



File #: AR-20-126, **Version:** 1

TAMRMS#: B09

Front-Back Residential Combined Units and Other Planning Topics

Presented by: Barb Dupuis, Planner, Planning and Development

RECOMMENDATION(S)

1. That Community Growth & Infrastructure Standing Committee recommend to Council that Bylaw 21/2020, being amendment 170 to the Land Use Bylaw, be brought forward to the first Council meeting in December, 2020.
2. That Administration continue to investigate new housing products, and prepare, where determined to diversify residential built form and improve housing affordability, regulations to present back to the Community Growth and Infrastructure Committee by the end of Q2 2021.

PURPOSE OF REPORT

This report responds to the Council request to bring forward proposed amendments to the Land Use Bylaw (LUB) to allow front-back residential combined access units. Administration does not recommend the proposed amendments, for reasons identified within the body of this report.

ALIGNMENT TO COUNCIL STRATEGIC PRIORITY

While the front-back combined residential units could be seen as falling within strategic priority #5, enhanced housing options, semi-detached products already exist within the LUB. Therefore, the addition of front/back housing does not increase the variety of housing types available.

The other topics, including shallow-wide subdivided lots, suites in multi-family product, tiny homes, zero lot line for single-detached homes, and back-to-back fee simple townhomes would fall within strategic priority #5.

City of St. Albert Council Strategic Plan 2018-2021

Strategic Priority #5: Housing: Enhance housing options.

Facilitate an increase in the variety of housing types in St. Albert to respond to market demands and accommodate the diverse needs of residents.

Corporate Business Plan 2018-2021

Administration Activity 5.1

Modify Land Use Bylaw to encourage diversity in residential built forms.

Administration Activity 5.3

Work with regional partners to explore the creation of additional housing options to address

issues of affordability and accessibility.

ALIGNMENT TO SERVICE DELIVERY

N/A

ALIGNMENT TO COUNCIL (OR COMMITTEE) DIRECTION OR MANDATORY STATUTORY PROVISION

On April 1, 2019 Council passed the following motion:

CM-19-014

That by the June 2020, Governance, Priorities and Finance Committee Meeting, Administration present changes to the Land Use Bylaw to allow front-back combined residential units.

The Governance, Priorities and Finance Committee was replaced in 2020 with the Community Growth and Infrastructure Standing Committee.

BACKGROUND AND DISCUSSION

When updating the Land Use Bylaw in 2018, Administration evaluated front/back housing options, and specifically did not include front-back semi-detached housing product regulations. The addition of lane-serviced housing product in the 2018 update was a large step for the community. The value of the increased cost of developing with lanes was the improvement to the public-facing streetscape, which was identified by Administration as necessary due to continued demand for narrower lots, and the resulting increasing issues being experienced in new neighbourhoods with ability to accommodate on-street parking, snow storage, and needed street utilities (e.g. power junction boxes, fire hydrants). The lane housing approved by Council in 2018 was proposed in order to provide greater opportunities for street trees, utilities, and on-street parking; an improved pedestrian environment by removing curb cuts and driveways from the front of lots; and, moving vehicle access to lanes accessing the rear of the lots.

Front/back housing was determined by Administration to cause issues that did not align with the intent of other proposed districts (namely the improved and unfettered streetscape associated with newly approved lane housing), and in addition, would add to the capital and operating costs of new lane development, while actually negating the improvements to the streetscape associated with lane housing product. Issues previously raised with front/back housing off of lanes include:

1. Reduction of on-street parking by increasing curb cuts / driveways;
2. Reduction of opportunity for street trees;
3. Reduction of opportunity for needed street utilities (e.g. power boxes, hydrants);
4. Decrease in pedestrian safety by increasing collision opportunities by introducing driveways to an area that would otherwise not have them;
5. Increase in long-term operational costs for the City, while negating the benefits of the infrastructure (examples include garbage collection and additional assets to maintain); and
6. Achieving the look/design of a single detached house (for a semi-detached product) can occur without having a driveway in the front.

A benefit of adding the option for front/back access lane housing product includes:

1. The option to offer a slightly different building form of duplex or semi-detached housing product within the same block.

Following Council's motion, Administration attempted to mitigate some of the issues previously raised, while developing the requested regulations. Administration specifically attempted to mitigate concerns related to items (1), and (4). As such, a new district regulation has been drafted, entitled Residential Front Back (RFB) District, pursuant to Council's direction. The district allows the original intent of the Residential Lane (RXL) District to be preserved, retaining uninterrupted boulevards with maximum street parking and no disruption to the pedestrian environment. The new district also allows Administration to compare the Residential Front Back (RFB) District and Residential Lane (RXL) Districts upon their implementation, to evaluate the costs and benefits associated with each.

As part of the research of the council requested front-back combined residential unit regulations, and as a follow-up to the 2017/18 Land Use Bylaw amendments related to housing type, Administration also researched other residential housing products which were not included within the 2018 LUB update. The following housing product types were explored:

- Shallow/wide lots,
- suites in multi-family product,
- tiny homes,
- zero lot line for single-detached homes, and
- back-to-back fee-simple townhomes.

Research was conducted related to the aforementioned in order to identify potential new regulatory tools to facilitate a broader range of housing forms, densities, building sizes, and combined uses within the Land Use Bylaw to promote affordability, in new and existing neighbourhoods. This research complements other Administrative initiatives, specifically related to efforts to improve housing affordability and accessibility.

While regulations have not been devised for these products, the initial investigation finds that these products can improve housing diversification and affordability (see attachment 2).

Policy Development

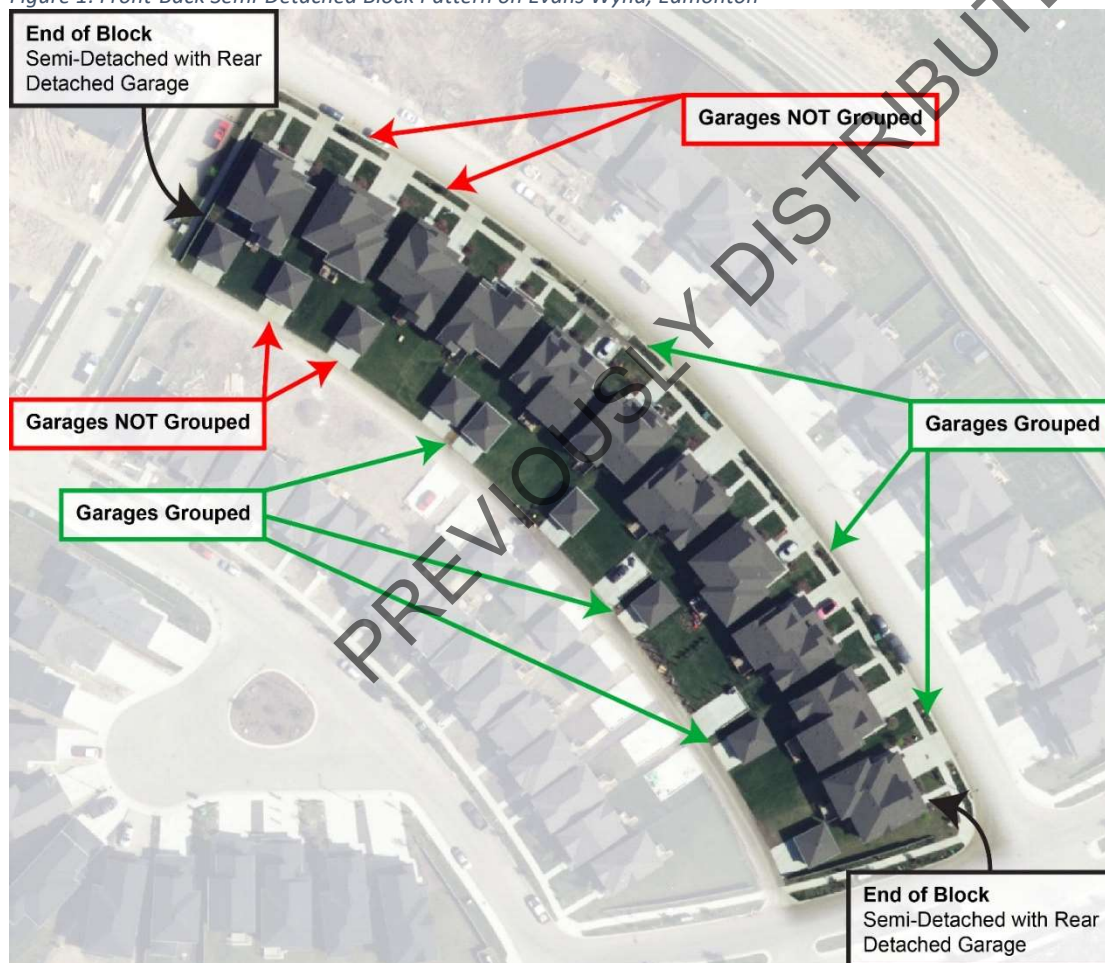
To evaluate and inform the proposed regulations for the requested housing product, examples from Edmonton and Fort Saskatchewan were used. Neither the Edmonton Zoning Bylaw No. 12800 or Fort Saskatchewan Land Use Bylaw C10-13 had a definition for these units, so St. Albert Administration has not proposed one. The units fall under the definition of "dwelling, semi-detached" in St. Albert Land Use Bylaw 9/2005.

