

# What We Heard Report

New Land Use Bylaw:

Draft Conventional Neighbourhood District,

Draft Holistic Neighbourhood District,

Draft Parking & Loading,

Draft Signage

Internal Interested Parties: September 5, 2024

External Interested Parties: September 11, 2024



CITY OF  
**FORT SASKATCHEWAN**  
FORTSASK.CA

## Project Introduction

The City of Fort Saskatchewan is creating a new Land Use Bylaw (LUB) to align with the new '*Our Fort. Our Future.*' Municipal Development Plan (MDP). The LUB is one of the most important Bylaws for a municipality. Most planning documents provide goals and objectives that are to be achieved. Thus, they are plans for the future. The LUB is different in that it is a regulatory document. It regulates the use and development of land as it happens.

This What We Heard Report provides a summary of internal and external interested parties engagement sessions where following sections of the new Land Use Bylaw were discussed:

Conventional Neighbourhood District (CND) – These apply to the areas within the city's developing neighbourhoods of Westpark and Southfort and excludes estates development and highway corridor development.

Holistic Neighbourhood District (HND) – this district applies to lands within the future urban areas. These lands are part of the lands that the City annexed in 2021 and will continue to be Agricultural until detailed Planning is approved for these areas.

Parking & Loading Regulations – This is a section that applies to all lands within the city and set the parking requirements for various uses.

Signage Regulations – This is also one of the general sections of the new Land Use Bylaw that will apply across the city.

Administration hosted three Workshops. The first workshop was held with internal parties, i.e. the representatives of the City's various departments. Two workshops were held with external parties; members of the Fort Saskatchewan building and development community. At these workshops, the Project Team presented the Place Based approach to the City's new Land Use Bylaw and first draft of above-mentioned districts and regulations. The feedback received from these sessions is summarised here and will be used in shaping the next versions of these sections.

## Our Approach

### Promotional Activities

To engage with internal interested parties, Administration circulated invitations to relevant Departments and requested Managers and Directors to invite any additional staff. Individuals were encouraged to RSVP.

To engage with impacted external parties related to greenfield development, Administration invited builders and developers currently active in Fort Saskatchewan, neighbouring municipalities, school boards, social organizations, and utility companies. Administration also contacted the Building Industry and Land Development Association (BILD), and real estate representatives to ensure that engagement invitations could be extended to a broad range of individuals and organisations who may work in future with the Land Use Bylaw. Invites were emailed to these impacted or interested parties.

## Workshops

Workshop sessions to gather feedback from the internal and external interested parties were held at West Rivers' Edge Pavilion on September 5 from 8:30-12:00 for internal departments, and on September 11 at 8:30-12:00 and 1:30-5:00 for external interested parties.

The September 5, 2024, Internal Interested Parties' Workshop was attended by twenty (20) attendees representing multiple City departments and a variety of input was received regarding the new Districts and Regulations. The September 11, 2024, External Interested Parties' Workshop was attended by fourteen (14) people total over the morning and afternoon sessions. Please note that some individuals may not have signed in.

Each workshop began with a presentation providing context for the Workshop and details about each District (Appendix A). This was followed by a discussion of the Conventional Neighbourhood District and the Holistic Neighbourhood District. The presentation then explored changes to the Parking & Loading and Signage Regulations, and a Question-and-Answer period followed.

During the discussions, attendees were grouped into tables of 3-4 and asked to provide feedback on the Districts, District Maps, and Regulations (Appendix A). A designated member of the Planning & Development Team was available at each table to answer clarifying questions about the new Land Use Bylaw.

## Comments Summary

### Workshop Comments

#### Internal Interested Parties Workshop

A total of twenty (20) people from different City departments attended the Workshop. The comments have been organized in the following themes: Lot & Block Standards, Building Regulations & Standards, Density & Uses, Parking & Loading, and Definitions. The entirety of the feedback can be found in Appendix B

A word cloud tool was also employed to bring visual clarity to the engagement process. The word cloud was updated live as individuals added thoughts to the board (Appendix C). The question prompt asked participants: "What does 'complete community' mean to you?"



In response to the draft CND and HND Districts, discussion revolved around several key themes.

First, economic considerations were raised. In response to the flexibility that the LUB offers, concerns were raised around ensuring that business owners and landowners would be able to locate and market their properties with the new LUB. Ease of navigability of the LUB for business is important. The possibility of a GIS locator tool was suggested to ensure business would be able to locate themselves or locate opportunities to locate themselves on appropriate sites independently, in order to market themselves effectively. The need for certainty in terms of the land use process was stressed, and the relationship between procedural uncertainty and lower property values was discussed. Finally, the implementation of diverse housing types was appreciated, and affordability, multi-generational neighbourhoods, and evolving neighbourhoods were stressed as priorities.

Governance was also identified as a theme. Participants noted that the overall philosophy was appropriate and supported increased flexibility in the LUB. A participant recognized the need for less Redistrictings going to Council and noted that a closer working relationship between planners and developers was likely. Some concerns were raised around excess flexibility as well, which could impede the City's ability to advance the Community Vision and ensure alignment with the MDP.

Building Regulations and Standards were identified as an area for comment as well. Comments focused on the need to ensure alignment with other Standards, such as the Engineering Standard. Comments also focused on the reducing the use of permeable surfaces for lot coverage, restricting driveway width at curbs, looking at maximum driveway sizes, and setbacks related to Adjacent Property Protections (APP). Finally, the need for a mechanism to prevent builders from using the same product for large stretches of development was emphasized.

Clarification, Readability, and Definitions was also a key area of discussion. The need to further refine definitions was discussed. Attendees also noted the content would be very challenging for a layperson to understand.

Finally, some department-specific comments were noted. Waste provision was flagged as a concern, in particular in circumstances where there is a mix of uses or where different kinds of buildings may abut one another; provision of spaces for waste servicing and locations on the lot are key. The APP was also emphasized in relation to housing with reduced setbacks, especially where those homes may be outside the 10-minute response time.

### Internal Interested Parties Comments

A total of 5 interested parties submitted comments. The City received general comments through exit survey regarding the notice and format of the Workshop sessions. The comments have been organized as Lot & Block Standards, Building Regulations & Standards, Density, Uses, Parking & Loading, and Clarity & Definitions. The entirety of the feedback comments can be found in Appendix B.

Theme	Feedback
<b>Lot &amp; Block Standards</b>	Limiting accesses off of streets was identified as a key area to further define. In particular, the discrepancy between the LUB and Engineering Standard regarding limiting driveways onto collector and arterial streets was noted.
	Internal multi-attached lot sizes were flagged as too small.
	A respondent flagged setback dimensions for review, especially regarding setbacks with or without lanes.
<b>Building Regulations &amp; Standards</b>	The question was raised of why the LUB would allow smaller pockets for semi-detached homes compared to single-detached homes. Respondents also enquired how pocket sizes have changed over time.
	A respondent identified that some regulations may be overly prescriptive, such as not allowing patio doors for main entrances, Node architectural controls, front gardens, and minimum area for secondary garages.
	Regulating the number of accesses to the street was flagged for further consideration. Access to homes, in particular Semi-Detached, may conflict with Engineering Standards.
	Some building regulations, such as limiting patio doors for primary entrances and limiting front yard gardens, were flagged as being too prescriptive.
	Impermeable surface regulation was highlighted for further review.
<b>Density</b>	Lot density is noted to be significantly lower in CND versus HND, and further investigation is suggested to align these lot densities.
	A respondent noted that the approach to calculating minimum density needs to be clarified to ensure overall alignment to density rather than meeting the target in each stage.
<b>Uses</b>	A respondent questioned why a Community Garden would be discretionary, dependent on scale.
	Beekeeping was noted as an item that would require further investigation.

Theme	Feedback
	The effect of removing Uses from some Direct Control Districts by incorporating them in new Districts was identified as a concern for further investigation and refining.
<b>Parking &amp; Loading</b>	A respondent noted the limits to Development Authority powers, especially around shared parking spaces, and flagged this point for review.
<b>Clarity &amp; Definitions</b>	Various definitions, including Electric Vehicle Ready and Parking Utilization Rate, were flagged as requiring further attention.
	Other relations, such as the TMP or Engineering Standards, were flagged as requiring review given the new regulations.
	Some adjustment was suggested to cleaning up tables and numbers for readability and clarity.

### External Interested Parties Workshop

A total of 14 participants attended the two workshops offered. Participants had representation from developers, home builders, Planning consultants, the real estate industry, and local economic organisations. The discussion from these two workshops is organized in the following themes: Schools, Economics, Development Process, Dimensions, and Neighbourhood Layout. The entirety of the feedback comments can be found in Appendix D.

A word cloud tool was also employed to bring visual clarity to the engagement process. The word cloud was updated live as individuals added thoughts to the board (Appendix E). The question prompt asked participants: “What does ‘complete community’ mean to you?”



In response to the draft CND and HND Districts, discussion with external interested parties revolved around several key themes.

Concerns related to Schools were a notable thread through the conversations. Interactions between schools and associated lands were noted as a key concern. Attendees from a variety of professional backgrounds noted common complaints that occur when school lands are eventually developed, as they

tend to be developed last. Signage was suggested as a means to moderate the risk, such as “future home of X School...”. Attendees also noted that schools require clarity on density levels to be successfully planned and advocated for. Further, inflexible construction standards were flagged as an issue. In particular, height restrictions were identified as an issue; the current Public Service zone allows a 14m height limit, and one attendee noted that school gyms tend to be just under 14m. Usable pockets were identified as a concern when schools enter a neighbourhood later in development stages. Concerns were also identified around prioritizing safe routes to school. One attendee noted that schools need to plan for parking, and the difference between on-site and roadway parking is a key aspect that should be reflected in the LUB. A desire was noted by this attendee to avoid using Municipal Reserve lands for parking infrastructure. Finally, Design was flagged as a concern. Impacts to design regulations, especially for institutional uses such as Schools that are dependent on senior governmental funding, can create development uncertainty that can cause challenges around funding advocacy for school sites.

The development process also emerged as a theme. Attendees noted the importance of a clear process, and commented that predictability was more important than speed. It was noted that back and forth exchanges around design were prohibitively expensive to the development process. Attendees agreed that the time needed for processes in Fort Saskatchewan are very reasonable relative to the rest of the region. Several attendees agreed that the Planning process was a major factor affecting housing delivery, and therefore affordability, in Fort Saskatchewan. Redistrictings, new districts, and a LUB that is poorly aligned with what is being provided by the market create notable delays. One participant questioned the level of information the City needs to approve Development Permits and Building Permits.

Lot dimensions were flagged for further consideration. Attendees in the development industry proposed narrower lot widths for single detached, with specifics to be identified in follow-up review.

Economics were also a theme of discussions. Concerns were raised by one participant around the level of discretion implied in the new LUB. The flexibility was noted as a ‘double edged sword’ for business as there was more opportunity, but less certainty.

Finally, discussions also touched on the Nodes. Attendees discussed community planning and noted that well-placed retail can foster community. The concept of a “Node within the community” versus “community within a Node” was discussed. However, one attendee noted the traffic implications of placing nodes in the center of communities. Attendees also noted that an oversupply of commercial space can create a liability in retail finding a foothold in the community as a result of empty storefronts.

In regard to the draft Parking and Loading regulations, attendees noted that they liked the new open option parking regulatory direction, indicating that it aligned well with industry standards.

In response to the draft Signage regulations, comments indicated that the current sign bylaw is extremely restrictive and can make advertising for events in the city a challenge.

### **External Interested Parties Comments**

A total of 5 interested parties submitted comments, though important to note one interested party submitted consolidated industry comments representing many builders and developers. The City received general comments through exit survey regarding the notice and format of the Workshop sessions. The comments have been organized as Building Regulations & Standards Lot & Block

Standards, Density, Schools, and Clarity & Definitions. The entirety of the feedback comments can be found in Appendix D.

Theme	Feedback
<b>Building Regulations &amp; Standards</b>	A respondent flagged the dual approval of architectural guidelines by builders to developers and the city as redundant. Respondents recommended allowing developers to demonstrate compliance through a standardized permit attachment showing that builders have been approved by developers in line with architectural guidelines.
<b>Lot &amp; Block Standards</b>	A respondent noted that on Arterial and Collector roads, 18' building pockets are becoming more common for single- and semi-detached product in communities surrounding Fort Saskatchewan. In addition, 12' wide building pockets for multi-attached product on local roads and collector roads are common as well.
	For shallow lots: a respondent noted that rear-yard setback should be 4.0m rather than 8.0m where lot depths are under 28m and the lots back onto public property in order to allow for shallow lot product without a Special District. A comment was also received about site coverage for shallow lots, where 70% coverage would be required where lot depth is under 28m.
	For narrow lots: A reduction in the classification of narrow lots from 11.0m/36ft. to 9.1m/30ft. was suggested by one respondent
	Overall front, side, and rear setbacks were identified as requiring further investigation to align with what is currently being delivered to the market.
<b>Density</b>	A respondent noted that a minimum of 60 du/nrha would prevent condominium townhome developments.
	Respondents directed that incremental changes to density as a neighbourhood is built out have significant effects on quantity and placement of Schools, Retail, and other services.
	Lot density regulations for multi-attached housing on local streets with lane was identified as limiting the ability to provide a small stage of only townhouse at the minimum lot widths.
<b>Schools</b>	A respondent noted that community uses should be located in Nodes, but that Schools are only listed as discretionary in Nodes, and raised concerns around locating these structures with certainty. The respondent directed that Schools should be Permitted in Nodes.
	A respondent directed that Schools should be exempt from using Lanes from a site layout and student safety perspective.
<b>Clarity &amp; Definitions</b>	A respondent noted some lack of clarity on whether structures, such as Schools, could be located at the intersection areas of collector and local roads.
	Development industry respondents cited a lack of clarity in the assessment of density: whether they would be measured cumulatively or on a subdivision basis.
	A request was received to have an additional section clarifying application to schools, outlining the specific requirements in place around school site and building regulations. Additional definitions or built form classifications were suggested as considerations.

## External Interested Parties Other Comments

The comments in this section reflect BILD's initial feedback submitted through their first letter. A subsequent letter from BILD was later received, and the comments from that submission have been incorporated into the External Interested Parties Comments section noted above. The comments have been organized as Intent, Lot & Block Standards, Uses & Typology, Built Form & Siting, Building Character & Design, Parking, Landscaping, and General. The entirety of the feedback comments can be found in Appendix F.

