposed to be added to the regulation, to correct the grammar of the sentence.
(2) ~~In addition to the application requirements of sections 2.4 and 2.5, and section (1), the following may be required by the Development Authority:~~ ~~(a) A sun/shadow study; or~~ ~~(b) Public consultation in accordance with the Public Participation Standards for Planning and Development Applications.~~ Intentionally Deleted.	Proposed to be removed due to redundancy. (Other parts of the Land Use Bylaw already enable staff to request these items as necessary).
C.4 Lot Consolidation and Subdivision	
~~(1) Two or more *lots* may be consolidated, or consolidated and re-subdivided, if the new *lots* meet the *lot* dimension requirements.~~ Intentionally Deleted.	Proposed to be removed due to redundancy (in addition to the LDR district, the Municipal Government Act, Surveys Act, and Matters Related to Subdivision and Development Regulation guide such processes).

Proposed Change	Notes / Rationale
C.5 Lot Coverage	
~~(1) *Lot coverage* must be within 10% of the existing coverage for the low-density *development* on the immediately adjoining *lot* which has the greatest *lot coverage*.~~ ~~(a) Notwithstanding section (1), the maximum lot coverage shall not exceed:~~ ~~(i) 40% for a dwelling (single detached); and~~ (ii) ~~47% for a dwelling (semi-detached) or a dwelling (duplex).~~ Intentionally Deleted.	This regulation is proposed to be relocated into Section C.1(2) further above in a simplified manner like the City of Edmonton did in equivalent circumstances. This section has proven to be challenging to interpret, is impractical for today's real estate market demands, has limited the viability of secondary suites (and infill in general), and has other unintended consequences – e.g. depending on the area of the subject lot and/or adjacent lot(s). Furthermore, it implies that the first few proponents to redevelop on any given block will face more restrictions in comparison to subsequent proponents choosing to redevelop later on.
C.6 Building Height	
~~(1) When at least one of the adjoining houses on the *streetscape*, or both *frontages* for a *corner lot*, is less than 6.00 m in height, the maximum building height is 9.50 m, as illustrated in *Figure 10-1.*~~ ~~(2) The restricted building envelope does not apply where adjoining development on both sides of the infill development are two storeys or greater in height.~~ Intentionally Deleted.	This regulation is proposed to be relocated into Section C.1(2) further above in a simplified manner like the City of Edmonton did in equivalent circumstances. This section has proven to be challenging to interpret and is impractical for today's real estate market demands. Furthermore, it implies that the first few proponents to redevelop on any given block will face more restrictions in comparison to subsequent proponents choosing to redevelop later on.

Proposed Change	Notes / Rationale
~~Figure 10-1: Restricted Building Envelope~~	This figure has been proposed to be removed, as the regulation regarding it has been removed. For reference, the figure can be seen as Figure 5 on page 50.
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.	Propose to revise this new regulation to enable flexibility in unique corner lot circumstances.
C.7 Lots Requiring Front Access	
~~(2) Front access must conform to the following:~~ ~~(a) The maximum width of a front *driveway*, on a *lot* less than 12.20 m in width, is 5.50 m; and~~ ~~(b) The maximum width of a front *driveway*, on a *lot* equal to or greater than 12.20 m in width, is 7.50 m.~~ Intentionally Deleted.	Proposed to be removed due to redundancy. (Other parts of the Land Use Bylaw, as well as the Municipal Engineering Standards, already address this).
~~(3) The maximum width of an attached *garage* that faces a front or a side *public roadway*, excluding a *lane*, is 7.30 m or 35% of the building *façade*, whichever is less.~~ Intentionally Deleted.	Same as above.
(4) The maximum projection of an attached *garage* face is 3.00 m from the front or side of the *dwelling*, or within ~~1.00 m~~ 1.50 m of the adjacent *garage* projections, ~~if~~ where	Proposed to be revised to add clarification and allow additional flexibility consistent with current real estate market demands. Renumbering also required.

Proposed Change	Notes / Rationale
large front *garages* predominate on the street.	
C.9 Front Yard Setback	
(1) The front yard building *setback* for a new *development* will be the average of the front yard building *setbacks* of the two adjoining properties. (a) Notwithstanding section (1), ~~if there is a discrepancy of greater than 1.50 m in the setbacks of the building(s) on the two adjoining lots, the Development Authority has the discretion to consider the setbacks of other houses along the street when determining the required setback.~~ 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.	Proposed to be revised and expanded to add clarification and allow additional flexibility consistent with current real estate market demands, while still ensuring a consistent, compatible streetscape.
C.10 Corner Lots – Flanking Side Setbacks	
~~(1) Any *development* within the rear 40% of a perpendicular *corner lot* will have a *setback* at least 1.00 m greater than the required side *setback* of the remainder of the *building*, along the flanking side, as illustrated in *Figure 10-2.*~~	Proposed to be removed due to redundancy. (Other parts of the Land Use Bylaw, particularly Section 3.12, already address this). Figure 10-2: Staggered Setback is also being removed.