The resulting requested product requires both a street and a lane. As such, the proposed Residential Front Back (RFB) District is limited to greenfield development. Regulations regarding lot widths, lot

depths, lot coverage, and setbacks are in keeping with the existing RXL District. For the product to be successfully implemented, this new District will need clauses to permit mixed vehicular access. The builders have the option of coming off the lane, or alternating coming off the public road and lane.

Based upon examples of constructed product found where garages and curb cuts were not grouped (in Edmonton on Evans Wynd, as shown on Figure 1 on page 5), Administration recommends that the garages be grouped if this housing type is approved. Grouping the garages will reduce the impact of the curb cuts on parking, street trees, and the pedestrian environment. This regulation builds upon existing regulations within the Land Use Bylaw for lots less than 12.2 m wide. This helps to consolidate areas for on-street parking. Through discussions with Industry, rationale for both ends of the block to be rear-detached garage product, with a transition in the middle of the block. is necessary to ensure adequate driveway setbacks from the intersection. As such, Administration has included provision within the proposed regulation for these transitions to happen.

Figure 1: Front-Back Semi-Detached Block Pattern on Evans Wynd, Edmonton



As stated before, Administration does not believe that this product is suitable for infill areas. Administration does not want to change the existing character of any mature neighbourhood and existing street by removing street trees or adding new curb cuts where they did not previously exist.

Proposed changes to Land Use Bylaw 9/2005 and their rationale are included in Table 1 on page 6. There may be modification to the draft regulations between this presentation and the time it is presented to Council.

Table 1: Proposed Changes

Proposed LUB Change	Rationale
Add a new low-density district for product that has vehicles access from both the front street and rear lane, called Residential Front Back (RFB) District.	A new district was chosen (instead of making changes to the RXL District) because the purpose of the RXL district was to provide improved streetscapes, including boulevards with no curb cuts that is pedestrian friendly and offers better on-street parking. Administration did not want to negate the intended purpose of the RXL District by allowing curb cuts where there shouldn't be any, so a new district, Residential Front Back (RFB) District, was created. The RFB District is similar to RXL in terms of floor area, lot widths, lot area, lot coverage, building height, side yard setback. The RFB District differs from RXL in terms of vehicle access, and front yard setbacks. The setback has been increased to 6.0 meters for front-attached garage product to enable parking on the driveway. Currently, the RFB District includes both single detached and semi-detached dwellings. This means there could also be mixed access for single family homes. A new district will also allow Administration to study both the RXL and RFB District implementation individually first to learn about the advantages and disadvantages of each type of product; however, any comparison would not be anticipated to occur for a number of years.
Add two new figures to show driveway grouping on the product.	The current Land Use Bylaw groups driveways on lots less than 12.2 m wide to maximize on street parking - the parameters are within Part 8, Section 8.21. This grouping is more specific however, as industry has provided feedback that they prefer that each end of the block have a rear detached garage product. The proposed diagrams show that driveways for these types of units should be grouped as well. It also highlights that if single-car garages are to be used, administration prefers these be on the front street to reduce the width of the curb cuts in the pedestrian realm.

Add a clause that requires that vehicular access for these units be provided from a lane or public roadway, and shall be hard surfaced.	Units will require access from the street and the lane. A clause has been proposed that will allow this product to use both the street and lane for access.
Adding new parameters regarding pedestrian access from a public road for addressing purposes.	Currently, addressing is based on the entryway to the front street. The City doesn't accommodate addressing off a lane. Administration wants to ensure these units have a door facing a street that can be used for pedestrian access, addressing, and ease of emergency access.
Require triple car garages to access off the lane in RFB District.	To minimize the curb cuts that are going to occur with dual access, and to provide more space for on-street parking, Administration has proposed that if triple car garages or larger are proposed, they must access off the lane. Single-car or double-car garages can access off either the front street or rear lane.
Allow for closer front yard setback to the street if the product has a rear detached garage (within RFB District only).	To reduce the prominence of front attached garages on the street, Administration is proposing a lessened front yard setback for product with rear garages. The dwelling will be allowed to be 4.5 m or more from the front property line. Product with front attached garages must remain setback 6.0 m from the front property line to permit a driveway that can allow for mid-sized trucks to park.

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

Feedback from industry was given at the April 1, 2019 Council meeting by the Chair of the Urban Development Institute (UDI) regarding the front/back combined access product. Additional information was also provided as a letter and handout by Rohit Communities.

An online workshop was held on March 27, 2020 via Zoom meeting with members of the Urban Development Institute of St. Albert. Opportunities and concerns of all topics were presented by the City, and followed up with a discussion session between all parties. The video of the presentation was posted on the City website for those who couldn't attend, and is available for public viewing at <https://stalbert.ca/dev/planning/initiatives/residential-forms/>. Comment cards were emailed out so that industry could provide any further feedback.

One piece of industry feedback regarding the front/back units was providing regulations from Strathcona County for how they have implemented the units. Some of the feedback for the front/back combined access units was incorporated into the proposed draft of the regulations attached with this report.

Both Planning and Development staff were involved in the drafting of the proposed regulations. If the drafted bylaw proceeds to Council, then the public will be consulted through the public hearing

process.

Additionally, industry feedback specific to each product is included in the attachment. Overall, the feedback from developers emphasized flexibility in regulation - with the reasoning being that the larger the variety of product the City allows, the more opportunity developers and builders have to meet the needs of buyers and have choice of product that meets their price point. As noted previously in the report, duplex and semi-detached product are already allowed uses within several of the residential land use districts. The requested regulation only allows a different access than already exists within lane-serviced areas.

IMPLICATIONS OF RECOMMENDATION(S)

Financial:

Adoption of the provided regulations enabling front/back access lane housing will result in increased development and servicing costs over either front-only access or rear-only access housing. The requested product will require both a street and a lane to service it, resulting in more road/lane being built to accommodate a housing type (duplex/semi-detached) that is already accommodated within the LUB. The City must take over the roads and lanes, and has more assets to maintain over the long term.

Furthermore, in terms of garbage and recycling collection, there are two options:

1. Administration can collect from both the lane and public street, assuming residents will store the carts by the garage of each dwelling unit. This is more time consuming, and therefore the more expensive option.
2. Mandate collection from either the lane or the front street. In this scenario, some households will be inconvenienced. This option would not increase garbage removal operation costs to the City and would be a standard level of service as to other neighbourhoods.

The City of Edmonton uses Option 1 for these dual access units.

Legal / Risk:

None at this time.

Program or Service:

None at this time.

Organizational:

None at this time.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

If the CGISC does not wish to support the recommendations, the following alternatives could be considered:

1. CGISC may choose to direct Administration that no further work be completed on front/back housing.
2. CGISC may choose to direct Administration to proceed with only some or none of the recommendations provided or may provide specific alternative direction for Administration to incorporate.
3. CGISC may choose to not direct Administration at this time.

Report Date: June 9, 2020

Author(s): Barb Dupuis

Department: Planning & Development Department

Deputy Chief Administrative Officer: Kerry Hilts

Chief Administrative Officer: Kevin Scoble

Report Date: June 9, 2020

Author(s): Adryan Slaght

Committee/Department: Planning & Development

Deputy Chief Administrative Officer: Kerry Hilts

Chief Administrative Officer: Kevin Scoble

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CITY OF ST. ALBERT ADMINISTRATIVE BACKGROUNDER

TITLE: FRONT TO BACK RESIDENTIAL COMBINED UNITS

PURPOSE OF REPORT

On March 7, 2019 Councillor Joly provided notice in accordance with Section 23 of Procedure Bylaw 3/2018 of her intention to make the proposed motion below:

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

PROPOSED MOTION(S):

That by <DATE> Administration present to the Governance, Priorities and Finance Committee to the Land Use Bylaw to allow front-back combined residential units.

ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

N/A – while the item could be seen as falling within strategic priority #5, 'Enhanced Housing Options', semi-detached and duplex products already exist within the LUB. Therefore, the addition of front/back housing does not increase the variety of housing types available.

ALIGNMENT TO LEVELS OF SERVICE DELIVERY

N/A

ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION

N/A

BACKGROUND:

The City of St. Albert approved updates to the Land Use Bylaw in February 2018 to accommodate a host of changes related to the built form of the residential districts within the City. Among the major changes were the additions of the Residential RX (low density mixed) and Residential RXL (lane) districts, the provision of lanes, the

reduction of building setbacks, and the increase in lot coverage. These changes were proposed based on more than two years worth of engagement with the development community, and the public at large. Administration did not receive demand for this product type from the public that provided input, and only received moderate interest from developers favouring this type of development.

The provision of front/back accessed residential units was raised with Council during the LUB amendment process. At that time, Administration recommended against adding the front/back access component to the residential district, as it would nullify the benefits of adding lane product (front/back reduces on-street parking by increasing curb cuts/driveways, reduces opportunity for street trees, decreases pedestrian safety by introducing driveways to an area that would otherwise not have them, and may increase servicing costs).