Theme	Feedback
Intent	Commenters noted that Section 2 (CND) uses subjective terms such as " <i>higher density</i> ," " <i>where appropriate</i> ," and " <i>where the form allows</i> .". Clearer, quantitative, or measurable criteria be provided to ensure consistent interpretation.
	Greater clarity on what constitutes as "Low Density Housing Forms", and "Nodes".
	Local streets should accommodate street-oriented row housing to promote diverse and active streetscapes.
Lot & Block Standards	Request for clarification on what constitutes sufficient " <i>lot width variety</i> " and " <i>reverse frontage lots</i> ", noting that definitions may differ from other municipalities.
	Review whether block lengths commonly exceed 200–250 metres and consider Municipal Reserve dedication or alternative approaches where longer blocks occur.
	Clarification requested on the intended outcomes of the block standards, including how they relate to housing typology, street design, and community character.
	Clarification on what constitutes " <i>variety</i> " in regard to housing typology.
	Concern that the 11 metre minimum lot width across from smaller lots is restrictive. It may limit housing diversity, prevent smaller single-family products, and result in reliance on lane access homes. Recommended lowering minimums or allowing discretion consistent with collector standards.
	Include standards that accommodate evolving builder practices and market preferences, including narrower duplex, semi-detached, and Zero Lot Line homes (12 – 18 pockets) on Collector and Local roads.
	Suggested balancing standards between Arterial, Collector, and Local roads to avoid concentrating higher-density forms only along major corridors and to support a more balanced distribution of housing forms.
	The need for standards that maintain flexibility within stages and avoid rigid transitions between housing forms that could constrain staging and density outcomes.
	Clarification on what a reduce rear yard lot is? Need to accommodate shallower Right-of-Way.
Uses and Typology	Garage Suites should be encouraged within Nodes, with discretionary consideration on streets without lanes.
	Clarification requested on where Large-Scale Retail Centres would be permitted if not allowed within the CND district.
	Recommendation for Single Detached & Duplex housing on Collector roads to be Discretionary.
	Recommendation to permit Zero Lot Line housing on Streets without lanes.

Theme	Feedback
	Recommendation for Single Detached with one sideway and Semi-Detached within Nodes to be Discretionary with same regulations as on Collector roads.
<b>Built Form &amp; Siting</b>	Revise the 4.5 m maximum front setback to a minimum requirement, citing potential conflicts with shallow utilities.
	Maximum density of 35 dwelling units per net residential hectare (du/nrha) for multi-attached, apartment, and mixed-use developments is too low and should instead be established as a minimum.
	Recommend removing the rear yard maximum setback to allow greater flexibility in siting homes and accommodating longer driveways as needed.
	Allow 0.6 metre side yard setback for Accessory Buildings.
	Increase maximum building height to 12 m on local streets to accommodate three-storey homes adjacent to two-storey dwellings.
<b>Building Character &amp; Design</b>	Clarity on the scope, timing, and criteria for the City's architectural reviews during the building plan submission stage. Suggest City regulations to be high-level. Design elements are already governed through developer architectural guidelines, and a separate municipal review would duplicate the process.
	Reduce the high-quality material requirement from 20% to 15% and provide clearer definitions for "high-quality accent material."
	Allow flexibility in choosing façade treatments and architectural features, noting that multiple façades or specific treatments could add cost and limit creativity.
	Increase the height threshold for step-e, to avoid unnecessary articulation on four-storey buildings while maintaining appropriate massing control for taller structures.
	Commercial uses should not be limited to ground floors, as second-storey commercial spaces are common for boutique or local-oriented developments.
	Clarification was also requested on whether façade treatment requirements apply to rear elevations of buildings.
<b>Parking</b>	Suggest allowing lane-access multi-attached dwellings to provide a minimum of one parking space per unit, with the second space accommodated on-street.
	Flexibility to permit compacted gravel parking areas instead of hard-surfaced structures within Light and Medium Industrial zones,
	Increase the shared parking allowance to 75% (from 50%) for Light and Medium Industrial zones.
	Limit the hard surface paving requirement to the area between the back of curb and the property line, rather than extending 15 metres into the site.
<b>Landscaping</b>	30% limit on front yard gardens is overly restrictive and may discourage sustainable landscaping practices.
	Clarification requested on whether permeable materials (e.g., rock) qualify as part of the 20% minimum soft landscaping requirement.
<b>General</b>	Several sections grant broad administrative discretion, raising concerns about consistency and predictability in future application.

## Appendix A: Presentation Materials

# LAND USE BYLAW UPDATE

Let's  
**Place IT!**

September 5, 2024



# Land Acknowledgement

The City of Fort Saskatchewan is located on Treaty 6 territory and Métis Nation of Alberta District 11. We recognize that we stand upon land that carries the footsteps of many Indigenous Peoples, including the Nehiyawak, Dene, Blackfoot, Saulteaux, Nakota Sioux, and Métis. The City honours the First Peoples of this land and is committed to fostering reconciliation through relationship building, knowledge gathering, and education.

# WHERE WE ARE AT PROJECT TIMELINE

✓ Completed  
⌚ In Progress



- Background Review ✓
- Public Engagement Plan ✓
- Council Engagement ✓
- Council Update ✓



- General Regulations and Definitions ⌚
- Stakeholder Workshops ✓
- Council Update ✓



- Land Use District Approaches ✓
- Draft Land Use Districts ⌚
- Public Engagement ⌚
- Stakeholder Workshops ⌚
- Council Update



- Finalization
- Engagement Summary Report
- Council Update
- Public Hearing

July to Oct. 2022

Phases 2 & 3 are Ongoing

Winter & Spring 2025

# Agenda – Land Use Bylaw Update

- Land Use Bylaw & Municipal Development Plan Walkthrough
- Activity
- Approach to Land Use Bylaw Districts
- Questions
- Holistic Neighbourhood District
- Break
- Conventional Neighbourhood District
- Signage and Parking
- Questions and Next Steps

# What is a Municipal Development Plan?



# What is a Municipal Development Plan?



## Examples of Key aspects of an MDP:

- Vision and goals – it sets out a vision for the future development of the municipality
- Land use policies – it provide guidelines for how land within the municipality should be used
- Infrastructure and services – it outlines plans for infrastructure development, such as roads, water, septic, and other services

# MDP Pillars



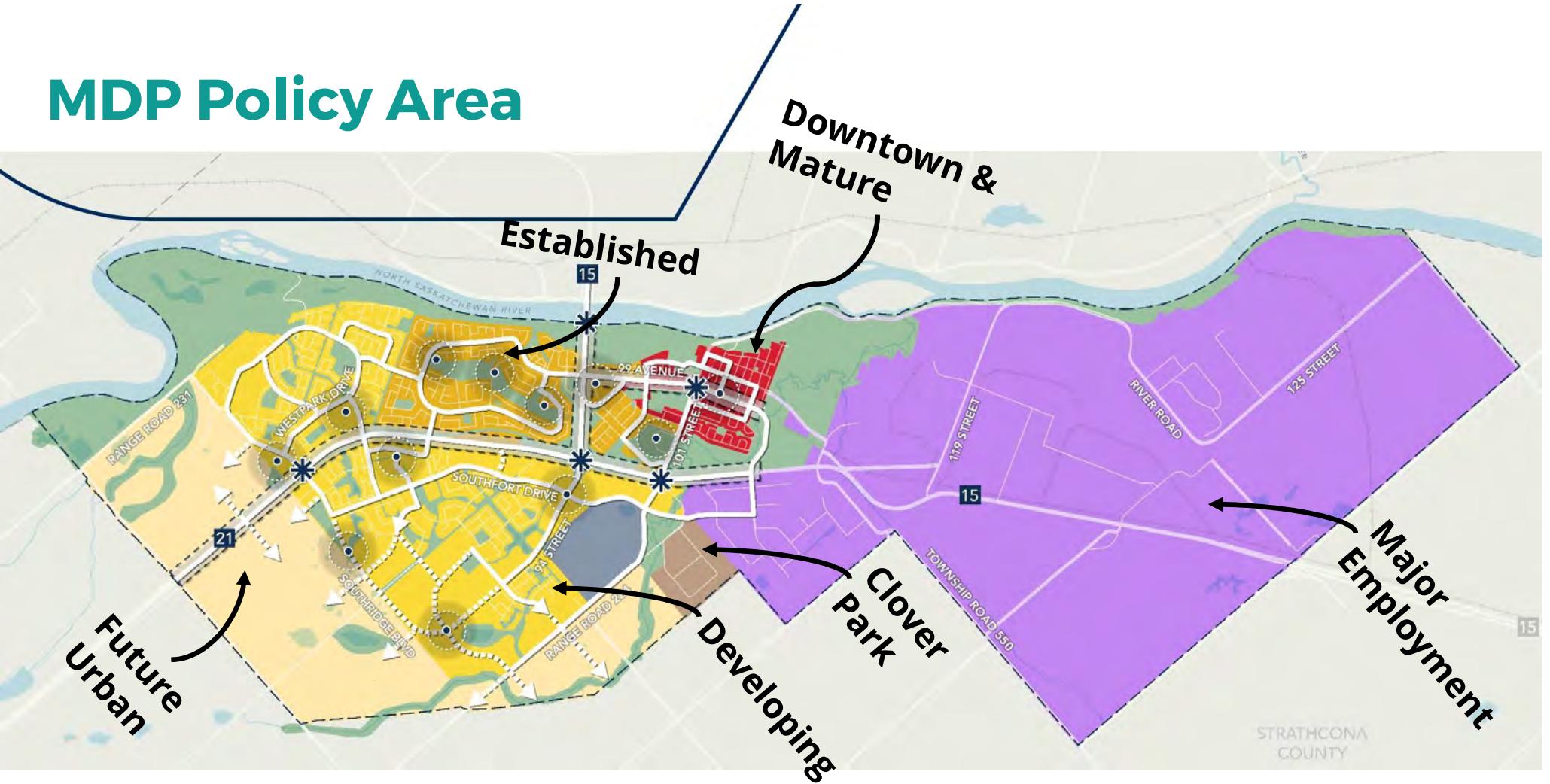
# Community Direction Statement



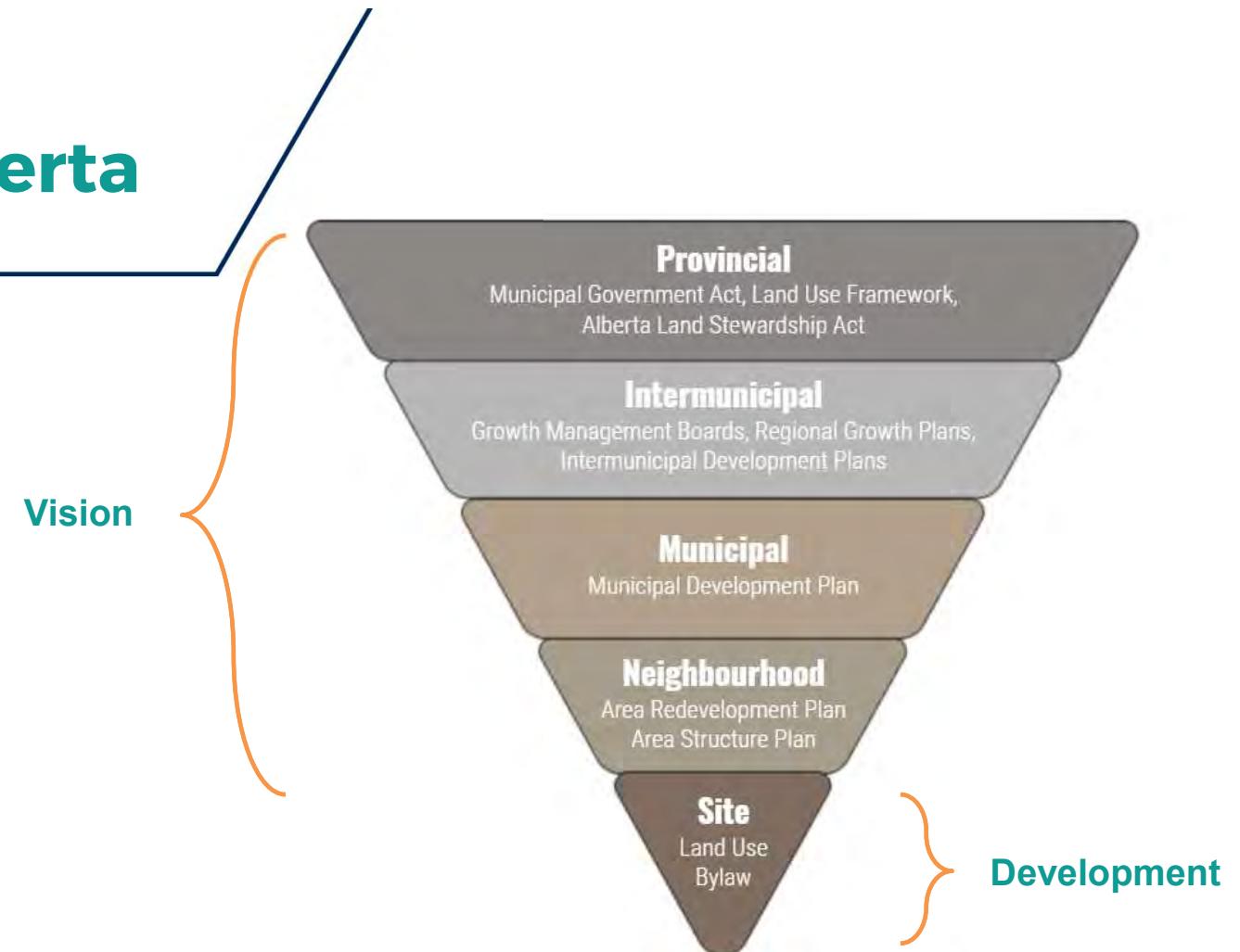
With 50,000 residents, our community of Fort Saskatchewan:

- Provides a great quality of life within our neighbourhoods where everyone can grow, age, and stay.
- Builds on its heritage, connects people, and fosters innovation.
- Creates great places for residents and visitors to enjoy.
- Supports a resilient economy for everyone to achieve and thrive.