Proposed Change	Notes / Rationale
~~(2) Other *setback* requirements could be at the discretion of the *Development Authority*, based on maintaining the character of the *streetscape*.~~ Intentionally Deleted.	
~~Figure 10-2: Staggered Setback~~	This figure has been proposed to be removed, as the regulation regarding it has been removed. For reference, the figure can be seen as Figure 6 on page 50.
C.11 Rear Yard Setback	
~~(1) The rear yard setback for a new infill *dwelling*:~~ ~~(a) Where there is no attached *garage*, shall be a maximum projection of 4.60 m beyond the rear of the adjoining houses, but not closer than 10.00 m to the rear *property line*; or~~ ~~(b) Where there is an attached *garage*, shall be a maximum projection of 6.10 m beyond the rear of the adjoining houses, but not closer than 6.00 m to the rear *property line*.~~ ~~(2) The depth of the rear yard of a new infill house must be a minimum of 40% of the depth of the *lot*. In addition, the house must not extend more than 4.60 m beyond the rear of the adjoining houses.~~ ~~(3) If the *garage* is attached to the house, the depth of the rear yard of a new infill house must be a minimum of 30% of the depth of the *lot*. In addition, the house must not extend more than 6.10 m beyond the rear of the adjoining houses.~~	These regulations are proposed to be relocated into Section C.1(2) further above in a simplified manner like the City of Edmonton did in equivalent circumstances. This section has proven to be challenging to interpret and is impractical for today's real estate market demands. Furthermore, it implies that the first few proponents to redevelop on any given block will face more restrictions in comparison to subsequent proponents choosing to redevelop later on.

Proposed Change	Notes / Rationale
C.12 Multiple Lot Development	
~~(1) A multiple-lot *development* is when a subdivision has occurred to create new, low-density residential *lots*.~~ ~~(2) If a multiple-lot *development* is within a regular block, these regulations will be applied as a single calculation to all new subdivided *lots*.~~ ~~(3) The existing houses on either side of the entire proposed *development* will be used as guidelines for determining height, coverage, access, *setbacks*, and building depth, for a *dwelling (single detached)*, *dwelling (semi-detached)*, or *dwelling (duplex)*.~~ ~~(4) If a multiple-lot *development* is on a corner and perpendicular to the other houses on the block *(Figure 10-3)*:~~ ~~(a) The maximum *lot coverage* for each *lot* is as provided for in the LDR District regulations;~~ ~~(b) The restricted building envelope (see *Figure 10-1*) applies to all *lots* if the adjoining house to the rear or side of the *lots* is less than 6.00 m;~~ ~~(c) The front yard *setback* may be determined at the discretion of the *Development Authority*, using the adjoining houses to the rear or side of the *lots*, but shall not be less than 6.00 m;~~ ~~(d) If the *lots* within the multiple-lot *development* have a mixture of front and rear *lane* access, access requirements and *driveway* locations shall be determined at the discretion of the *Development Authority*; and~~	Removed clauses (1) through (4)(e), which are convoluted and otherwise limit a diverse array of unrealized housing opportunities within older communities facing redevelopment pressures. By doing so, this will now regulate each lot based upon consistent LDR and ENO regulations – rather than the complex (and often unknown) development characteristics of nearby properties. This will enable more development that is compatible with current real estate market demands.

Proposed Change	Notes / Rationale
~~(e) Additional requirements to ensure privacy for the adjoining existing *dwelling* to the rear of the new properties may be required, at the discretion of the *Development Authority*.~~ (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*.	This new set of regulations proposes to add clarification to enable staff to use discretion with a focus on privacy concerns on a case-by-case basis.
~~Figure 10-3: Multiple Lot Developments~~	This figure has been proposed to be removed, as the regulation regarding it has been removed. For reference, the figure can be seen as Figure 7 on page 51.
~~Figure 10-4 Established Neighbourhoods~~ Please see Figure 8 and Figure 9 below the chart. The original image can be seen as Figure 8 on page 52, and the revised image can be found as Figure 9 on page 53.	This figure has been proposed to be revised, as the “Grandin” neighbourhood was renamed to “The Gardens”.