As the development industry has not yet built any of the product approved in the 2018 LUB amendment, Administration has been unable to determine effectiveness of the changes. Due to the concerns with a front/back product mentioned previously, Administration does not recommend adding front/back housing at this time. Should Council proceed with the motion, Administration advises that due to capacity and ongoing work on corporate priorities (e.g. Annexation, Municipal Development Plan, 3rd Party Area Structure Plans), work on the LUB amendment will not proceed until Q3 2019, and will not return to Council for consideration until Q2 2020. Should a developer be interested in pursuing this product, they have the ability to apply for an amendment to the LUB, with fees, as they have for the past year.

Report Date: April 1, 2019

Author(s): Adryan Slaght

Committee/Department: Planning & Development Department

Chief Administrative Officer: Kevin Scoble

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Housing Form Diversification Report

June 9, 2020

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SHALLOW-WIDE LOTS

Opportunity

To accommodate alternative lot configurations where a standard lot depth might be difficult to achieve. Positively, some wide lots create the space to have a visible prominent entry, where you can clearly see the front door.

Municipal Examples

When researching this form, Administration looked at examples of shallow-wide lots that have been built in the Windsong neighbourhood in Airdrie, the Cityscape neighbourhood in Calgary, and the Evergreen and Timberlands neighbourhoods in Red Deer, and some locations in Ontario.

Implementation Considerations

- Integration with the existing 60 meter block depth.
- There are concerns that these will be slightly less efficient use of land.
- With the wider frontage, there are less lots serviced by an equivalent length of utility lines. More utility lines will eventually mean more maintenance costs, which is not ideal for the City.
- Concerns as to whether the City can utilize a 6.0 meter front yard setback to maintain street face continuity on shallow lots, to continue to allow parking on driveways of front access product.

Industry Feedback

- Shallow-wide lots can be an efficient use of land that helps to meet density targets when planned at Area Structure Plan stage.
- Lots can be built with front to back drainage, without concrete swales that could be expensive to maintain.
- Shallow-wide lots can also be utilized for fee-simple townhome product, not just single-detached dwellings.
- This type is best for new neighbourhoods, so the streets can be planned properly and land efficiency maintained.
- This addition to the Land Use Bylaw would be a welcome opportunity to look at incorporating in future developments.

SUITES IN MULTI-FAMILY

Opportunity

To gently increase density in new and existing neighbourhoods, provide a mortgage helper to homeowners, and expand the rental offering.

Municipal Examples

When researching this form, Administration looked at examples of Edmonton and Calgary.

Implementation Considerations

- Administration is hesitant to permit suites in product that is under condominium ownership and has an additional set of bylaws.
- Concerns have been identified that suites would essentially turn duplexes into fourplexes, doubling the density of the neighbourhoods.
- Additional parking requirements and transit service.
- Neighbourhoods might require more amperage if they have many suites.
- Suites could increase the availability of rental housing supply.
- Might require enforcement to ensure all regulations are being met.

Industry Feedback

- Buyers want the flexibility to suite out their home in the future, and many are asking for semi-detached product designed with side door for a suite.
- Edmonton is not requiring a parking stall for the suite, St. Albert should consider following that lead.
- A basement suite is the most cost effective suite to install, and owners like it because they can work on the suite over time.
- Home buyers want to know the zoning works for a suite – it gives a level of certainty about the investment.
- Having the option to have a tenant and supplement the mortgage might make buying a home more affordable.

TINY HOMES

Opportunity

To accommodate very compact, fully serviced homes on permanent foundations that facilitates independent living in a small space. Tiny homes on permanent foundations can currently be incorporated as a garden suite on a single family dwelling lot, if regulatory requirements are met.

Municipal Examples

When researching this form, Administration looked at examples of tiny home regulations from Edmonton, Calgary and Lethbridge. In those three examples, a tiny home placed on a permanent foundation can be treated the same way as any other single family dwelling.

Implementation Considerations

- This form of development might not integrate well in existing neighbourhoods with much larger dwellings.
- Options for tiny home clusters or villages.
- Parking impacts.
- Servicing and foundation requirements., as well as conformance with building and fire codes.
- Sizes and floor area requirements.

Industry Feedback

- The City should be open to this product, but members are not actively pursuing it at this time.
- There could be an opportunity to allow seniors or people close to retirement to 'downsize' but still have their own property.
- This could allow independent living option for seniors or special needs individuals.

ZERO LOT LINE

Opportunity

To increase density in greenfield neighbourhoods while still maintaining a single-detached home product.

Municipal Examples

When researching this form, Administration looked at examples of zero lot line lots that have been built in Edmonton. Currently, Edmonton allows for a 1.5 m (4.9 ft) setback on one side yard, and a zero meter setback on the other side yard. Permitting a 1.5 m (4.9 ft) total setback represents a 1.0 m (3.3 ft) to 2.1 m (6.9 ft) reduction from our current single family dwelling requirements.

Implementation Considerations

- Lot Coverage will have to increase to accommodate this product, which brings up concerns about stormwater management.
- On blocks with front attached garage products there is concern about the potential lack of on-street parking, as fewer side yards will mean driveway cuts are closer together.
- Easements that are put in place seem to vary by company.
- Some municipalities allow cross lot drainage, St. Albert doesn't.
- Need to ensure 1 m minimum width is maintained for access to garbage and recycling bins, that is not blocked by parked vehicles.
- Amenity space and landscaping considerations.

Industry Feedback

- Increasing amounts of sales in Edmonton are zero lot line (estimate: 70%), so St. Albert does need this product. Many other municipalities have also included it in their Bylaws as well.
- Zero lot line homes compete at the same price point as semi-detached product, while still allowing detached styles that are preferable to the end user as there is no shared wall.
- Buyers see the value as being in the house, not the side yard. The side yard costs money that could go into the home instead.

BACK TO BACK FEE-SIMPLE TOWNHOMES

Opportunity

The opportunity here is to allow for back-to-back fee simple units (as the Land Use Bylaw already allows condo units).

Municipal Examples

When we were researching this form, we looked at examples in the Windsong neighbourhood in Airdrie, and the Stillwater neighbourhood in Edmonton.

Implementation Considerations

- Administration predicts that lot coverage would need to increase to accommodate the units.
- Close proximity of accesses, which decreases on street parking.
- Minimum parking requirements must still be met.
- St. Albert's Complete Streets guide requires an 18.0 m right of way width. The road in front of existing built out product is approximately 16.0 m.

Industry Feedback

- This product can help to hit density targets. Best to plan for it at the time of ASP.
- Questions as to why engineering requires a 2.5 m space between lots.
- Road cross sections have been narrowed to get increased density, there are hybrid lane-road at end of block. Why is the city requiring an 18 m cross section - Is it an operational issue?

CITY OF ST. ALBERT

BYLAW 21/2020

LAND USE BYLAW AMENDMENT

Being Amendment 179 to Land Use Bylaw 9/2005

The Council of the City of St. Albert, duly assembled, hereby ENACTS AS FOLLOWS:

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

2. Section 8.11(d)(i) is amended by deleting the words:

“a garage must not be located less than 1.5 m from the rear property line of the lot with vehicular access provided from a rear lane in the RXL District;”

and replacing them with:

“a garage must not be located less than 1.5 m from the rear property line of the lot with vehicular access provided from a rear lane in the RXL or RFB District;”

3. Section 8.20 is amended by deleting the words:

“In R1, R2, R3, RX, and RXL Districts, the minimum lot depth is:”

And replacing them with:

“In R1, R2, R3, RX, RXL, and RFB Districts, the minimum lot depth is:”

4. Section 8.23 is amended by deleting the words:

“Applies to lot width distribution for all single-detached houses in the R1, R2, RX, and RXL districts, and is not applicable to dwellings (semi-detached; duplex; or 3 units or more) in the R1, R2, R3, R3A, R4, RX, RXL, or DR Districts.”

and replacing them with:

“Applies to lot width distribution for all single-detached houses in the R1, R2, RX, RXL and RFB Districts, and is not applicable to dwellings (semi-detached;

duplex; or 3 units or more) in the R1, R2, R3, R3A, R4, RX, RXL, RFB or DR Districts.”

5. Section 8.24(1) is amended by deleting the words:

“In the R1, R2, RX, and RXL Districts and street-oriented townhousing, only 1 motor vehicle access per lot is allowed.”

And replacing them with:

“In the R1, R2, RX, RXL, and RFB Districts and street-oriented townhousing, only 1 motor vehicle access per lot is allowed.”

6. Section 8.24(2)(b) is amended by deleting the words:

“on a lot which can be accessed from a rear lane, the Development Officer may permit 1 additional motor vehicle access from the rear lane; or”

and replacing them with:

“on a lot which can be accessed from a rear lane, and has existing vehicular access to the front street, the Development Officer may permit 1 additional motor vehicle access from the rear lane; or”

7. That Schedule A is added to Bylaw 9/2005.
8. All sections are renumbered accordingly.
9. The Chief Administrative Officer is authorized to issue a consolidated version of Bylaw 9/2005 that incorporates the amendments made by this bylaw and otherwise conforms with the requirements of s. 69 of the Municipal Government Act.

EFFECTIVE DATE

This Bylaw comes into effect when it is passed.