## MDP Policy Area

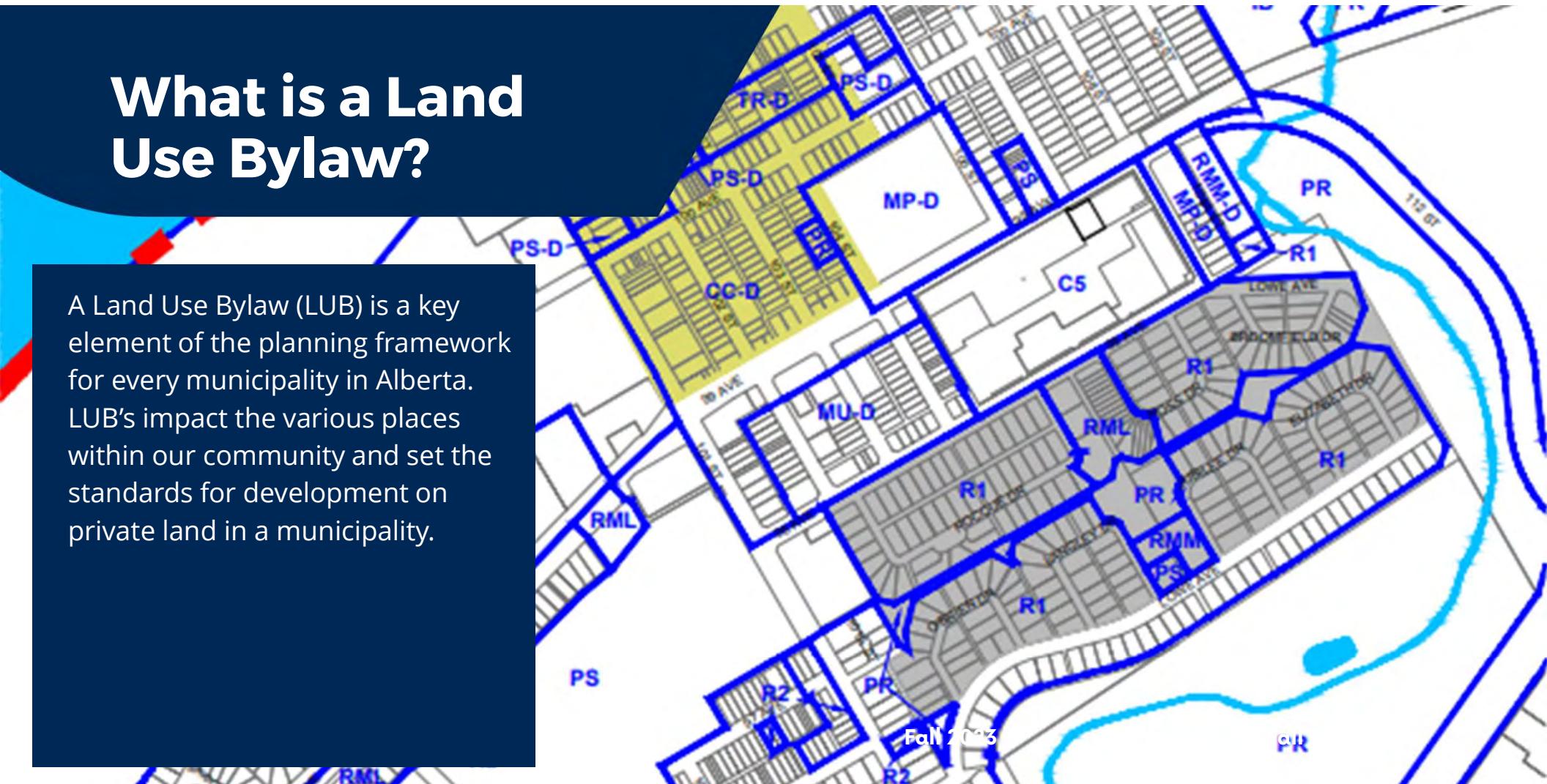


# Hierarchy of Planning in Alberta



# What is a Land Use Bylaw?

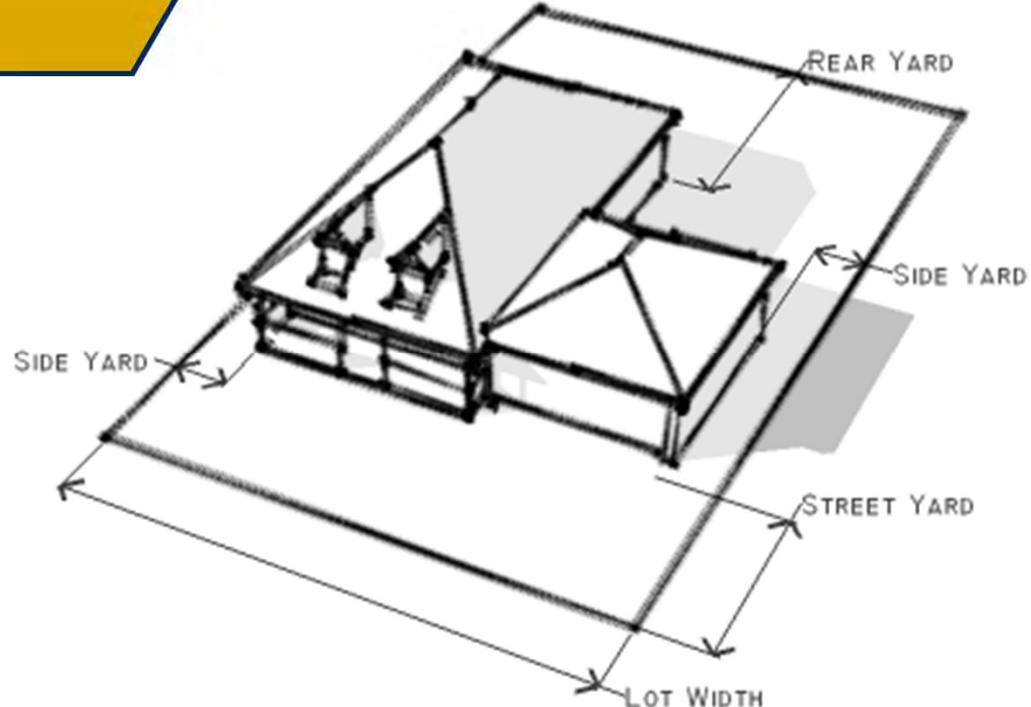
A Land Use Bylaw (LUB) is a key element of the planning framework for every municipality in Alberta. LUB's impact the various places within our community and set the standards for development on private land in a municipality.



# What is a Land Use Bylaw?

**Examples of what LUBs can regulate include:**

- Where a business or storefront can open in the community
- What a building or property can be used for
- What a building or property can look like
- Specific location of a building on a property



# What is a Land Use Bylaw?



## Why is a LUB needed?

A new LUB is required to ensure consistency with the MDP. The MDP took a “place-based approach” with emphasis on the residents’ and visitors’ experience of various places in the City. Creating welcoming, enjoyable, and safe places for all ages, groups, and lifestyles.

# Old Vs New

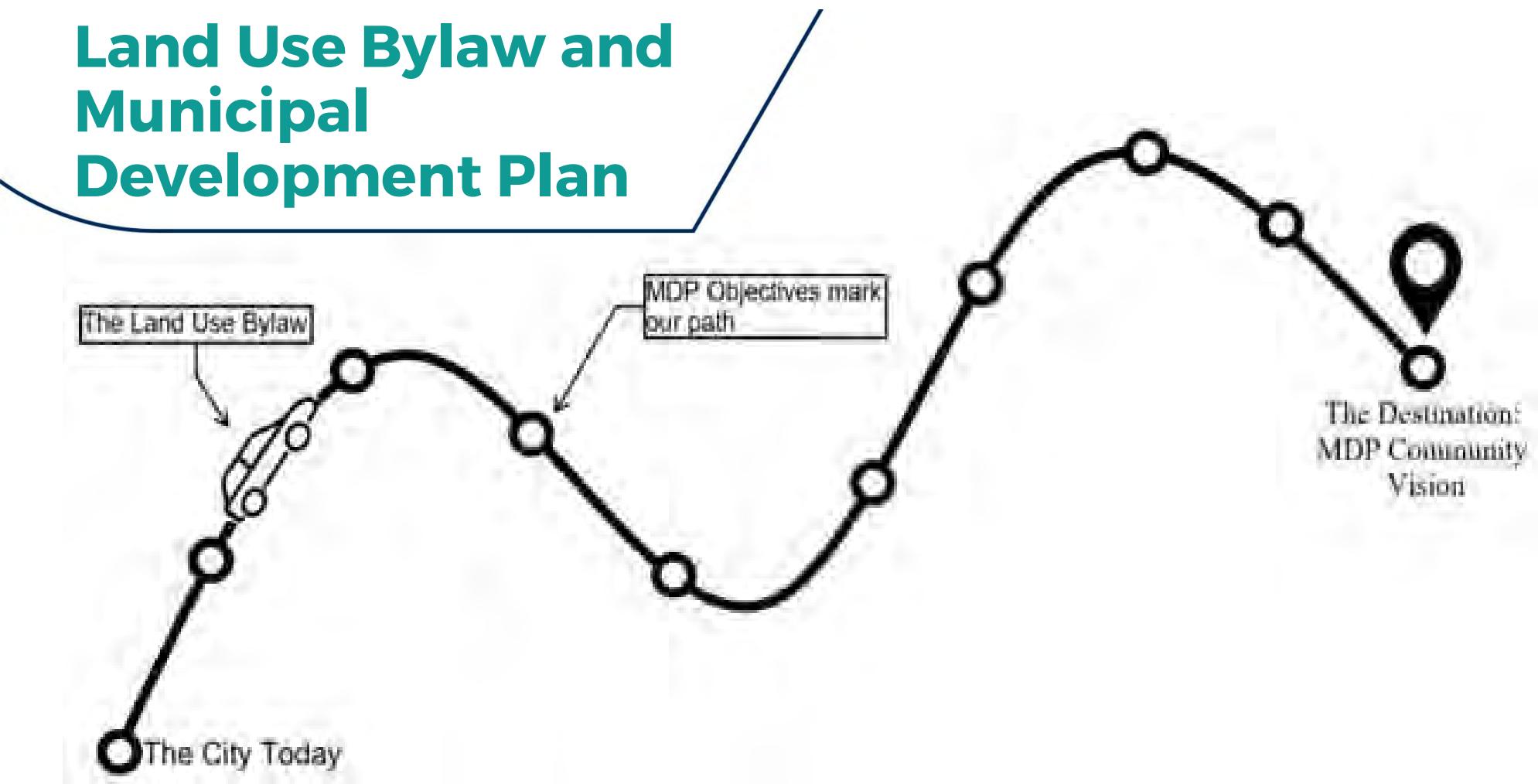
## Traditional (Euclidian)

- Does not recognize unique character areas
- Single Use Neighbourhoods
- Not conducive for "complete communities"
- Focus on "cannot"
- Hinders creativity

## New Land Use Bylaw

- Context-sensitive "Place-Based"
- Encourages diversity of housing
- Conducive for "complete communities"
- Emphasis on intent rather than checking the boxes
- Group uses that have similar impact

# Land Use Bylaw and Municipal Development Plan



# Objectives for the New LUB



## Objectives for the New LUB

- Reflects MDP policies by focusing on place making
- Accommodate a range of housing types within districts
- Accommodate a mix of uses within districts

## Activity

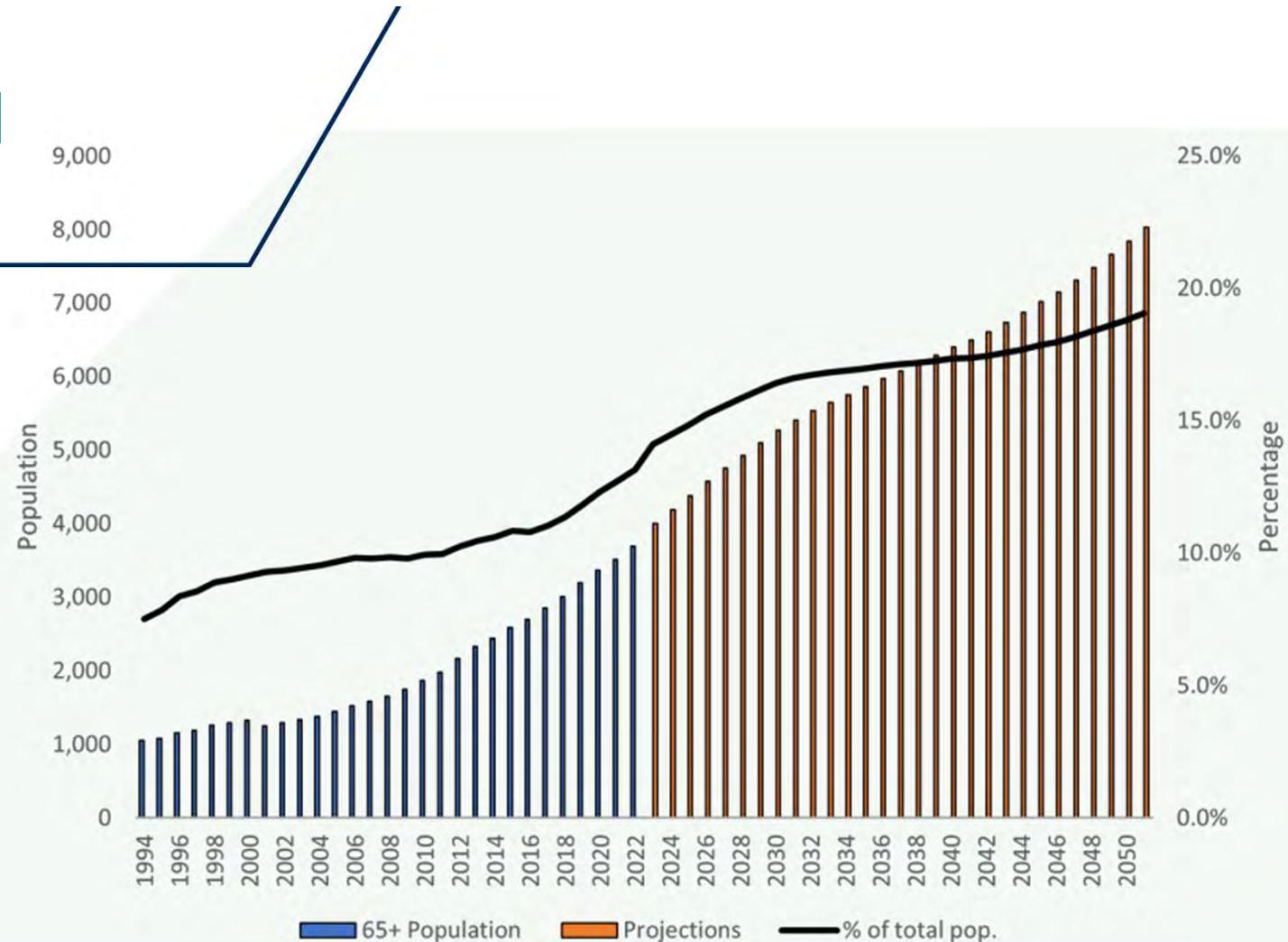
What does a complete community mean to you? How do you envision a complete community?