Figure 5: LUB Figure 10-1, Restricted Building Envelope, which is proposed to be removed

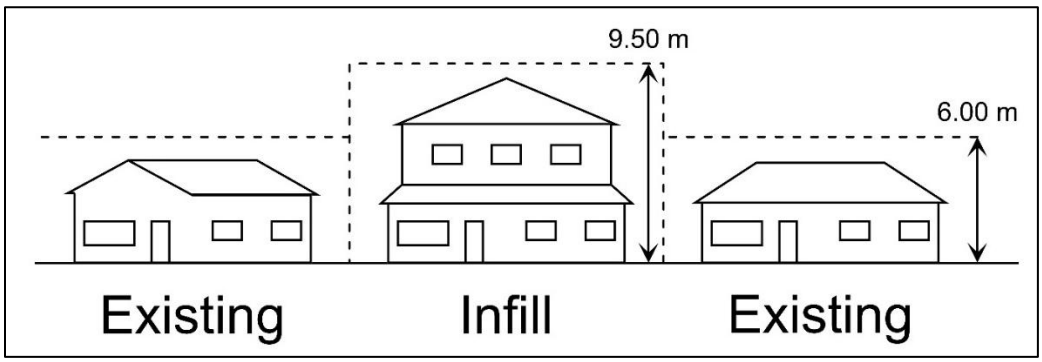


Figure 6: LUB Figure 10-2, Staggered Setback, which is proposed to be removed

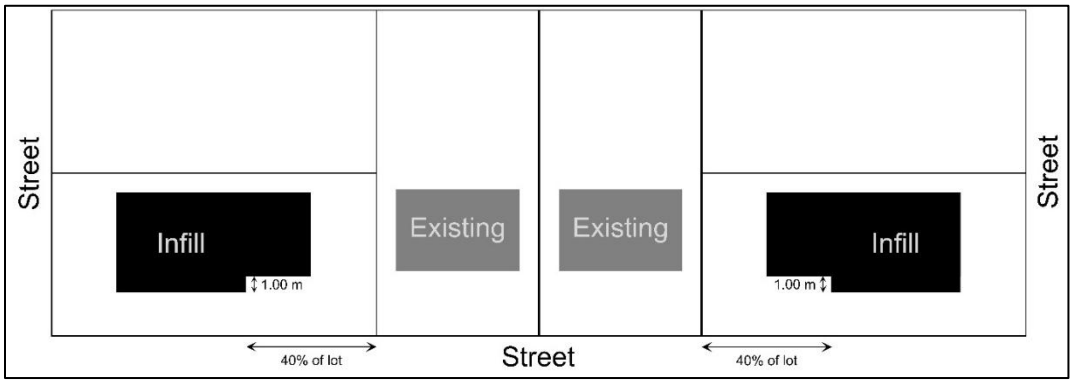


Figure 7: LUB Figure 10-3, Multiple Lot Development, which is proposed to be removed