READ a First time this ____ day of _____ 2020.

READ a Second time this ____ day of _____ 2020.

READ a Third time this ____ day of _____ 2020.

SIGNED AND PASSED this ____ day of _____ 2020.

MAYOR

CHIEF LEGISLATIVE OFFICER

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Section 8.39. Residential Front Back (RFB) Land Use District (BL2/2018)

(1) **Application**

This section applies to the District designated as Residential Front Back (RFB) on the Land Use District Map, Schedule A, of this Bylaw.

(2) **Purpose**

The purpose of the Residential Front Back (RFB) Land Use District is to provide an area for a low density residential mix of small scale dwelling forms, that enable quality streetscapes in new comprehensively planned neighbourhoods. With vehicular access provided from the front or rear of the lot, efforts to minimize curb cuts and maximize on-street parking are strived for. This results in paired vehicular access on adjacent lots.

(3) **Permitted Land Uses**

The following are permitted uses:

- (a) dwelling, duplex;
- (b) dwelling, garage suite;
- (c) dwelling, secondary suite;
- (d) dwelling, semi-detached;
- (e) dwelling, single-detached house;
- (f) group home;
- (g) park;
- (h) accessory developments to any use listed in subsection (3), excluding decks that are greater than 1.5 m above finished grade, and private pools.

(4) **Discretionary Land Uses**

The following are discretionary uses:

- (a) bed and breakfast;
- (b) home occupation;
- (c) public utility building;
- (d) raffle home;
- (e) residential sales centre;
- (f) show home;

Section 8.39. Residential Front Back (RFB) Land Use District (BL2/2018)

- (g) supportive housing; and
- (h) accessory developments to any use listed in subsection (4), and decks that are greater than 1.5 m above finished grade, and private pools.

(5) Floor Area

- (a) The minimum gross floor area per principal dwelling unit is 75 sq. m.
- (b) The area comprising the gross floor area must be enclosed, but does not require interior finishing.

(6) Lot Width

- (a) The minimum lot width for a dwelling, single-detached house is:
 - (i) 8.6 m on an interior lot; and
 - (ii) 10.4 m on a corner lot.
- (b) The minimum lot width for a dwelling, duplex is:
 - (i) 13 m on an interior lot; and
 - (ii) 15 m on a corner lot.
- (c) The minimum lot width for a dwelling, semi-detached is:
 - (i) 7.4 m per dwelling unit on an interior lot; and
 - (ii) 9.1 m per dwelling unit on a corner lot.
- (d) Notwithstanding clauses (a) and (c), refer to Section 8.21 for additional regulations on lots less than 12.2 m in width.

(7) Lot Area

The maximum lot area is 1,000 sq. m. for single-detached, semi-detached, and duplex dwellings.

(8) Lot Coverage

- (a) The maximum lot coverage for a single-detached house is 40% for the principal building and garage, and 42% including accessory buildings.
- (b) The maximum lot coverage for a duplex or semi-detached dwelling is 47%.

(9) Building Height

The maximum building height is:

Section 8.39. Residential Front Back (RFB) Land Use District (BL2/2018)

- (a) 11.5 m for a walkout lot or a structure with a drive-under garage; and
- (b) 11 m in all other cases.

(10) Attached Garage or Carport

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

(11) Front Yard Setback

- (a) The minimum front yard building setback for a dwelling with a front attached garage or front vehicle access is 6.0 m.
- (b) The minimum front yard building setback in all other cases is 4.5 m.
- (c) The minimum setback to an architectural projection for a dwelling with a front attached garage or front vehicular access is 5.4 m.
- (d) The minimum setback to an architectural projection in all other cases is 3.9 m.
- (e) Notwithstanding clauses (a) and (b), for the purpose of providing a variation to improve the overall amenity of an area, the Development Officer may require that front yard setbacks be varied by an amount between 0.5 m and 1.5 m for 1 in 6 new dwellings proposed for construction on continuously adjoining sites.

(12) Side Yard Setback

In this subsection:

- (a) 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 Sideyard Setback	Walkout Basement Sideyard Setback
<10 m	1.25 m	1.25 m
10 m - ≤12.5 m	1.25 m	1.25 m
>12.5 m	1.8 m	1.8 m

- (b) notwithstanding clause (a),
 - (i) 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 m;

Section 8.39. Residential Front Back (RFB) Land Use District (BL2/2018)

- (ii) semi-detached dwellings, and decks associated with semi-detached dwellings, may develop to a 0 m setback along the property line, common;
- (c) the minimum setback to an architectural projection is 1.2 m, on the interior side of the lot, and
- (d) notwithstanding clause (c), on a corner lot, the minimum setback to an architectural projection is 2.4 m on the side facing the flanking public roadway.

(13) Rear Yard Setback

- (a) The minimum rear yard principal building setback is:
 - (i) 6 m, if an attached garage or a carport is located on the lot; and
 - (ii) 10 m in all other cases.
- (b) An architectural projection may encroach into the minimum rear yard setback by no more than 0.6 m.
- (c) The design elements on the front house façade shall be duplicated on the detached garage façade facing the lane.
- (d) Notwithstanding the requirements of Section 8.15, a fence in or around a rear yard must not exceed 1 m in height for the portion between the rear property line and the 1.5 m minimum detached garage setback.

(14) Parking and Vehicular Access

- (a) One vehicular access per lot shall be permitted for a dwelling, single-detached house or a dwelling, semi-detached. Two vehicular accesses per lot shall be permitted for a dwelling, duplex.
- (b) Vehicular access may either be provided from a lane, or a public road, and shall be hard surfaced.
- (c) For a dwelling, single-detached house, vehicle access shall be provided from a lane.
- (d) For a dwelling, semi-detached vehicle access shall be provided from a lane.
- (e) Notwithstanding clause (d), vehicular access for one side of the dwelling, semi-detached, or dwelling, duplex may be provided from a rear lane, and vehicle access for the second side of the dwelling, semi-detached or dwelling duplex shall be provided from a public road; and
 - (i) Vehicular access shall be grouped so that a dwelling with a rear detached garage are situated adjacent to each other, and dwelling with

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front attached garage are situated adjacent to each other, in pairs, as shown in Figure 12b.

- (ii) Notwithstanding clause (i), a principal building with a rear detached garage shall be placed at the ends of blocks, as shown in Figure 12b.
 - (iii) Notwithstanding clause (ii), up to four mid-block transition lots are permitted per block where garages are not grouped, as shown in Figure 12b.
- (f) For a dwelling, duplex, vehicular access shall be provided from a lane.
- (g) Notwithstanding clause (f), vehicular access for one dwelling unit may be provided from a rear lane, and vehicle access for the second dwelling unit may be provided from a public road; and
- (i) Vehicular access shall be grouped so that dwellings with a rear detached garage are situated adjacent to each other, and a dwelling with a front attached garage are situated adjacent to each other, in pairs, as shown in Figure 12c.
 - (ii) Notwithstanding clause (i), a principal building with rear detached garage shall be placed at the ends of blocks, as shown in Figure 12c.
 - (iii) Notwithstanding clause (ii), up to two mid-block transition lots are permitted per block where garages are not grouped, as shown in Figure 12c.
- (h) Access to a single width vehicle garage or a double width vehicle garage may be provided from a lane, or a public road; and
- (i) Access to a triple width vehicle garage or larger shall be provided from a lane.
- (j) If a garage is not constructed at the same time as the principal dwelling, a two-vehicle hard surfaced parking pad shall be provided on-site and shall have vehicular access provided from a lane. The minimum width and depth of the 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 7.2(4).
- (k) A hard surface parking pad must be setback from the rear property line by a minimum of 1.5 m, and shall include an underground electrical power connection with an outlet on a post approximately 1 m in height located within 1 m of the hard surfaced parking pad. There shall be hard surface material placed between the parking pad and the lane.