A Complete Community is a planning concept designed to meet the diverse needs of all residents within an area. This includes providing a mix of housing options, employment opportunities, amenities and services within a walkable distance.

# Background information

- Projected increase in residents 65+
- Increase in all household types, the largest increase being 1-person households
- 3 to 4+ bedroom houses are currently the most common

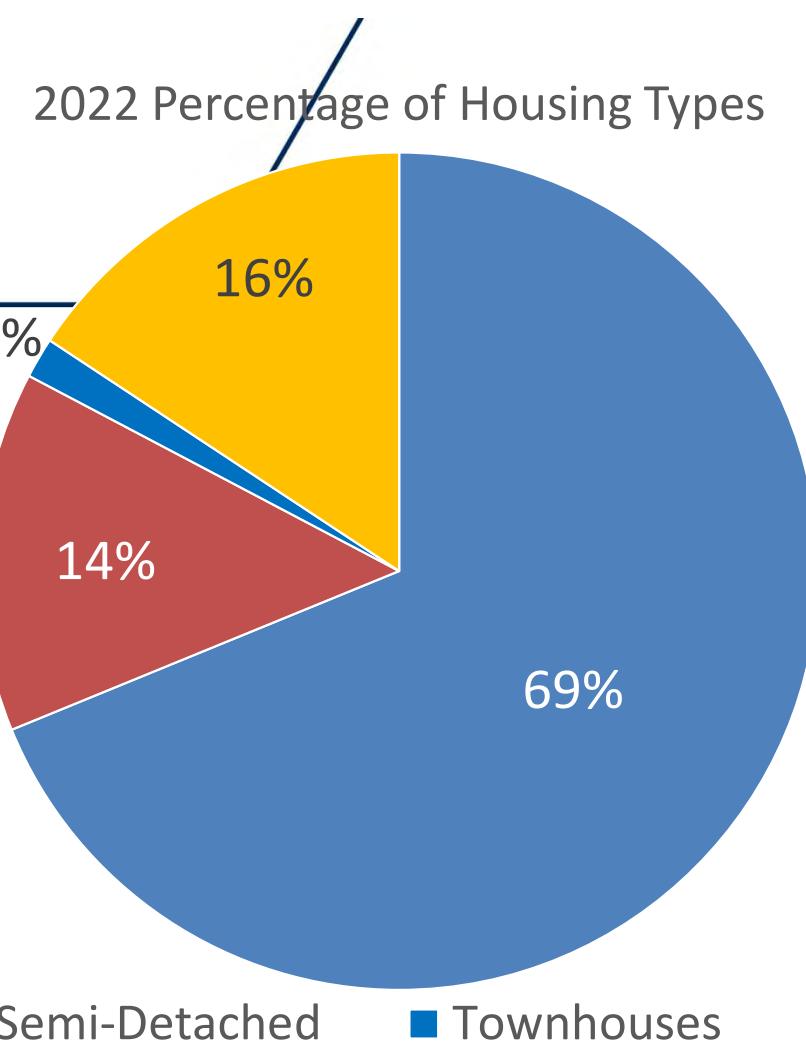
## Housing Demand



## People Per Dwelling

Neighbourhood	2021
1 Person	23.4%
2 Person	35.5%
3 Person	16.3%
4 Person	16.6%
5 Person	8.3%
6+ Person	N/A

## Housing Supply



■ Single Detached

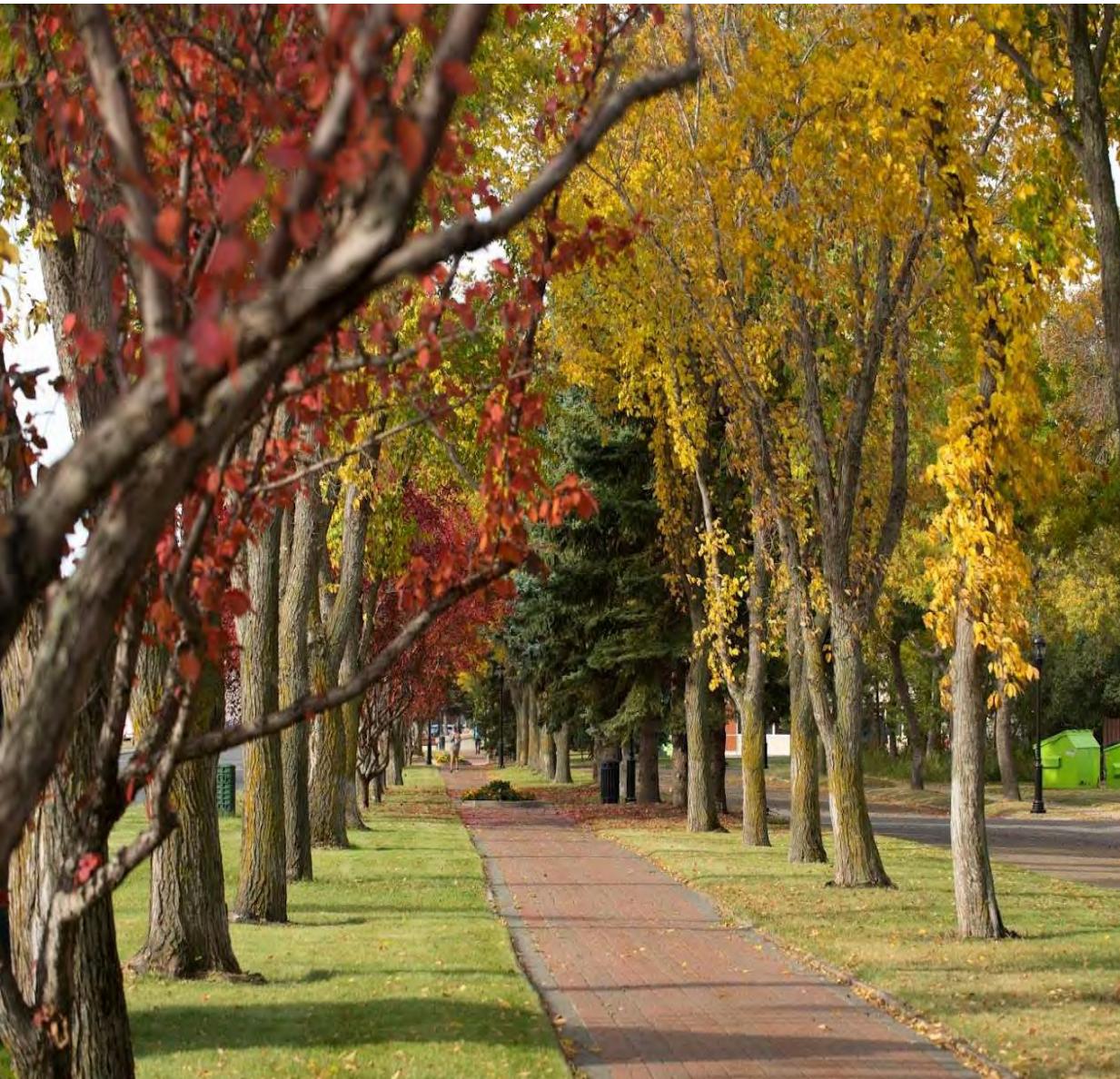
■ Semi-Detached

■ Townhouses

■ Multi-Family (5+ units)

# Housing Supply

2022 Housing Information by Stock Type	Condo Units	Townhouse	Duplex	Detached Dwelling
Average Assessed Value	\$192,909	\$279,811	\$299,828	\$382,612
Minimum Household Income for Affordability (assuming 5% downpayment)	\$56,934	\$77,265	\$81,947	\$101,314
Percent of households below affordable income	18.6%	30.5%	32.9%	44.2%



# New Land Use Bylaw

## Moving Forward

# Land Use Bylaw vs. New Land Use Bylaw

## Current Land Use Bylaw:

- 30+ Districts
- Recent increase in Direct Control Districts
- Recent increase in Special Districts

## Proposed Land Use Bylaw:

- 18 Districts
- Districts broken into 2 groups
  - Comprehensive Districts (6 Districts)
  - Standard Districts (12 Districts)

