



CITY OF ST. ALBERT ADMINISTRATIVE BACKGROUNDER

TITLE: LAND USE BYLAW AMENDMENT: MINIMUM FRONTAGE FOR RXL

On January 3, 2018 Councillor Watkins provided notice in accordance with Section 23 of Procedure Bylaw 22/2016 that he intended to bring forward the proposed motion below; however, as the required 13 day notice was not given for the Notice of Motion Council must pass a resolution waiving the time requirement for notice.

In order for Council to debate the notice of motion, the motion must formally be moved.

PROPOSED MOTION(S):

That the 13 day notice for Councillor Watkin's Notice of Motion be waived.

That Administration draft proposals to amend the Land Use Bylaw such that the minimum frontage for RXL be decreased from the proposed 6.1 meters in the Land Use Bylaw Amendments being considered on February 5, 2018, to 5.5 meters.

BACKGROUND:

Consideration of a 5.5 m minimum frontage for street-oriented townhousing in the RXL District would result in the following implications to Land Use Bylaw (LUB) requirements. Administration is opposed to implementing a 5.5 m wide street-oriented townhousing product for the reasons noted below:

1. Parking Within Garage Spaces: Section 7.2(4) states the minimum requirements to consider parking spaces within a private garage, to ensure that the homeowner is able to open the vehicle door adjacent to a wall. A double garage requires a minimum clear interior width of 5.8 m measured from finished interior dimensions, resulting in a 6 m wide garage. Based on these requirements, a double garage could not be built on a 5.5 m wide property that would provide two adequately sized parking spaces.

A tandem or single-wide garage presents a similar challenge. The required interior width requires a 3.2 m exterior garage width. While a tandem garage could accommodate 2 cars on-site, the remaining 2.3 m in width is insufficient to permit the juggling of vehicles parked in tandem on the property.

2. On-Site Parking: Section 7.7(2) states that the minimum parking stall size is 2.6 m x 5.8 m. The 2.6 m width utilizes space from the adjacent parking stall to exit the vehicle.

If a standard fence is centred on the property line, it would be much more difficult, if not impossible, to exit the vehicle on the fence side.

Refer to: Attachment 1

3. Parking Requirements: In order to implement 5.5 m lot widths, it may be necessary to consider reductions to on-site parking requirements.
4. Lot Coverage: Increased lot coverage may be required for dwellings on 5.5 m lot widths, in order to align with market unit size demands. In turn, increased lot coverage may have impacts on storm water run-off and system requirements.
5. Public Hearing Timelines: Council policy requires that documents related to the Public Hearing be posted on the City's website 2 ½ weeks prior to the Public Hearing. The documents for the Feb. 5th Public Hearing will be posted on Friday, January 19, 2018, three days after consideration of this Notice of Motion. There is insufficient time to incorporate LUB changes by January 19, 2018, given the breadth of work required.

Timelines Required to Implement the Proposed Motion:

If the proposed motion is approved, Administration recommends that an amending Bylaw date be established a minimum of 4 to 5 months after approval of the LUB Residential Districts, in order to allow time for an evaluation of best management practices, impacts to other sections of the LUB, lane design, public consultation, and agenda process review timelines.

The LUB Residential District project consultation budget has been fully utilized. It is recommended that a consultant be retained to provide professional advice on the implications of 5.5 m street-oriented townhousing widths. Administration estimates a \$25,000 expense for this work, which has not been included in the 2018 budget or workplan for the Planning and Development Department. The additional budget would require Council approval.

The requirements of the RXL district do not restrict the development of 5.5 m wide multi-family townhousing products within a multi-family complex. A multi-family complex would be managed by a condominium association and would include visitor parking within the development, and long-term property maintenance through the condominium association. Street-oriented townhousing products generally are developed as fee simple products, where maintenance is the responsibility of individual homeowners, and there are no condominium fees.

It should be noted that data will be collected over the course of next year, through administering the LUB on a daily basis and applications received and processed. Additional amendments will be considered at that time, if further refinements are

required. The proposed changes to street-oriented townhousing lot frontage could also be addressed at this time.