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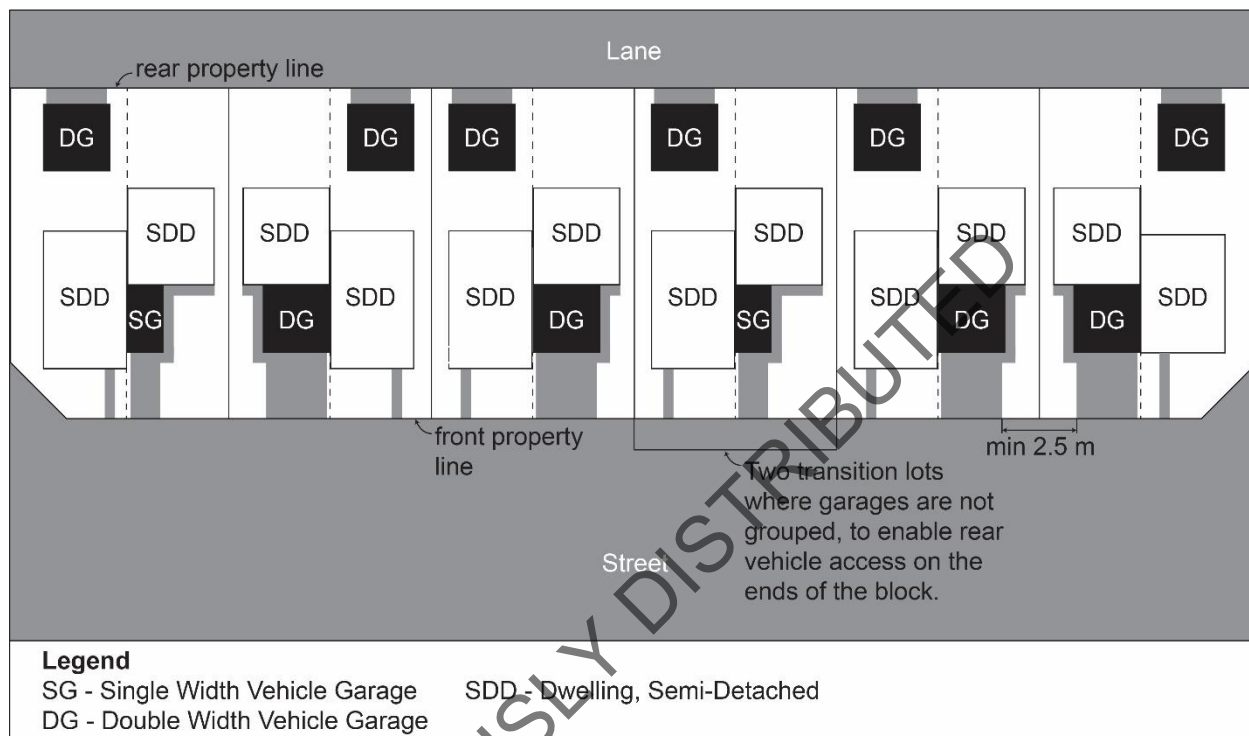


Figure 12b: Grouping of Vehicle Access on Adjacent Lot for a Block of Semi-Detached Dwellings

Section 8.39. Residential Front Back (RFB) Land Use District (BL2/2018)

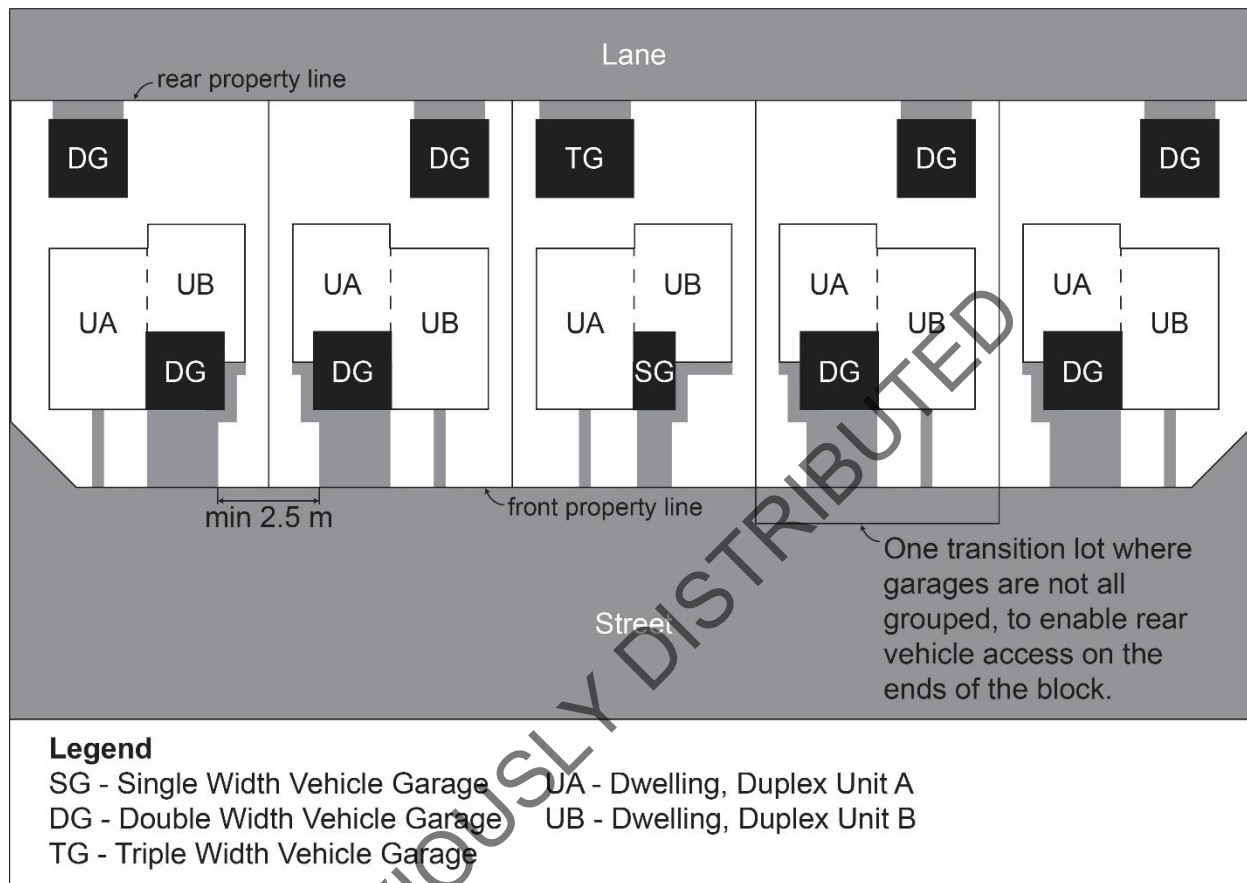


Figure 12c: Grouping of Vehicle Access on Adjacent Lot for a Block of Duplex Dwellings

(15) Pedestrian Access

- (a) Pedestrian access to the principal building shall be provided from a public road, excluding a lane; or a front access driveway.
- (b) Each principal dwelling unit that has direct access at ground level shall have an entrance door facing a public roadway, other than a lane; or a side yard. On a corner lot, the entrance door may face either the front public roadway or the flanking public roadway.

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Residential Land Use Districts

8.1. Application

Sections 8.2 through 8.29 shall apply to all residential land use districts under this Bylaw.

8.2. Accessory Buildings (BL31/2013)

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 1.0 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 1.2 m from the side property line; **(BL31/2013)**
- (d) must not be more than 3.7 m in height above finished grade;
- (e) must be located a minimum of 1.5 m from the principal building unless determined otherwise by the Development Officer; and **(BL2/2018)**
- (f) must be located a minimum of 1.5 m from another accessory structure unless determined otherwise by the Development Officer. **(BL2/2018)**

8.3. Air Conditioners

A freestanding exterior air conditioner must not be:

- (a) located in a front yard; or
- (b) located less than 1 m from side and rear property lines.

8.4. Amenity Area, Common (BL2/2018)

In R3, R3A, R4, or DR Districts:

- (a) notwithstanding the requirements of Section 8.5, up to 25% of the required amenity area, private may be substituted for an amenity area, common that is accessible to all residents, at the discretion of the Development Officer. Common amenity areas may include:
 - (i) a rooftop amenity area and/or rooftop garden;
 - (ii) a balcony or terraced balcony;
 - (iii) an at grade amenity area, including a common garden area; and/or
 - (iv) some other common amenity area including an interior amenity area not less than 30 sq. m which is common to and accessible by all residents, excluding parking lot and pedestrian walkways.

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- (b) An amenity area, common at ground level adjacent to public areas must have a landscape buffer at least 1 m wide, or fence with a minimum height of 1.2 m.

8.5. Amenity Area, Private (BL2/2018)

- (a) In R3, R3A, R4, or DR Districts, each dwelling unit must provide at least one of the following forms of private amenity area:
 - (i) a balcony;
 - (ii) a patio; 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 that is located at ground level must have a minimum depth of 6 m, except where a dwelling unit is adjacent to a P District, in which case a minimum depth of 5 m must be provided.
- (d) An amenity area, private that is located in a dwelling unit located above ground level must have a minimum area of 5 sq. m.
- (e) An amenity area, private at ground level must be screened with a fence or wall with a minimum height of 1.2 m.
- (f) An amenity area, private at ground level adjacent to public areas must have a landscape buffer at least 1 m wide or fence with a minimum height of 1.2 m.

8.6. Apartment Development (BL2/2018)

(1) **Location of Buildings**

In R3, R3A, R4, and DR Districts; the minimum separation distances for apartment buildings are:

- (a) 10 m between the exterior wall of an apartment building and any other residential building; and
- (b) 4 m between the exterior wall of each apartment building; and
 - (i) a common walkway;
 - (ii) a roadway; and
 - (iii) a common or visitor parking stall located on-site; and
- (c) 1.5 m between a principal building and an accessory building, except for a common amenity building which has a separation distance determined by the Development Officer; and

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- (d) separation distances may be determined by the Development Officer for any portion or portions of a building containing ground floor non-residential uses.

8.7 Architectural Projections (BL2/2018)

- (a) Architectural projections shall be permitted to extend into a required yard up to 0.6 m, with the exception of required minimum side yards, within which no architectural projections shall be permitted.
- (b) The architectural projection shall not extend the entire length of a room.