# DRAFT ZONING MAP



■ **DCD – Downtown Core**

■ **DGD – Downtown Gateway**

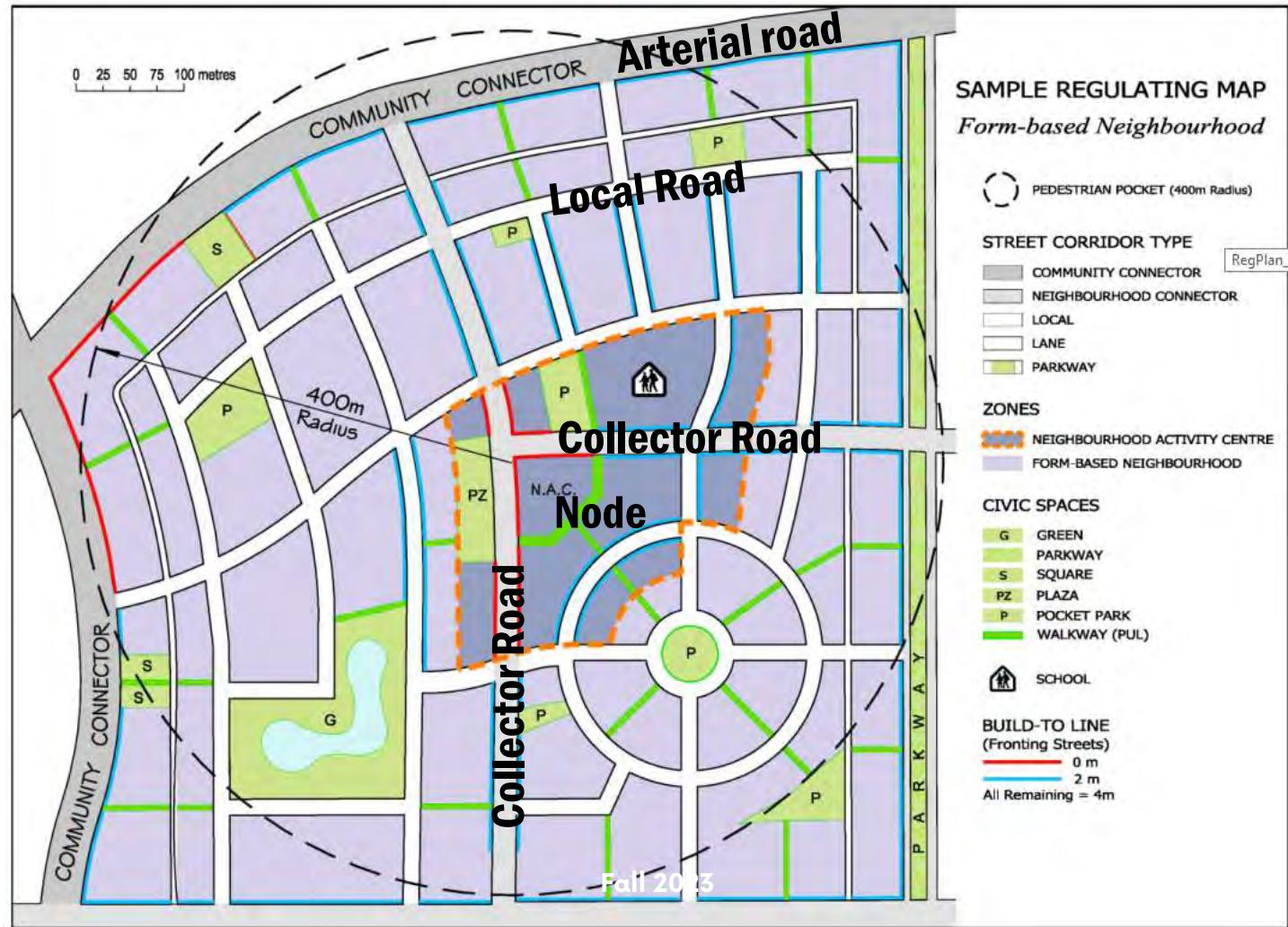
■ **HND – Holistic Neighbourhood**

■ **DFD – Downtown Fringe**

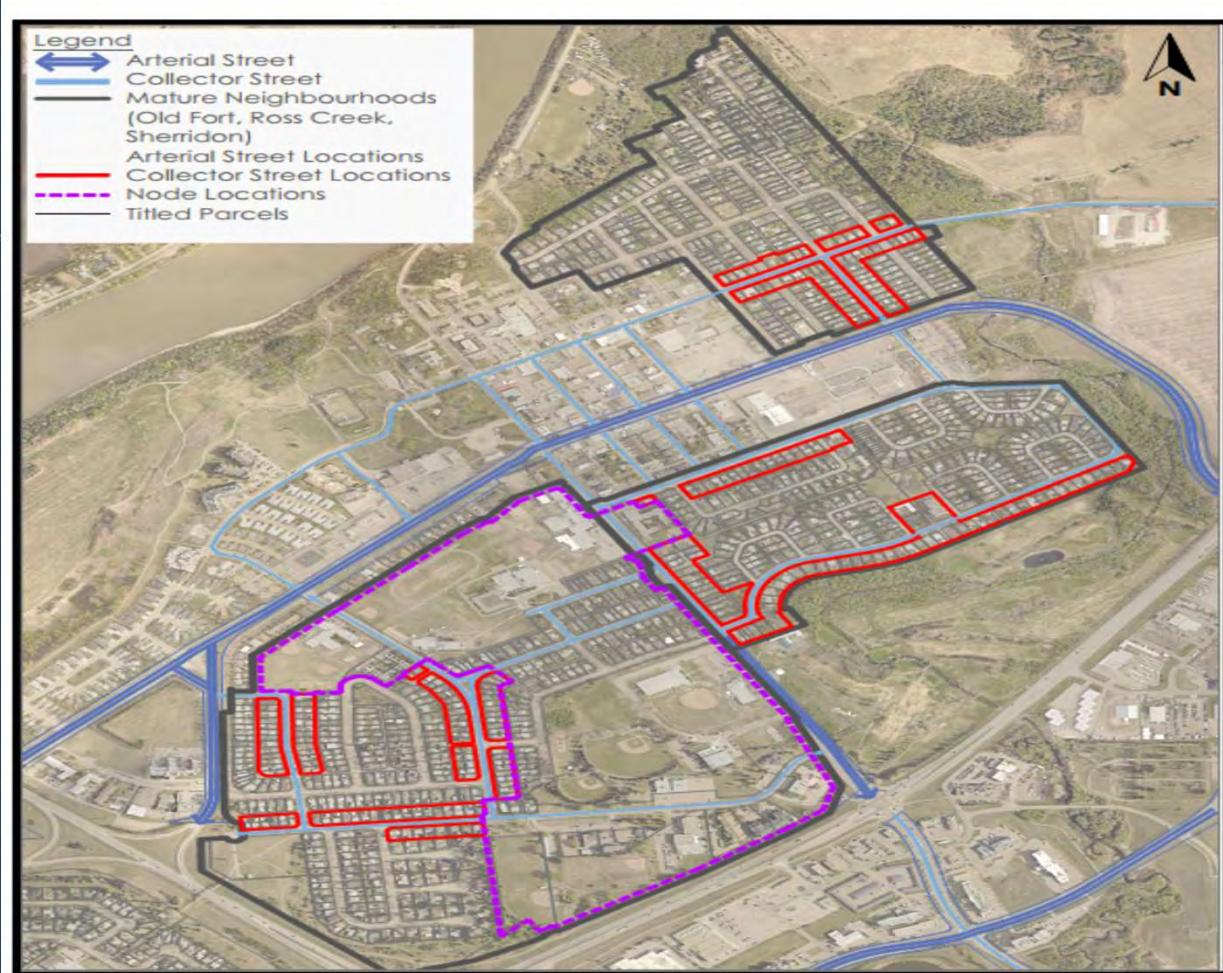
■ **CND – Conventional Neighbourhood**

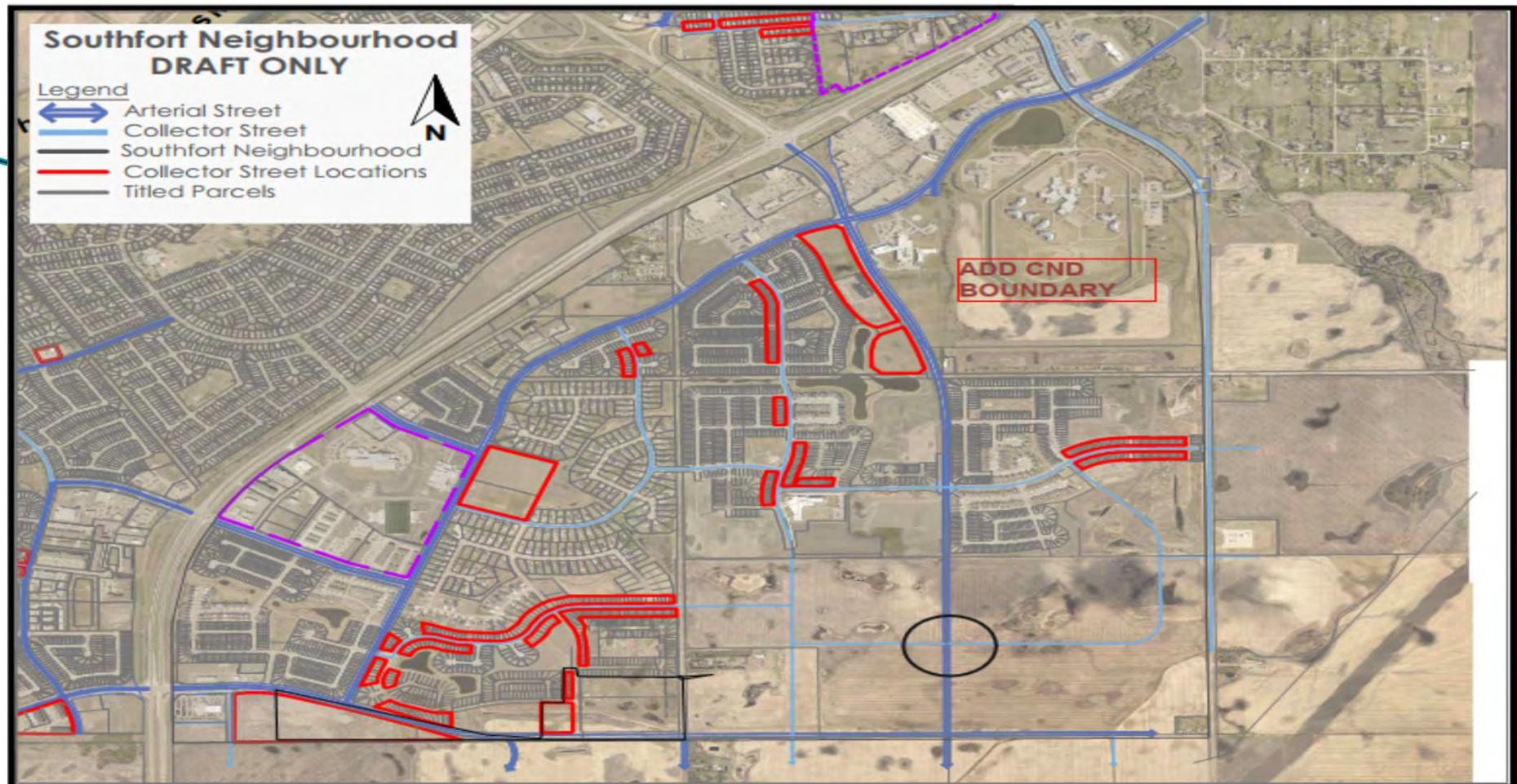
■ **MUCD – Mixed Use Corridor**

# Road Types



# Example Map





## Activity

Questions?

## **Current Land Use District Format**

- Purpose
- Permitted and Discretionary Uses
- Subdivision Regulations (Building Type)
- Development Regulations (Building Type)
- Additional Regulations

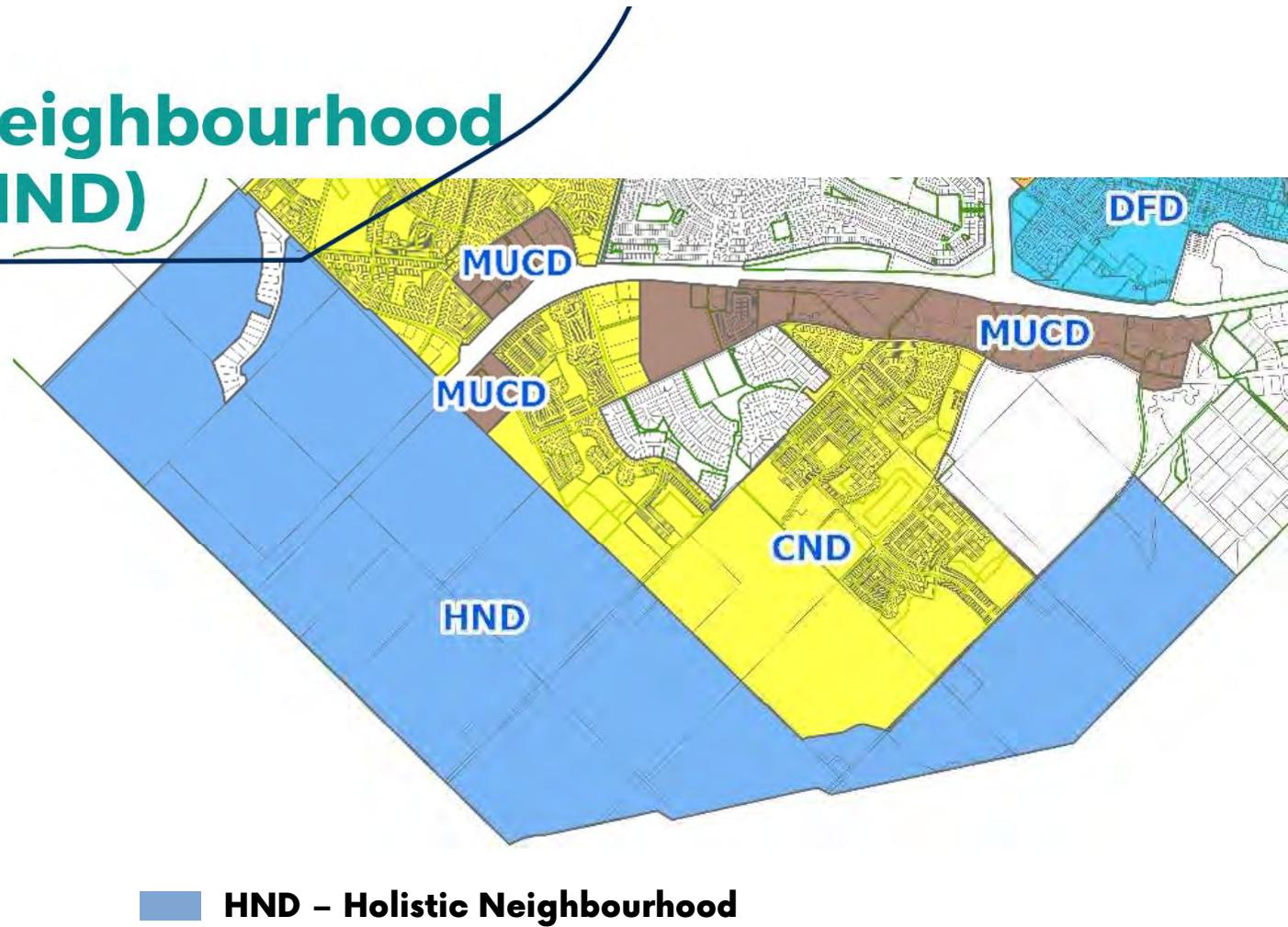
# Current Land Use District Format

(b) RMM Permitted	(c) RMM Discretionary
<ul style="list-style-type: none"><li>- Apartment</li><li>- Home Office</li><li>- Multi-Attached Housing</li><li>- Sign, Billboard (Limited)</li><li>- Sign, Freestanding (Limited)</li><li>- Sign, Realtor Consolidated</li></ul> <p>Accessory development to any use listed in subsection 6.17.2(b)</p>	<ul style="list-style-type: none"><li>- Assisted Living Facility</li><li>- Duplex</li><li>- Home Business</li><li>- Semi-Detached housing</li><li>- Personal Service</li><li>- Professional, Financial and Office Service</li><li>- Retail Store (Convenience)</li><li>- Show Home</li><li>- Temporary Sales Centre</li></ul> <p>Accessory development to any use listed in subsection 6.17.2(c)</p>

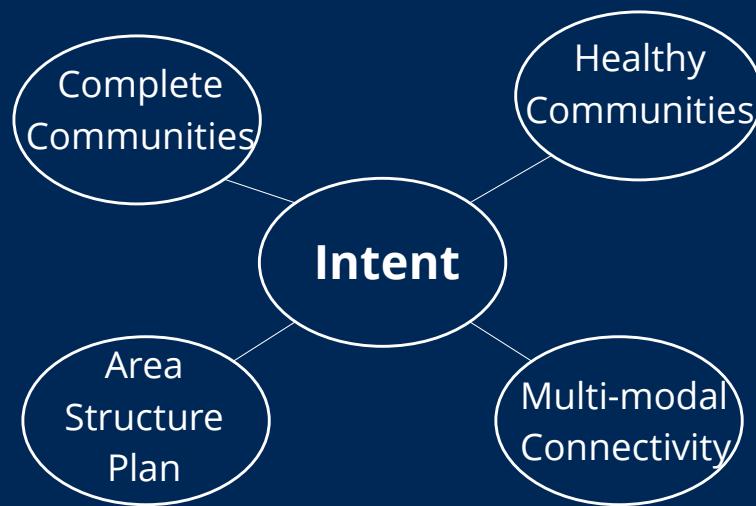
# Proposed Land Use District Format

- Place Type
- Intent
- Block Standards
- Uses and Typology
- Lot and Subdivision Standards
- Built Form and Siting Regulations
- Building Character and Design
- Other Regulations

## Holistic Neighbourhood District (HND)



# Holistic Neighbourhood District (HND)



# Holistic Neighbourhood District (HND)



# District Uses

Uses	Requisite Qualifiers							
	Building Type	Location						
		Nodes	Arterial Street		Collector Street		Local Street	
			Lane	w/o Lane	Lane	w/o Lane	Lane	w/o Lane
<b>RESIDENTIAL USES</b>	Single detached, Duplex	N/P	N/P	N/P	P	P	P	P
<b>Residential</b>	Single detached with one sideway	D	P	N/P	P	N/P	P	N/P
	Semi-detached	D	P	N/P	P	P	P	P
	Multi-attached	P	P	N/P	P	N/P	P	P
	Apartment	P	P	P	P	P	N/P	N/P
<b>Residential, Mixed Use</b>		P	P	P	P	P	N/P	N/P
<b>Accessory Dwellings</b>	Garden suite	D	P	N/P	P	P	P	P
	Garage suite	D	P	N/P	P	N/P	P	N/P
	Secondary Suite	P	P	P	P	P	P	P
<b>Home based business</b>		D	D	D	D	D	D	D
<b>Show home</b>		D	D	D	D	D	D	D
<b>COMMERCIAL USES</b>								
	Block	P	P	P	P	P	N/P	N/P
	Large Scale Retail Centre	N/P	N/P	N/P	N/P	N/P	N/P	N/P
	Shopping Centre	D	D	D	N/P	N/P	N/P	N/P
	Single Structure Pad	D	P	P	P	P	N/P	N/P
	Strip Mall	D	D	D	D	D	N/P	N/P
	Store front	P	P	P	D	D	N/P	N/P
	Special Event	D	D	D	D	D	D	D
	Sign	D	D	D	D	D	D	D