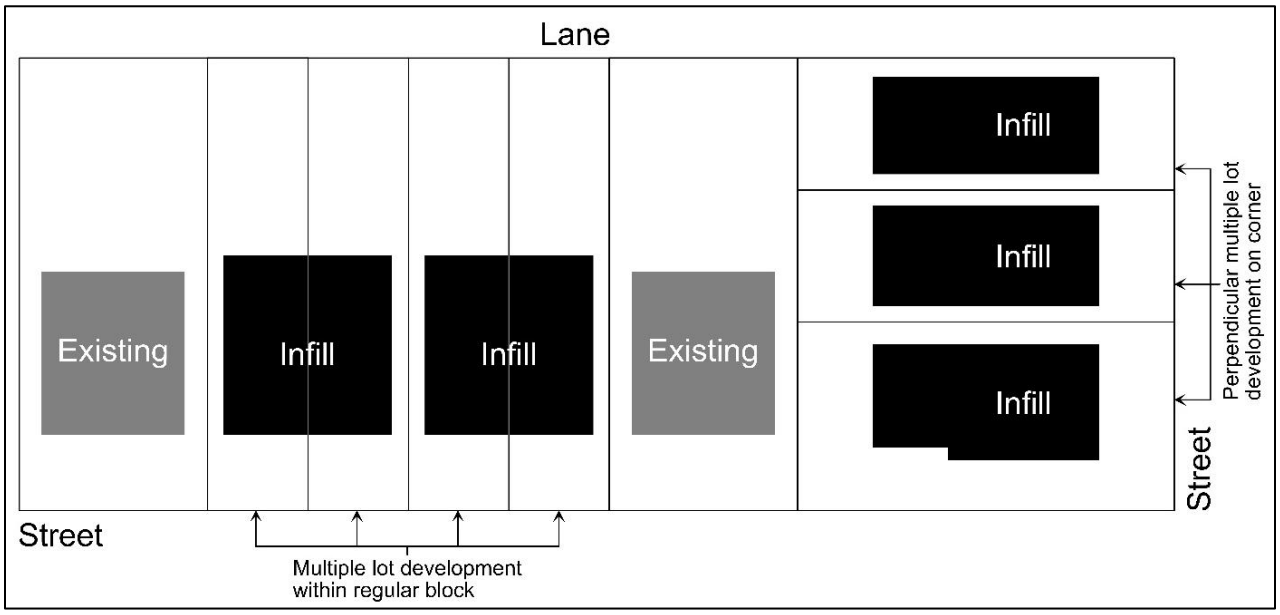


Figure 8: The original Figure 10-4 (renamed to Figure 10-1)

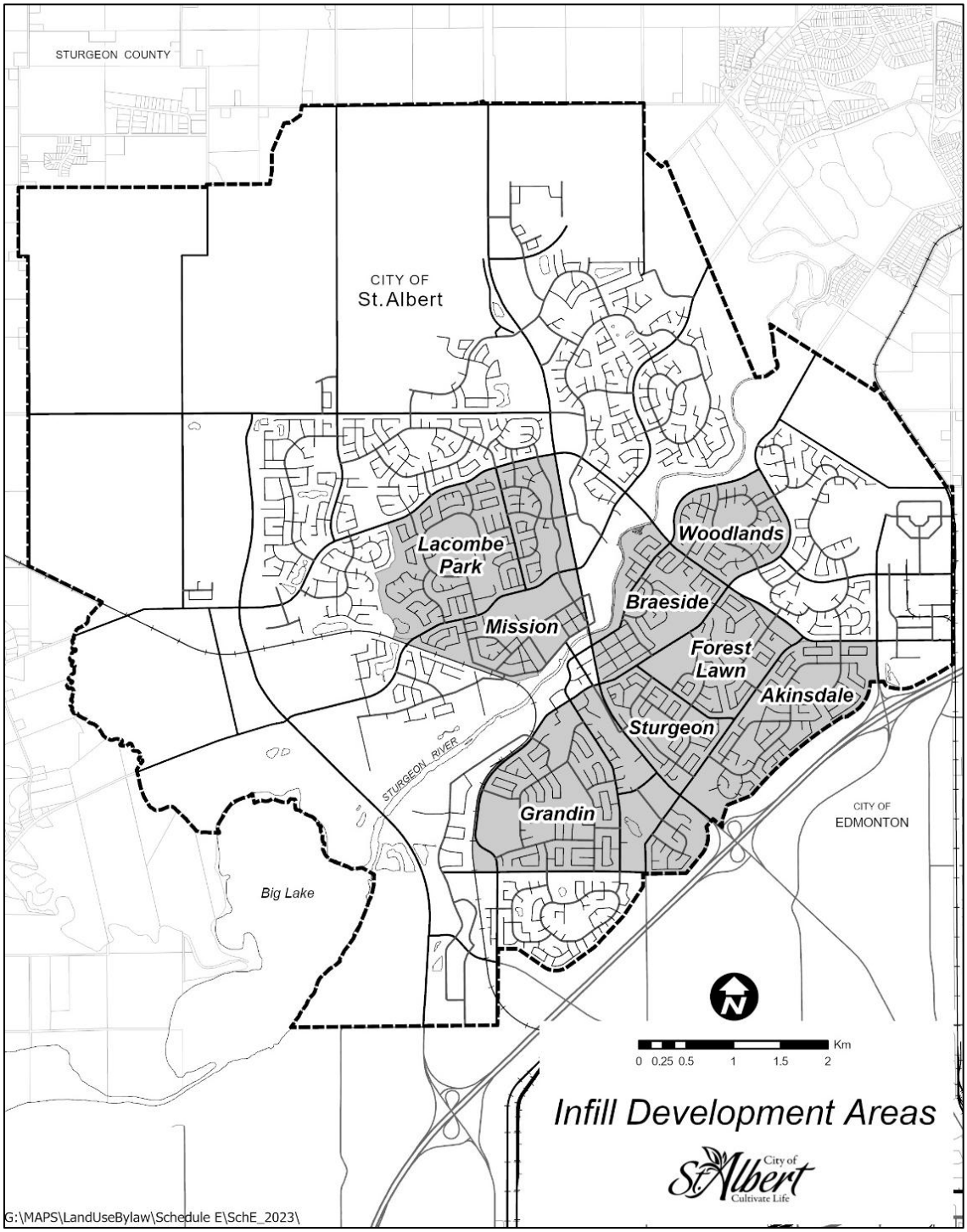


Figure 9: The revised Figure 10-4 (renamed to Figure 10-1)