8.8. Below Grade Development

Stairways and steps attached to the principal building that are located below finished grade must not:

- (a) project more than 1 m into a required side yard setback unless the yard provides or is required to provide driveway access to a detached garage or carport in a rear yard setback in which case no projection is allowed; or
- (b) be located less than 1 m from the side property line.

8.9. Decks

- (1) A deck must:
- (a) meet the required front yard setback of the principal building;
- (b) be located at least 1 m from a side property line; and
- (c) be located at least 3 m from the rear property line (Figure 3).
- (d) notwithstanding the provisions under clause (b), a deck may be developed to a 0 m setback along the common property line on semi-detached dwellings, and townhousing. (BL2/2018)
- (2) An unenclosed deck located in a side yard that adjoins a public roadway in a corner lot must be located at least 3 m from a property line adjoining a public roadway (Figure 3).

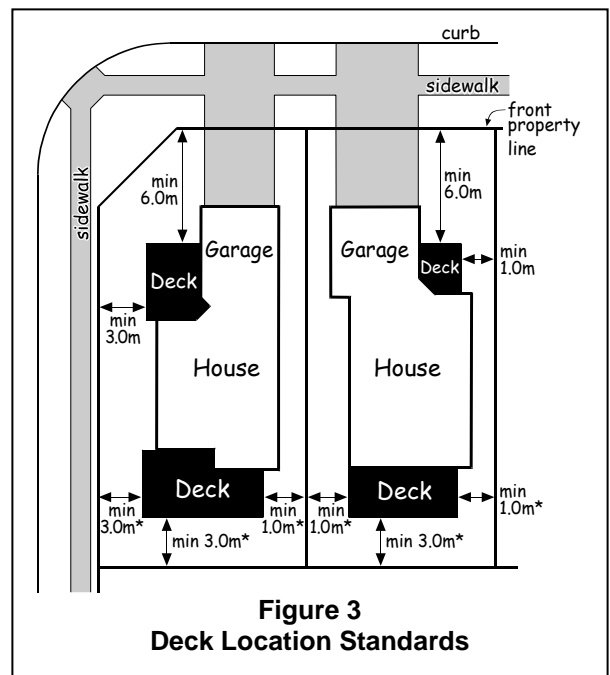


Figure 3
Deck Location Standards

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- (3) If a deck is more than 1.5 m above finished grade, it must be located at least 5 m from all property lines, unless:
 - (a) the Development Officer determines that a 5 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.
- (4) If a covered deck is attached to a principal structure, the deck shall meet the minimum setback requirements for the principal structure.
- (5) Decks less than 0.6 m above finished grade may be built to the interior side property line.

8.10. Design Criteria (BL2/2018)

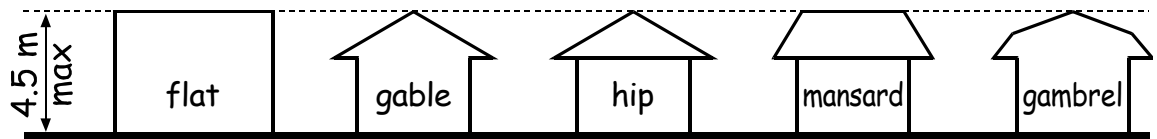
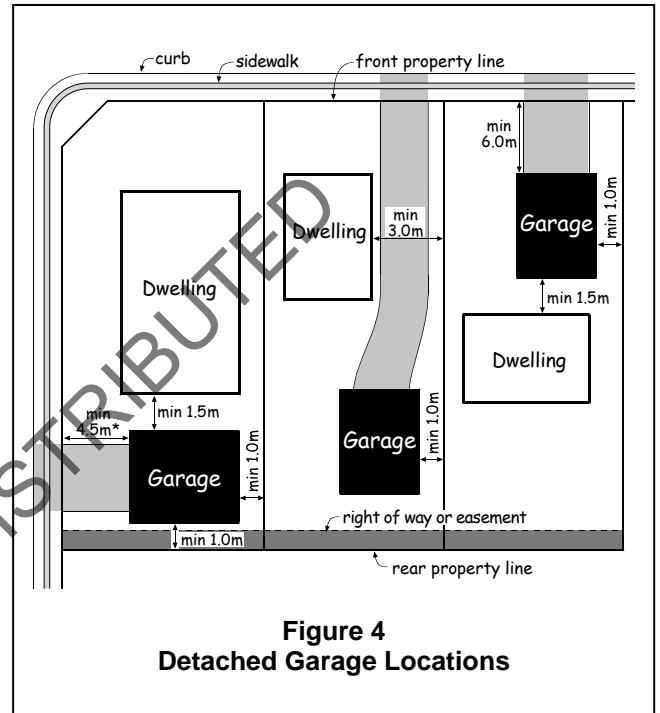
- (1) In R3, R3A, R4, or DR Districts:
 - (a) no building façade shall exceed 60 m in length, at the discretion of the Development Officer;
 - (b) building façade(s) shall be articulated by a combination of recesses, entrances, windows, projections, change in building materials, colours, roof design, or physical breaks in building mass, to create attractive streetscapes and interfaces at the discretion of the Development Officer. A continuous building façade without recess, balcony or other form of articulation shall not exceed 15 m in horizontal direction;
 - (c) building massing must respect the existing topography of the site by terracing the building where appropriate;
 - (d) rooftop mechanical equipment must be screened on all sides and on top to the specification and satisfaction of the Development Officer;
 - (e) walls, including retaining walls, for general landscaping, amenity areas, private and amenity areas, 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 Officer.
- (2) In R3A, R4, or DR Districts:
 - (a) all exterior pedestrian entrances to an apartment building must have overhead weather protection;
 - (b) walkways must be at least 1.5 m wide; and
 - (c) the principal pedestrian entrance to an apartment building must have barrier-free access.

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8.11. Detached Garage and Detached Carport

(1) A detached garage or detached carport (Figure 4) must not be:

- (a) located less than 1 m from the side or rear property lines of the lot;
- (b) notwithstanding clause (a),
 - (i) a garage may be developed to a 0 m setback along the common property line for semi-detached dwellings and townhousing; **(BL2/2018)**
- (c) located less than 4.5 m from the rear property line of the lot for a laned lot or a lesser setback at the discretion of the Development Officer, who shall have consideration for the space needed between the garage and laneway;
- (d) notwithstanding clause (c),
 - (i) a garage must not be located less than 1.5 m from the rear property line of the lot with vehicular access provided from a rear lane in the **RXL** or **RFB** District; **(BL2/2018)**
- (e) located less than 1.5 m from the principal building on the lot;
- (f) more than 4.5 m in height (Figure 5); or
- (g) encroaching onto a required front yard.



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- (2) In addition to the requirements in subsection (1), on a corner lot, a detached garage or carport must be located at least 4.5 m from the side property line adjoining the public roadway where there is no sidewalk or 6 m from the edge of the sidewalk nearest the property line, whichever is greater; and the face of the garage must be located at least 6 m from the edge of the sidewalk closest to the development.
- (3) The Development Officer may approve a breezeway that connects a detached garage to a principal building if it is built in compliance with the Alberta Building Code and does not exceed 13.5 sq. m in gross floor area.

8.12. Dwelling, Garage Suite (BL2/2018)

- (1) A dwelling, garage suite shall be accessory to the principal dwelling unit and shall:
 - (a) be located in a rear or side yard;
 - (b) meet side yard setback requirements for the principal building;
 - (c) meet the rear yard setback requirements for a detached garage;
 - (d) have a maximum habitable net floor area of 75 sq. m; and
 - (e) be architecturally compatible with the principal dwelling unit.
- (2) Consideration should be given to privacy for the suite, the principal dwelling unit, and dwelling unit(s) on adjacent properties through the placement of windows, decks and balconies.
- (3) A garage containing a dwelling, garage suite shall have a maximum height of 7.0 m from finished grade; or 6.5 m with a roof slope equal to or less than 2/12 (Figure 5a).
- (4) Only one dwelling, garage suite; dwelling, garden suite; or dwelling, secondary suite, is permitted on a lot with a single-detached house.
- (5) A dwelling, garage suite must be located a minimum of 4 m from the principal dwelling.
- (6) A dwelling, garage suite shall not be subject to separation from the principal dwelling by registration of a condominium or subdivision plan.
- (7) A dwelling, garage suite shall not be considered in the calculation of densities as outlined in statutory plans.

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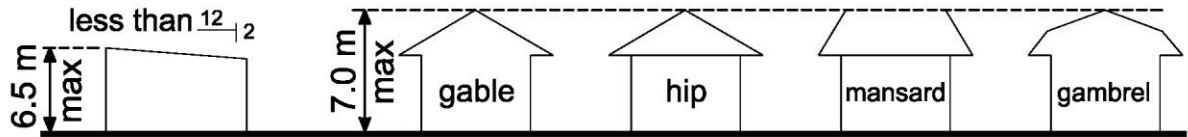


Figure 5a
Maximum Height for Detached Garage with Garage Suite

8.13. Dwelling, Garden Suite (BL2/2018)

- (1) A dwelling, garden suite shall be accessory to the principal dwelling unit and shall:
 - (a) be located in a rear or side yard;
 - (b) meet side yard setback requirements for the principal building;
 - (c) meet rear yard setback requirements for a detached garage, as per Section 8.11;
 - (d) have a maximum floor area of 50 sq. m; and
 - (e) be architecturally compatible with the principal dwelling unit.
- (2) Consideration should be given to privacy for the suite, the principal dwelling unit, and dwelling unit(s) on adjacent properties through the placement of windows, decks and balconies.
- (3) A dwelling, garden suite shall have a maximum height of 4.5 m from finished grade or 4.0 m with a roof slope of 2/12 or less.
- (4) Only one dwelling, garage suite; dwelling, garden suite; or dwelling, secondary suite; is permitted on a lot with a single-detached house.
- (5) A dwelling, garden suite must be located a minimum of 4 m from the principal dwelling.
- (6) A dwelling, garden suite shall not be subject to separation from the principal dwelling by registration of a condominium or subdivision plan.
- (7) A dwelling, garden suite shall not be considered in the calculation of densities as outlined in statutory plans.