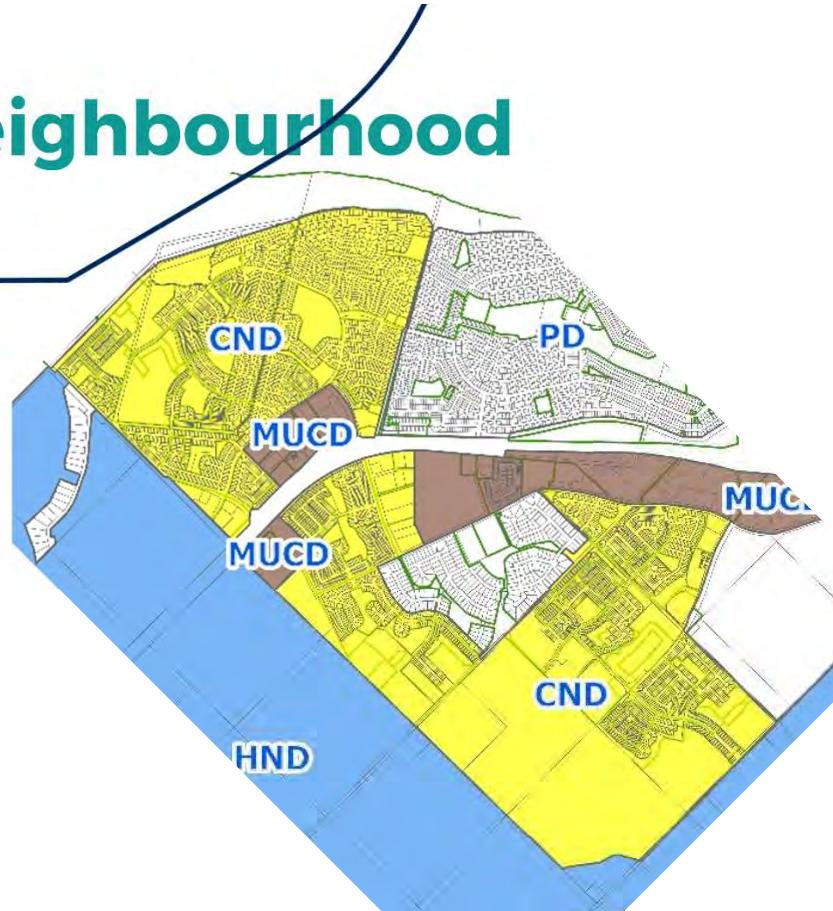
# Setbacks

		Node	Arterial Street (with lane)	Arterial Street (without lane)	Collector Street (with lane)	Collector Street (without lane)	Local Street (with Lane)
Principle Building Setback	Front Yard	Max. 3.0m	Max 4.5m	Min. 4.5m – Max 8.0m	Min. 4.5 m - Max 6.0m	Min. 4.5 m - Max 6.0m	Min. 3.0m - Max 6.0m
	Front Yard, non- residential	Max 1.5m	Max 2.5m	Min. 4.5m – Max 8.0m	Max 6.0m	Max 6.0m	Min. 3.0m - Max 6.0m
	Flanking Yard	Max. 3.0m	Min. 3.0m	Min. 3.0m – Max 4.5m	Min.2.4m Max. 4.5m	Min.2.4m Max. 4.5m	Min. 2.4m Max. 4.5m
	Rear Yard	Min. 8.0m	Min. 8.0m	Min. 8.0m	Min. 8.0m	Min. 8.0m	Min. 6.0m and Max. 7.0m
	Side Yard, Internal Lot for Buildings under 13.0 m high	Min. 1.2m.  Min. 1.5m where the other side yard setback is 0.0m.  For a Corner Lot min. 2.4 m					
	Side Yard, Internal Lot for Buildings under 15.0 m high	Min. 1.5 m  For a Corner Lot Min. 2.4 m					
	Side Yard, Internal Lot for Buildings 15.0 m in height or greater.	Min. 6.0m			N/A		

## Activity

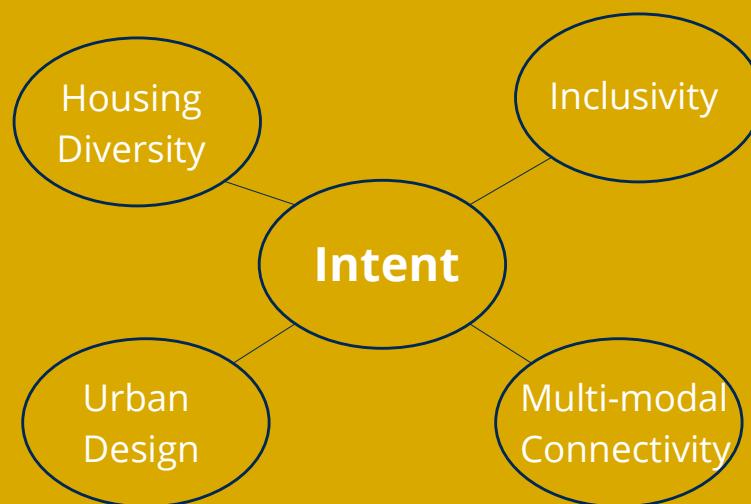
Questions?

## Conventional Neighbourhood District (CND)



■ CND – Conventional Neighbourhood

# Conventional Neighbourhood District (CND)



# Conventional Neighbourhood District (CND)



# District Uses

Uses	Requisite Qualifiers							
	Building Type	Location						
		Nodes	Arterial Street		Collector Street		Local Street	
RESIDENTIAL USES	Single detached, Duplex	N/P	N/P	N/P	P	P	P	P
Residential	Single detached with one sideway	N/P	P	N/P	P	N/P	P	N/P
	Semi-detached	D	P	N/P	P	P	P	P
	Multi-attached	P	P	N/P	P	N/P	P	P
	Apartment	P	P	P	P	D	N/P	N/P
Residential, Mixed Use		P	P	P	P	N/P	N/P	N/P
Accessory Dwellings	Garden suite	D	P	N/P	P	N/P	P	N/P
	Garage suite	N/P	N/P	N/P	P	N/P	P	N/P
	Secondary Suite	P	P	P	P	P	P	P
Home based business		D	D	D	D	D	D	D
Show home		D	D	D	D	D	D	D
COMMERCIAL USES	Block	P	P	P	P	P	N/P	N/P
	Large Scale Retail Centre	N/P	N/P	N/P	N/P	N/P	N/P	N/P
	Shopping Centre	D	D	D	N/P	N/P	N/P	N/P
	Single Structure Pad	D	P	P	P	P	N/P	N/P
	Strip Mall	D	D	D	D	D	N/P	N/P
	Store front	P	P	P	D	D	N/P	N/P
	Special Event	D	D	D	D	D	D	D
	Sign	D	D	D	D	D	D	D

## Activity

Questions?

# Signage

## Current Land Use Bylaw:

- 14 Signage Types
  - Billboard
  - Billboard (limited)
  - Electronic
  - Fascia
  - Fascia (limited)
  - Freestanding
  - Freestanding (limited)
  - Inflatable
  - Portable
  - Portable (limited)
  - Projecting
  - Realtor consolidated
  - Realtor Portable
  - Roof

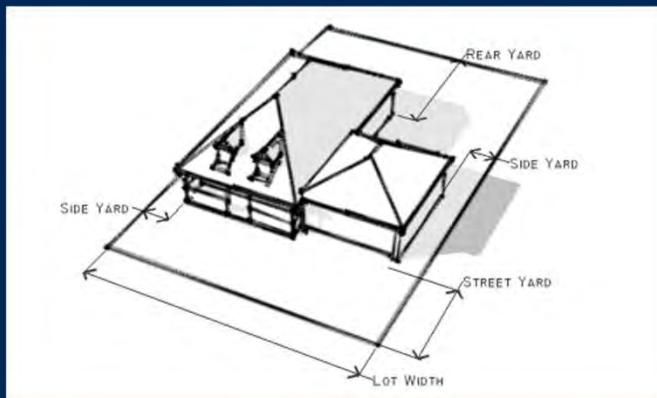
## Proposed Land Use Bylaw:

- 1 Signage Type
  - With regulations based upon what road type the sign is located adjacent to

# Signage

## Current Land Use Bylaw:

- Sign area based on type of sign being applied for



## Proposed Land Use Bylaw:

- Sign area based on frontage and road type

### Signs along local roads:

1. The maximum Sign Area for a Sign is  $1.0\text{ m}^2$ .
2. The maximum height for a Sign is 1.0 m.
3. The maximum width for a Sign is 2.0 m.

# Signage

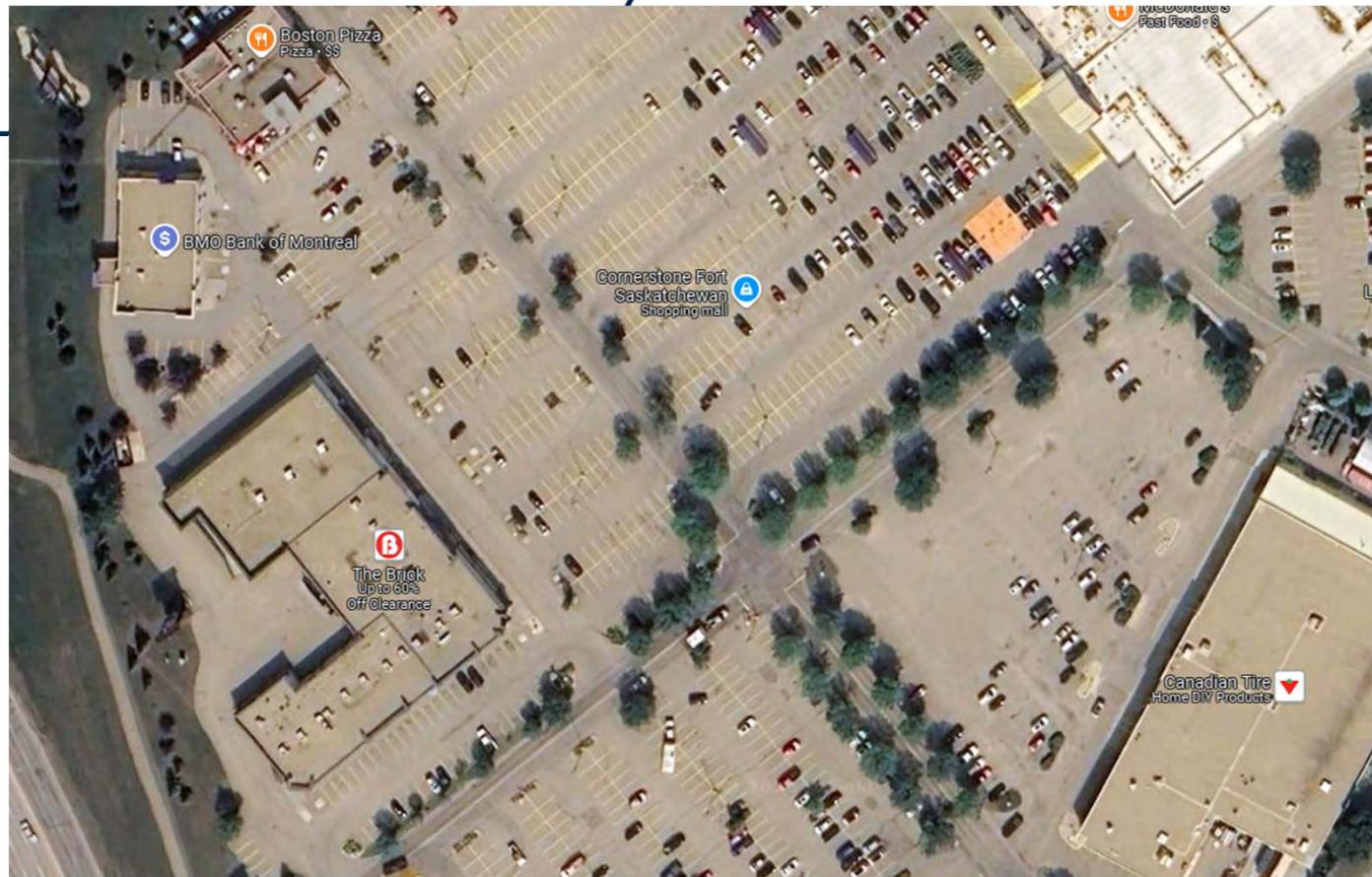
## Current Land Use Bylaw:

- Separation Distance is largely determined by the Sign type
- Example: Billboards must be 100m from any other billboards facing the same oncoming traffic

## Proposed Land Use Bylaw:

- Separation distance from other signs based on road type
- Example: Signs must be separated by 20m along local roads.

# Parking & Loading



# Parking & Loading

## Current Land Use Bylaw:

- Parking regulated across land use types
- High minimum parking standards to keep parking abundant & proximally available
- Technical approach to parking regulations



## Problems:

- Excess parking fragmenting urban space
- Lack of tailor-made development
- Poor business-friendliness
- Car-centric transportation network limits active transportation
- Confusing regulations require repeated clarification with administration
- Excessive parking requirements increase development costs and decrease potential for creative developments

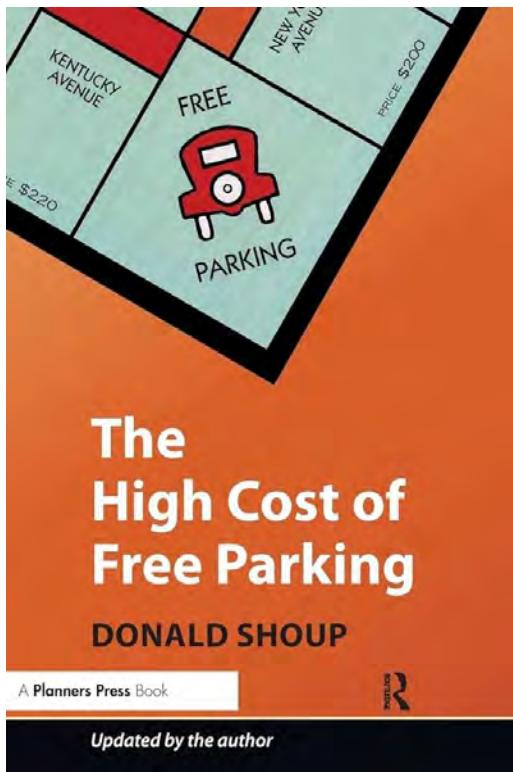
# Parking & Loading

## Regional, National, International Trends

- Recognition of parking oversupply in cities of all sizes
- Land prices pinching lot sizes, parking availability, architectural creativity
- Side effects of runaway parking: impermeable surfaces, urban heat island, fragmentation of the pedestrian experience becoming better-studied



# Parking & Loading: Planning Theory Questions



- How much parking supply?