Report Date: January 15, 2018

Author(s): Lory Scott

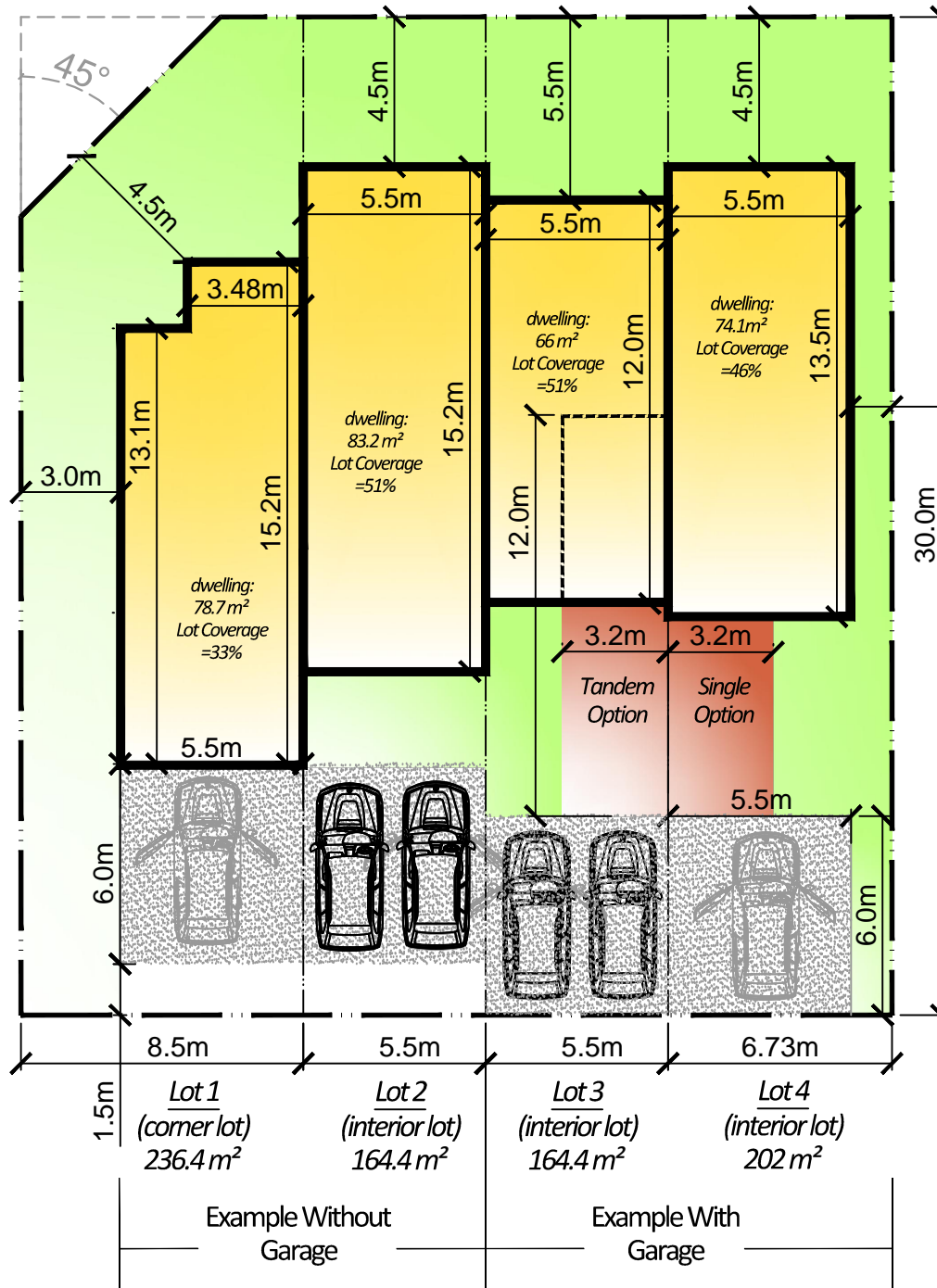
Committee/Department: Infrastructure & Development Services

Acting General Manager: Kevin Cole

City Manager: Kevin Scoble

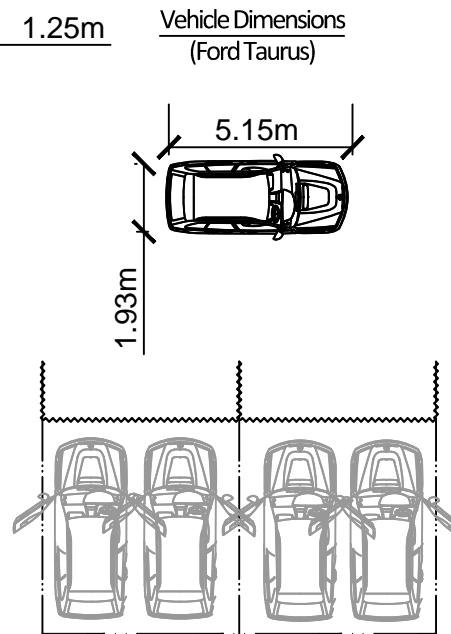
Street-Oriented Townhousing Proposed RXL District (4.5 m front setback)

ATTACHMENT 1



Implications:

- Greater lot coverage is required for housing products with a garage.
- Tandem garages or single garages with a parking stall behind could only be built.
- Tandem garage size:
12.0 m x 3.2 m (outside dimension)



- Proposed Lot width would result in no allowance for opening car doors
- A garage could not be built to accommodate 2 cars side by side