8.14. Dwelling, Secondary Suite (BL2/2018)

- (1) A dwelling, secondary suite shall be accessory to the principal dwelling unit.
- (2) Only one dwelling, garage suite; dwelling, garden suite; or dwelling, secondary suite; is permitted on a lot with a single-detached house.
- (3) A dwelling, secondary suite shall have a maximum of three bedrooms.

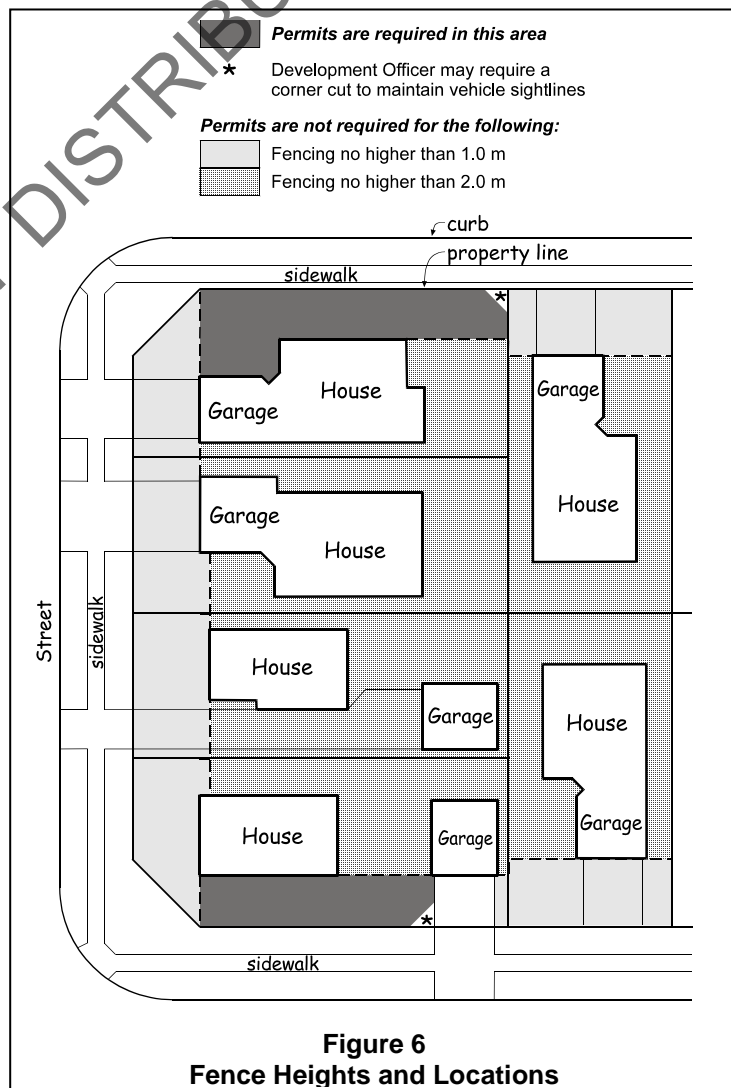
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- (4) The minimum area of a dwelling, secondary suite shall be not less than 30 sq. m.
- (5) A dwelling, secondary suite shall not be considered in the calculation of densities as outlined in statutory plans.
- (6) A dwelling, secondary suite shall 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.
- (7) A dwelling, secondary suite shall not be subject to separation from the principal dwelling by registration of a condominium or subdivision plan.

8.15. Fences

(Figure 6)

- (1) A fence in or around a front yard must not exceed 1 m in height except where required under Section 6.5.
- (2) Any other fence must not exceed 2 m in height.
- (3) For the purposes of subsection (1) only, 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.
- (4) For a fence that is to be constructed on top of a retaining wall or within 1 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 subject retaining wall.
- (5) Notwithstanding anything in this section, no fence is permitted in the front or side yard of a corner lot if, in the opinion of the Development Officer, the fence will block or impede traffic sight lines.



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8.16. Fire Pits and Barbecues

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 m from side and rear property lines; or
- (c) located less than 3 m from any building.

8.17. Group Homes

A group home shall comply with the following regulations:

- (a) the Development Officer shall establish the maximum number of residents, to a maximum of 6 residents, having regard for the nature of the group home and the density of the district in which it is located;
- (b) the group home shall not generate pedestrian or vehicular traffic or parking in excess of that which is characteristic of the district in which it is located; and
- (c) **DELETED (BL 12/2019)**

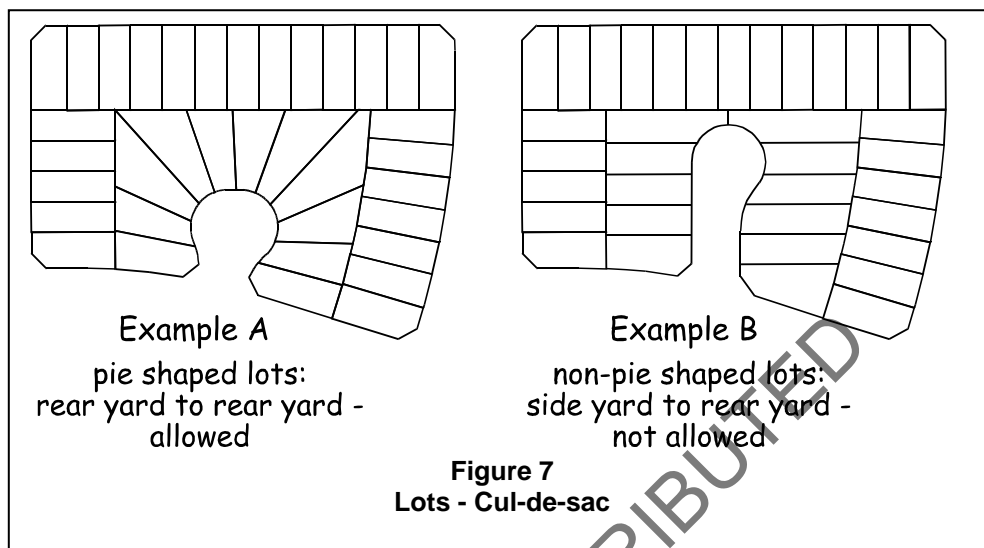
8.18. Lot Coverage

Notwithstanding Section 1.9(8), the Development Officer shall include the area of the principal building and accessory buildings including, but not limited to, gazebos, sheds, attached or detached garages and carports; covered or enclosed decks and verandas; dwelling, garage suites; and dwelling, garden suites in the calculation of lot coverage. **(BL2/2018)**

8.19. Lots - Cul-de-sac **(BL2/2018)**

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 (Figure 7).

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8.20. Lot Depth (BL2/2018)

In R1, R2, R3, RX, ~~and RXL~~, ~~and RFB~~ Districts, the minimum lot depth is:

- (a) 36 m, if the lot is adjacent to or backs onto a major arterial roadway identified in Schedule B; or backs onto a railway property line;
- (b) 30 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 arterial roadway identified in Schedule B; and
- (c) 30 m in all other cases (Figure 8).

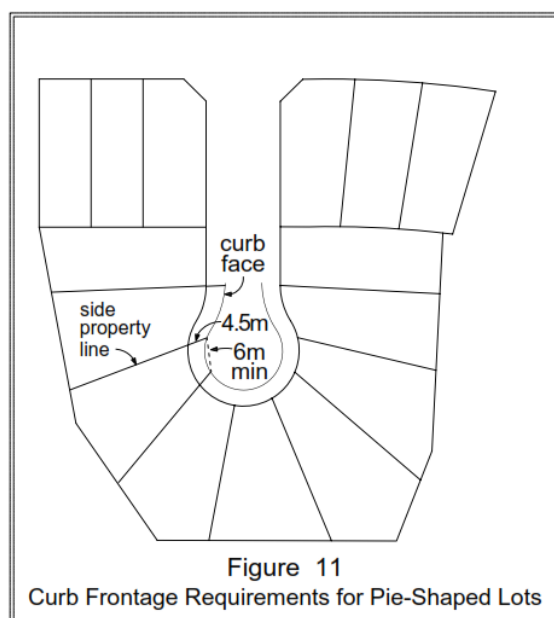
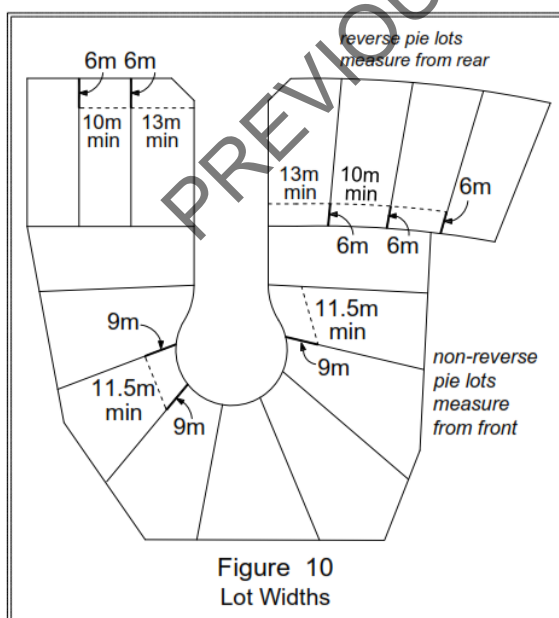
- (a) Garages and driveways shall be grouped to maximize on-street parking with a minimum of one on-street parking space to every two lots (Figure 9).
- (b) Driveways shall not exceed 5.5 m in width at the front property line when located on a lot less than 11.5 m in width.
- (c) Lots less than 11.5 m in width shall be located on through streets only.