- Is parking a market good, or must it be planned?

# Parking & Loading

## New Principles:

- Allow developers, businesses, industry to decide how much on-site parking is required
- Target affordability, diversity
- Ensure parking levels correspond to community profile
- Create a more flexible, infrastructure-smart, climate-resilient, & adaptive urban fabric
- Integrate resident concerns around parking availability while ensuring avoidance of parking oversupply

## Solution:

- Establish Open-Option parking in a tailored approach.

# Parking & Loading

## Key Details:

- Industrial, Retail, some Institutional: removed
- Bicycle Parking refined (visible, permanent)
- Consideration given to EVs
- Residential options opened up save for higher density (multi-attached, suites)
- Pedestrian-oriented design (raised walkways, landscaping)

- What does this mean?
  - Businesses, industry, institutions choose their own parking supply
  - Minimum utilization rate of 70%
  - Externalities of parking considered
  - Options available for alternative development styles
- What this doesn't mean:
  - Sudden absence of on-street parking
  - Movement away from vehicle accommodation

## Activity

Questions?

# Next Steps

- Revise any sections as required
- Draft general regulations
- Public engagement on the draft Land Use Bylaw
- Make revisions and finalize

Questions?



CITY OF  
FORT SASKATCHEWAN

THANK YOU.



## CND – Conventional Neighbourhood District

### (1) PLACE TYPE

The place type designated for the suburban style development within Sherridon North, Southfort and Westpark, emphasizing low-density housing while allowing for limited inclusion of apartment and multiple-unit housing forms. The land use pattern is dominated by residential land use. There is a mix of grid pattern, modified grid, cul-de-sac developments with lots with or without lane access. Often low-density development backs on to collector and arterial streets. Schools, parks and storm ponds are well connected with multi-purpose trail network. This designation serves as a framework for the greenfield development as well as redevelopment and intensification within the existing built out areas. The overarching goal of the MDP for this place type is to incorporate greater housing diversity when opportunities arise.

### (2) INTENT

#### (a) General Intent

To permit the completion of neighbourhoods that were approved prior to the EMRB Growth Plan (2017). These neighbourhoods are nearing completion, and the intent is to facilitate enhanced housing diversity, inclusivity, multi-modal connectivity, and urban design in alignment with the MDP. The existing development is encouraged to accommodate secondary suites and laneway/garden suites. Overtime as redevelopment opportunities present themselves, this district should feature multi-unit forms to align with the MDP's concept of Nodes and density, along with semi-detached and multi-attached housing forms along Arterials and Collectors.

#### (b) Land Use Mix

Residential shall be the predominant use, with opportunities for multi-attached, apartment, community service, commercial and mixed-use developments integrated within nodes, and along arterial and collector streets. Nodes shall accommodate neighbourhood oriented Commercial and Community uses.

#### (c) Form of Development and their Locations

Nodes and Arterial and Collector streets will accommodate mixed-use and higher density residential developments; and utilize rear lanes where available to separate loading and servicing functions from the primary streetscape frontage. Collector roads without lanes and local roads will accommodate low density housing form. Neighbourhood Commercial and Community uses shall locate within Nodes and sites that are located along Arterial and Collector streets. The density and intensity of use, and height will decrease moving away from these areas, transitioning to single and semi-detached housing on local streets.

Existing low-density development will be able to accommodate secondary suites on the lots and thus provide affordable housing options. Various low density housing forms with compatible massing will be able to co-exist along local streets. Similarly, mix of medium and high-density forms with suitable massing will coexist along collector and arterial streets and create appropriate massing and use transition from lower density areas.

### (3) BLOCK STANDARDS

- i. Blocks shall not exceed a maximum of 250m in length.
- ii. Where the block frontage exceeds 200.0 m, a mid-block pedestrian connection shall be dedicated as a right-of-way to create a pedestrian network. The right-of-way should not be located closer than 75m from either end of the block.
- iii. Lot widths and / or housing typologies along a block frontage should be varied to allow for a variety of lot widths.
- iv. Block standards may be varied to the satisfaction of the Subdivision Authority to address constraints, such as but not limited to natural features, transportation rights-of-way, parks or open space, or existing utilities.
- v. Reverse Frontage Lot is not permitted in Nodes, or on Arterials and Collectors, as these areas should reflect a welcoming urban condition with buildings framing and fronting onto the street. Existing developments with the reverse lot frontage along Arterials and Collectors in accordance with the ASPs and Outline Plans approved prior to the January 1, 2024 are permitted.

### (4) USES AND TYPOLOGY

Abutting front attached garages and driveways for a Multi-attached dwelling must be paired together to limit number of accesses off a street.

Front attached garages and driveways for a Multi-attached dwelling must not be permitted where a vehicular access is directly from a Collector or Arterial street.

Where one or more of these Uses are proposed in a building previously developed as Semi-detached or Multi-Attached Dwelling, the entire building must be converted for non-residential use or Residential, Mixed Use.

Uses	Requisite Qualifiers							
	Building Type	Locations						
		Nodes	Arterial Street		Collector Street		Local Street	
			Lane	w/o Lane	Lane	w/o Lane	Lane	w/o Lane
<b>RESIDENTIAL USES</b>	Single detached, Duplex	N/P	N/P	N/P	P	P	P	P
Residential	Single detached with one sideyard	N/P	P	N/P	P	N/P	P	N/P
	Semi-detached	D	P	N/P	P	P	P	P
	Multi-attached	P	P	N/P	P	N/P	P	P
	Apartment	P	P	P	P	P	N/P	N/P
Residential, Mixed Use		P	P	P	P	P	N/P	N/P
Accessory Dwellings	Garden suite	D	P	N/P	P	P	P	P
	Garage suite	N/P	P	N/P	P	N/P	P	N/P
	Secondary Suite	P	P	P	P	P	P	P
Home based business		D	D	D	D	D	D	D
Show home		D	D	D	D	D	D	D
<b>COMMERCIAL USES</b>	Block	P	P	P	P	P	N/P	N/P
	Large Scale Retail Centre	N/P	N/P	N/P	N/P	N/P	N/P	N/P

Uses	Requisite Qualifiers							
	Building Type		Locations					
	Nodes	Arterial Street		Collector Street		Local Street		
		Lane	w/o Lane	Lane	w/o Lane	Lane	w/o Lane	
Shopping Centre	D	D	D	N/P	N/P	N/P	N/P	
Single Structure Pad	D	P	P	P	P	N/P	N/P	
Strip Mall	D	D	D	D	D	N/P	N/P	
Store front	P	P	P	D	D	N/P	N/P	
Special Event	D	D	D	D	D	D	D	
Sign	D	D	D	D	D	D	D	
<b>COMMUNITY USES</b>								
Indoor Assembly	P	P	P	D	D	N/P	N/P	
Outdoor Facility	D	P	P	D	D	N/P	N/P	
Natural Area	P	P	P	P	P	P	P	
Public Service	D	D	D	D	D	D	D	
School	D	P	P	P	P	N/P	N/P	
<b>AGRICULTURE</b>								
Urban Agriculture	Community garden	D	D	D	D	D	D	
	Hydroponic/Aquaponic Systems	D	D	D	D	D	D	
	Vertical Farms	D	D	D	N/P	N/P	N/P	
	Beekeeping	N/P	D	D	D	D	D	
<b>ESSENTIAL SERVICES</b>								
Cemetery	D	D	D	D	D	D	D	
Health Care Facility	D	D	D	D	D	D	D	
Recycling Drop-Off	D	D	D	D	D	N/P	N/P	
<b>LODGING</b>								
Boarding House	D	D	D	D	D	N/P	N/P	
Bed & Breakfast	D	D	D	D	D	D	D	
<b>TOURISM</b>								
Campground	N/P	D	D	D	D	N/P	N/P	
Inn	D	D	D	D	D	N/P	N/P	
<b>SPECIAL EVENTS</b>								
Flea Market	D	D	D	N/P	N/P	N/P	N/P	
Late Night Club	D	D	D	N/P	N/P	N/P	N/P	
Temporary Tent	D	D	D	D	D	D	D	

#### (5) LOT AND SUBDIVISION STANDARDS

- Narrow lots with front attached garages shall be situated across from lane accessed development or wide lots with front attached garages. Lots less than 11.0 m in width are considered narrow lots.
- To ensure the implementation of the City's ASPs, ARPs, and the MDP, each subdivision must adhere to the density thresholds defined in Section X of this Land Use Bylaw and in compliance with the land use designations identified in the respective statutory plans.

Uses	Typology	Node	Arterial Street	Collector Street	Collector Street (without lane)	Local Street (with Lane)	Local Street (without lane)
Site Width, Residential	Single detached, Duplex	N/A	N/A	Min. 8.5m Max. 9.7m Corner Lot: Min. 9.3m	Min. 8.5m Max. 9.7m Corner Lot: Min. 9.3m	Min. 8.5m Corner Lot: Min. 9.7 m	Min. 9.1m Corner Lot: Min. 10.3 m.
	Single detached with one sideway	N/A	Min. 6.4 m Max. 8.9 m	Min. 7.0 m Max. 8.9 m	Min. 7.0 m Max. 8.9 m	Min. 7.6m Max. 8.9 m	N/A
	Semi-detached	N/A	Min. 6.1m Corner Lot: Min. 7.3m	Min. 6.1m Corner Lot: Min. 7.3 m	Min. 6.1m Corner Lot: Min. 7.3 m	Min. 7.3m Corner Lot: Min. 8.5 m	Min. 7.3m Corner Lot: Min. 8.5m
	Multi-attached,	Internal Lot: Min. 3.6m End Lot: Min. 5.4 m Corner Lot: Min. 5.6 m	Internal Lot: Min. 3.6m End Lot: Min. 5.4 m Corner Lot: Min. 5.6 m	Internal Lot: Min. 3.6m End Lot: Min. 5.4 m Corner Lot: Min. 6.7 m	Internal Lot: Min. 4.2m End Lot: Min. 5.4 m Corner Lot: Min. 6.7 m	Internal Lot: Min. 5.4m End Lot: Min. 6.7 m Corner Lot: Min. 7.9 m	N/A
	Apartments, Community Uses, Residential Mixed Use	Min. 25.0 m. Max.70.0 m	Min. 25.0 m. Max.70.0 m	Min. 20.0 m. Max.45.0 m	Min. 20.0 m. Max.45.0 m	N/A	N/A
Lot Depth		Min. 30.0 m					
		Min.22 m for lots developed with a reduced rear yard.					
	Laneway Dwelling	N/A	Min. 15 m Only permitted on a Corner Lot.				N/A

## (6) BUILT FORM AND SITING

Vehicular access to the building shall be from the lane where a lane is available, unless otherwise approved by the Development Authority. Where semi-detached housing has front vehicular access to one unit and rear vehicular access to one unit and rear vehicular access via a lane to the other unit, the front yard setback for the unit with lane access may be increased to a maximum of 7.0m.

		Node	Arterial Street	Collector Street	Local Street (With Lane)	Local Street (without lane)
Principal Building Setback	Front Yard	Max. 4.5 m	Min. 4.5 – Max 8.0 m	Min. 3.0m – Max 6.0 m	Min. 3.0m – Max 6.0 m	Min. 6.0 – Max 7.0 m
	Flanking Yard	Max. 4.5 m	Min. 3.0 Max. 4.5 m	Min.2.4m Max. 4.5 m	Min. 2.4m Max. 4.5 m	Min. 2.4m Max. 4.5 m
	Rear Yard	Min. 8.0m	Min. 8.0m	Min. 8.0m	Min. 6.0m and Max. 7.0m (where garage/carport is attached to Principal Building) Min.10.5 m (where garage or carport is detached)	Min. 8.0 m
	Side Yard, Internal Lot For buildings under 11.0m high	Min. 1.2 m. Min. 1.5 m for Single detached dwelling with no side yard on one side. For a Corner Lot Min. 2.4 m				
	Side Yard, Internal Lot For Buildings under 15.0 m high	Min. 1.5 For a Corner Lot Min. 2.4 m				
	Side Yard, Internal Lot For Buildings above 15.0 m height	Min. 6.0 m		N/A		
Accessory building setback	Front (mixed-use, and apartment)	Min. 3m setback from the front facade			N/A	
	Front (Single, semi-detached, duplex, triplex and fourplex residential and non-residential)	Not permitted within front and side yards Setback.				
	Rear	Min 1.2 m	Min 1.2 m	Min 1.2 m	Min 1.2 m	1.0 m
	Side, Internal Lot	Min 1.0 m	Min 1.0 m	Min 1.0 m	1.0m	1.0 m
	Side, Corner Lot	0.0 m where side yard setback for principal dwelling unit is 0.0 m.				
Principal Building Height		Min. 9.0 m	Min. 9.0 m	Max. 13.0m	Max. 13.0m	Max. 11.0 m
Lot Density	Residential (Single, semi-detached, duplex, triplex, and fourplex)	3 du/ parcel Max.				2 du/ parcel Max.
	Multi-attached, apartments & mixed use	Min.60 du/nrha	Min. 60 du/nrha - Max. 120 du/nrha	Min. 60 du/nrha - Max. 70 du/nrha	max. 35 du/nrha	
Lot Coverage; Total	Residential (Single, semi-detached, duplex, triplex, and fourplex)	Max 70%			Max 60%	
Lot Coverage, Total	Mixed use, Institutional, Multi-attached	Max 80%			N/P	

		Node	Arterial Street	Collector Street	Local Street (With Lane)	Local Street (without lane)
	and apartment					
	Accessory buildings	Max. 25%			Max. 20%	

Total lot coverage of both the principal structure and any accessory structures may not exceed the maximum lot coverage allowed to the principal structure.