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8.22. Lot Width Measurements (BL2/2018)

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

- (a) On a rectangular lot, lot width is measured by offsetting the front property line 6 m (Figure 10);
- (b) For a pie-shaped lot located on a bulb of a cul-de-sac or a partial bulb on an outside corner of a public roadway:
 - (i) lot width is measured along a line 9 m back from the front property line (Figure 10); and
 - (ii) the curb frontage must be a minimum of 6 m as measured between the points determined by the intersection of the side property lines and the line of the curb face. For the purposes of this subsection, the side property lines are extended to the curb face (Figure 11);
- (c) On a reverse pie lot where the front of the lot is wider than the back, lot width is measured along a line 6 m from the rear property line (Figure 10); and
- (d) For irregular lot configuration, where the lot width cannot be reasonably calculated by these methods, at the discretion of the Subdivision Approving Authority or the Development Officer, lot width shall be determined having regard, but not limited to, access, shape and buildable area of the lot and location of the adjacent buildings.
(BL13/2012)



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8.23. Lot Width Distribution (BL2/2018)

Applies to lot width distribution for all single-detached houses in the R1, R2, RX, ~~and RXL~~ and ~~RFB~~ Districts, and is not applicable to dwellings (semi-detached; duplex; or 3 units or more) in the R1, R2, R3, R3A, R4, RX, RXL, ~~RFB~~ or DR Districts.

- (a) Lands governed by an Area Structure Plan adopted prior to the effective date of Bylaw 2/2018.

The amendment shall comply with the requirements defined in Schedule H;

- (b) Lands governed by a new Area Structure Plan or amended Area Structure Plan adopted subsequent to the effective date of Bylaw 2/2018.

If the subdivision forms one stage of a series of subdivisions contemplated within an area under an Area Structure Plan bylaw, the Area Structure Plan shall comply with the following table:

Lot Width	>12.5 m	10 m - ≤ 12.5 m	<10 m
Percentage of lots allowed for that range of widths	10% - 40%	35% - 80%	0% - 25%

8.24. Motor Vehicle Access

- (1) In the R1, R2, RX, ~~and RXL~~, and ~~RFB~~ Districts and street-oriented townhousing, only 1 motor vehicle access per lot is allowed. (BL2/2018)

- (2) Notwithstanding subsection (1),

- (a) on a corner lot that does not have rear lane access, the Development Officer may permit one motor vehicle access on each side adjoining a public roadway; (BL2/2018)
- (b) on a lot which can be accessed from a rear lane, and has existing vehicular access to the front street, the Development Officer may permit 1 additional motor vehicle access from the rear lane; or
- (c) on a lot that provides a minimum of 30 m of frontage, the Development Officer may permit a circular driveway with two vehicle accesses.

8.25. Outdoor Storage

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- (1) There shall be no outdoor storage of inoperable, dilapidated, wrecked or dismantled:
 - (a) motor vehicles;
 - (b) recreation equipment;
 - (c) recreation vehicles; or
 - (d) other equipment of any kind.
- (2) There shall be no outdoor storage of materials or goods that are associated with a business or home occupation.

8.26. Private Pools (Including Hot Tubs) and Decorative Ponds

- (1) A private pool or decorative pond must be:
 - (a) at least 1 m from the side and rear property lines;
 - (b) located in a rear or side yard in an interior lot; and
 - (c) on a corner lot, located in a rear yard or the side yard not adjacent to a public roadway.
- (2) A decorative pond must not be located in a front yard, unless:
 - (a) the decorative pond is 600 mm or less in depth; and
 - (b) the decorative pond is located a minimum of 1 m from the front and side property lines.

8.27. Radio Antennas

- (1) Subject to the requirements of the Canadian Radio-television and Telecommunications Commission, a radio antenna must not be:
 - (a) located in a front yard;
 - (b) located less than 1.5 m from side and rear property lines;
 - (c) more than 12 m in height above finished grade; or
 - (d) used for commercial purposes.
- (2) There shall be no more than 1 freestanding radio antenna on a lot.
- (3) There shall be no more than 2 roof top radio antennas on a lot.

8.28. Satellite Dish Antennas

- (1) A satellite dish antenna must not be:
 - (a) roof-top mounted, if it has a diameter greater than 0.5 m;

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- (b) located in a front or side yard;
- (c) less than 1 m from side and rear property lines;
- (d) more than 4 m in height from finished grade unless it is roof-top mounted; or
- (e) greater than 3.5 m in diameter.

8.29. **Townhousing Development (BL2/2018)**

The following regulations are applicable to townhousing development:

(1) **Building Setback (BL2/2018)**

- (a) The minimum principal building setback for a townhousing development, excluding street-oriented townhousing, is:
 - (i) 5 m from any property line adjoining a P District;
 - (ii) 7.5 m from any property line adjacent to a major arterial roadway listed in Schedule B, if a dwelling unit faces that roadway; and
 - (iii) 6 m from a property line in all other cases.
- (b) The minimum principal building setback for street-oriented townhousing is:
 - (i) 7.5 m from any property line adjacent to a major arterial roadway, listed in Schedule B if a dwelling unit faces that roadway;
 - (ii) from front property lines:
 - (A) 4.5 m if parking is provided from a rear yard or side yard;
 - (B) 6 m in all other cases;
 - (iii) from side property lines:
 - (A) 0 m for an internal dwelling unit;
 - (B) 1.25 m for an end dwelling unit;
 - (C) 4 m on a corner lot in the R3, R3A, and R4 Districts;
 - (D) 3 m on a corner lot in the RX and RXL Districts;
 - (iv) from the rear property line:
 - (A) 13 m where a detached garage is being provided from a rear lane; and
 - (B) 6 m in all other cases.

Residential Land Use Districts

(2) Location of Buildings

The minimum separation distances for townhousing developments, excluding street-oriented townhousing are: **(BL2/2018)**

- (a) 10 m between the exterior of the front or rear wall of each building and the rear or front wall of any other building; **(BL2/2018)**
- (b) 6 m between the exterior of the front or rear wall of each building and
 - (i) any separate wall of a residential building;
 - (ii) a common walkway except that portion of the walkway that provides direct access to the building;
 - (iii) an on-site roadway; and
 - (iv) a common or visitor parking stall located on-site.
- (c) 3 m between the exterior of the side wall of each building and
 - (i) the side wall of any other building unless a greater separation is required by the Development Officer;
 - (ii) a common walkway except that portion of the walkway that provides direct access to the building;
 - (iii) an on-site roadway; or
 - (iv) a common or visitor parking stall located on-site; and
- (d) 1.5 m between a principal building and an accessory building, except for a common amenity building which has a separation distance determined by the Development Officer.

(3) Lot Width **(BL2/2018)**

The minimum lot width for street-oriented townhousing is:

- (a) 5.5 m per dwelling, interior unit;
- (b) 6.75 m per dwelling, end unit on an interior lot;
- (c) 8.5 m per dwelling, end unit on a corner lot in the RX and RXL District; and
- (d) 9.5 m per dwelling, end unit on a corner lot in the R3, R3A, and R4 District.

(4) Lot Coverage For Street-Oriented Townhousing **(BL2/2018)**

Residential Land Use Districts

- (a) The maximum lot coverage for a street-oriented townhouse dwelling, interior unit is 55%.
 - (b) The maximum lot coverage for a street-oriented townhouse dwelling, end unit is 47%.
 - (c) The maximum lot coverage for a street-oriented townhouse dwelling, end unit on a corner lot is 47%.
 - (d) The maximum lot coverage for any other townhousing development shall be determined by the Development Officer after taking into account site density, site constraints, and the total size of the development.
- (5) **Lot Depth (BL2/2018)**
- For minimum lot depth requirements refer to Section 8.20.
- (6) **Density**
- Notwithstanding Sections 8.29(3), 8.29(4), and 8.29(5) any townhousing product must meet the required density listed in the applicable Land Use District.

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