## (7) BUILDING CHARACTER AND DESIGN

### a) General

- i. To improve the architectural interest of the streetscape, each principal building shall be individually defined through a combination of architectural features that may include, and are not limited to, variations in architectural styles and rooflines, articulation of the façade, building massing, provision of porches, verandas, and balconies, variation in building materials, colours and other façade enhancing treatments to the satisfaction of the Development Authority.
- ii. Front façade/s of a principal building shall incorporate architectural treatments complementary to the architectural style including features such as open gables, dormer windows, clearly defined entryways, windows with bold trim, shutters or canopies, and accent colours and materials to the satisfaction of the Development Authority.
- iii. Buildings shall have the same materials, colours, and architectural details on all facades exposed to public streets (excluding lane), and parks and open spaces.
- iv. Principal buildings with similar or mirrored front elevations must be separated by a minimum of two lots along the same side of the street, unless the finishing materials, architectural styles and treatments are substantially different in the opinion of the Development Authority.
- v. Accessory buildings shall not exceed 5.0m in height. A total height shall not exceed 7.5 m when a garage suite is developed.
- vi. Minimum area for a secondary, garage, or garden suite shall be 30.0 sq.m.
- vii. Residential Sales Centres may be approved for a maximum of 5 years. Subsequent Development Permits for Residential Sales Centres on the same Site may only be issued as a Discretionary Development.
- viii. To ensure architectural variety and interest, buildings within Nodes and along collector and arterial streets shall incorporate following design elements on the facades fronting public streets and parks and open spaces to the satisfaction of the Development Authority. –
  - a. Use of min 20% high quality accent material such as stone, brick, decorative shingles.
  - b. Use of Accent Colour and/or contrast.
  - c. Use of bold window trims, soffits and muntin bars.
  - d. Use of building features such as dormer window, bay windows, balcony, porch, verandah, chimney shaft, promenades, to create articulation and interest.
  - e. Use of architectural treatments appropriate to the architecture style such as cornices, decorative columns and beams, window shutters, canopies and lighting fixtures.
- ix. Facades of garden and garage suite abutting a public street, lane and / or park and open space shall incorporate building materials, architectural style and treatment complimentary to the principal dwelling unit to the satisfaction of the development authority.
- x. The size, location, design, character and appearance of any building or structure requiring a development permit shall be acceptable to the Development Authority having due regard to:
  - a. The policies and objectives contained within the municipality's statutory plans;
  - b. Other City plans, standards, and guidelines; and
  - c. Other factors, such as daylight, sunlight and privacy.
- xi. Building facades abutting public spaces and streets that exceed 12.0 m in building length; shall incorporate use of vertical elements such as decorative columns, variation in roofline, use of balconies and porches, and façade articulation (recessed and raised surfaces) to create variation and articulation in the facade and eliminate continuous blank walls.
- xii. Buildings taller than 15 m in height shall incorporate a step-back to address massing, sun penetration, shadowing and wind funnel impacts at the pedestrian level to the satisfaction of the Development Authority.
- xiii. Entrances to the multi-unit buildings shall incorporate weather protection features such as canopies, awnings, overhangs and recessed entrances.
- xiv. Single detached residential development with reduced and / or no sideyard on one side shall adhere to the following regulations:
  - a. all roof drainage from principal and Accessory buildings is directed towards a Street, Alley, or private drainage system, and no roof leader discharge is directed to the easement area
  - b. the owners of impacted Lots register on title a minimum 1.5 m private easement along the entire distance of the shared Lot line that requires:
  - c. construction of a drainage swale and an unobstructed drainage path with a minimum width of 0.3 m to be free and clear of all objects;
  - d. protection of drainage of the Site, including the right for water to flow across Lots and the requirement not to inhibit the flow of water across Lots;
  - e. a 0.3 m eave encroachment easement with the requirement that the eaves must not be closer than 0.9 m to the eaves of a building on an Abutting Lot;
  - f. a 0.6 m footing encroachment easement;
  - g. permission to access the easement area for maintenance of the properties;
  - h. adequate access for utility maintenance, where applicable; and
  - i. that an Accessory building must not encroach on the easement.
  - j. Fences are not permitted in the Frontyard Setback.

### b) Non-Residential and Mixed-Use Buildings

- xv. To promote pedestrian interaction and safety, ground floor non-residential facades must comply with the following:
  - a. A minimum of 85% of all ground floor windows facing a street, park, or along facades with a main entrance facing a public area or parking area interior to the site must be clear and transparent. The remainder may be covered by non-transparent material.
  - b. Façade articulation through architectural design and treatments such as cornices, decorative columns and beam.
  - c. Minimization of blank facades through the use of murals and public art.
  - d. Barrier free access for users with physical or mobility disabilities.
- xvi. Commercial and community uses shall be limited to the ground floor of a building.
- xvii. A minimum height of 4.0m shall be required on the ground floor of all mixed-use buildings.
- xviii. A minimum of 60% of the ground floor façade area, for non-residential use along a public street and/or park shall be comprised of windows, doors, or transparent glazing, and no more than 0.6m above grade.
- xix. Canopies or awnings shall be a minimum of 0.6 m from the curb face and will be located a minimum of 2.5m above grade.
- xx. At the discretion of the Development Authority, an additional setback of maximum 3m may be permitted and shall not exceed 30% width of the front façade of a Mixed-use building to accommodate a patio.
- xxi. Parking shall be concealed within buildings with at grade active frontages, located at the rear of the building or located at the side of the building with decorative screening and increased landscaping.
- xxii. A minimum of 60% of a building length shall be within the permitted setback range along the abutting street.
- xxiii. No fences may be located in the front yard.
- xxiv. Every use that has an exterior public entrance shall have a pathway connecting the public entrance to the sidewalk.

#### **(8) OTHER REGULATIONS**

##### OTHER THINGS TO CONSIDER: SAFETY / VISIBILITY, SOLID WASTE, DESIGN STANDARDS, PROJECTIONS

- a) Access
  - I. Where a Site abuts a Lane at the Rear Lot Line, access must be from the Lane except that:
    - b. Vehicle accesses may be from a street for a maximum of 50% of principal dwellings per Site, not including Lane Dwellings; and
    - c. Vehicle access may be from a Street where it will result in a consistent streetscape with Lots on the same side of the Street that do not abut an alley.
- b) Parking Regulations
  - i. In nodes and along collector and arterial streets parking shall be concealed within buildings with at grade active frontages, located at the rear of the building or located at the side of the building with decorative screening and increased landscaping.
  - ii. For suites?
- c) Urban Agriculture
  - i. Urban Agriculture within single, semi-detached and row housing development shall not account to majority of the land use within a Principal Building.
  - ii. Area of personal garden shall be limited to maximum 30% of a total permeable area in the front yard.
  - iii. Where personal gardens are located within a side yard, a minimum of 1.0 m clearance must be maintained from the principal building. Personal gardens must not be allowed in the easement area where development has a zero side yard setbacks.
  - iv. Community gardens are permitted within multi-unit, apartment, mixed use, and community use developments to the satisfaction of the Development Authority.
  - v. Urban Agriculture shall not be the only use located within a principal building.
- d) Landscaping
  - i. Landscaping on the site shall be in accordance with section x.x of this Bylaw.
- e) Fences, Walls and Hedges
  - i. Fences, walls and hedges in this district shall be in accordance with the Section x.x of this bylaw.

# HND – Holistic Neighbourhood District

## (1) PLACE TYPE

This designation applies to the city's future urban areas i.e. lands annexed in 2020. These lands are located along the south and east boundaries of the city. Most of these lands are currently under agricultural use and will accommodate future neighbourhoods and population growth. The lands within this place type will continue to be used for agriculture until the lands are required for urban growth and development. Neighbourhoods will be developed as complete communities that are welcoming places, well designed, and well connected. Neighbourhoods will be inclusive, multi-generational with diverse housing options and that serve all lifestyles. Services such as parks, schools and places of worship will be easily accessible via multi-modal transportation. Centrally located nodes will act as community gathering spaces and accommodate neighbourhood scale retail and services along with higher density housing options.

## (2) INTENT

### (a) General Intent

The intent of the Holistic Neighbourhood District is to facilitate the development of complete and healthy neighbourhoods in accordance with approved Area Structure Plans.

### (b) Land Use Mix

The neighbourhoods will accommodate diverse housing options and neighbourhood services to serve the communities day to day recreational, educational and shopping needs. These uses will be distributed throughout the neighbourhoods along the appropriate street types based on the intensity of the uses. Higher density residential uses and higher intensity community services will be located within nodes and along collector and arterial streets. This mix of uses and higher residential densities shall be accommodated within nodes. Development will transition from higher density and intensity in the centre of the node to lower density and intensity towards the periphery of the node ensuring compatibility with the surrounding development.

### (c) Form of Development and their Locations

Buildings with higher density, intensity, and larger massing will be located in nodes, along arterial and collector streets, and where appropriate adjacent to or across from open spaces. Scale of development will transition to lower density, less mix use, and lower building massing as the development transitions away from the node and arterial streets to collector and local Streets. Collector streets will accommodate single detached, semi-detached and multi -attached buildings that compliment each other. Small scale, compatible and complementary apartment, mixed use, and non-residential buildings may also be located along collector streets.

Development along local streets will be the lowest in massing, height, and density and accommodate single detached, semi-detached and small scale multi-attached residential buildings.

Where the form allows, development will accommodate secondary suites, garden suites, and garage suites to contribute to increased housing diversity and aligning with the goals and objectives of the Municipal Development Plan.

## (3) BLOCK STANDARDS

- i. Blocks shall not exceed a maximum of 250m in length.
- ii. Where the block frontage exceeds 200m, an inter-block pedestrian connection shall be dedicated as a right-of-way to create a pedestrian network. The right-of-way should not be located closer than 75m from either end of the block.
- iii. Lot widths and / or housing typologies along a block frontage should be varied to allow for a variety of lot widths.
- iv. Block standards may be varied to the satisfaction of the Subdivision Authority to address constraints, such as but not limited to natural features, transportation rights-of-way, parks or open space, or existing utilities.
- v. Reverse Frontage Lot is not permitted in Nodes, and on Arterials and Collectors, as these areas should reflect a welcoming urban condition with buildings framing and fronting onto the street.

## (4) USES AND TYPOLOGY

Where more than two location types apply to a site, the higher of the two standards (more permissive standards) shall apply.

Abutting front attached garages and driveways for Semi-detached and Multi-attached dwellings must be paired together to limit number of accesses off a street.

Front attached garages and driveways for a Multi-attached dwelling must not be permitted off Collector and Arterial streets.

Where one or more of these Uses are proposed in a building previously developed as Semi-detached or Multi-attached Dwelling, the entire building must be converted for non-residential use or residential mixed use.

Uses	Requisite Qualifiers						
	Building Type	Locations					
		Nodes	Arterial Street		Collector Street		Local Street
			Lane	w/o Lane	Lane	w/o Lane	Lane
<b>RESIDENTIAL USES</b>	Single detached, Duplex	N/P	N/P	N/P	P	P	P
Residential	Single detached with one sideyard	D	P	N/P	P	N/P	P
	Semi-detached	D	P	N/P	P	P	P
	Multi-attached	P	P	N/P	P	N/P	P
Residential, Mixed Use	Apartment	P	P	P	P	N/P	N/P
		P	P	P	P	N/P	N/P
Accessory Dwellings	Garden suite	D	P	N/P	P	P	P
	Garage suite	D	P	N/P	P	N/P	P
	Secondary Suite	P	P	P	P	P	P
Home based business		D	D	D	D	D	D
Show home		D	D	D	D	D	D
<b>COMMERCIAL USES</b>							

Uses	Requisite Qualifiers						
	Building Type		Locations				
	Nodes	Arterial Street		Collector Street		Local Street	
		Lane	w/o Lane	Lane	w/o Lane	Lane	w/o Lane
Block	P	P	P	P	P	N/P	N/P
Large Scale Retail Centre	N/P	N/P	N/P	N/P	N/P	N/P	N/P
Shopping Centre	D	D	D	N/P	N/P	N/P	N/P
Single Structure Pad	D	P	P	P	P	N/P	N/P
Strip Mall	D	D	D	D	D	N/P	N/P
Store front	P	P	P	D	D	N/P	N/P
Special Event	D	D	D	D	D	D	D
Sign	D	D	D	D	D	D	D
<b>COMMUNITY USES</b>							
Indoor Assembly	P	P	P	D	D	N/P	N/P
Outdoor Facility	D	P	P	D	D	N/P	N/P
Natural Area	P	P	P	P	P	P	P
Public Service	D	D	D	D	D	D	D
School	D	P	P	P	P	N/P	N/P
<b>AGRICULTURE</b>							
Urban Agriculture	Community garden	D	D	D	D	D	D
	Hydroponic/Aquaponic Systems	D	D	D	D	D	D
	Vertical Farms	D	D	D	N/P	N/P	N/P
	Beekeeping	N/P	D	D	D	D	D
<b>ESSENTIAL SERVICES</b>							
	Cemetery	D	D	D	D	D	D
	Health Care Facility	D	D	D	D	D	D
	Recycling Drop-Off	D	D	D	D	N/P	N/P
<b>LODGING</b>							
	Boarding House	D	D	D	D	N/P	N/P
	Bed & Breakfast	D	D	D	D	D	D
<b>TOURISM</b>							
	Campground	N/P	D	D	D	N/P	N/P
	Inn	D	D	D	D	N/P	N/P
<b>SPECIAL EVENTS</b>							
	Flea Market	D	D	N/P	N/P	N/P	N/P
	Late Night Club	D	D	N/P	N/P	N/P	N/P
	Temporary Tent	D	D	D	D	D	D

#### (5) LOT AND SUBDIVISION STANDARDS

- Narrow lots with front attached garages shall be situated across from lane accessed development or wide lots with front attached garages. Lots less than 11.0 m in width are considered narrow lots.
- To ensure the implementation of the City's ASPs, ARPs, and the MDP, each subdivision must adhere to the density thresholds defined in Section X of this Land Use Bylaw and in compliance with the land use designations identified in the respective statutory plans.

Uses	Typology	Node	Arterial Street	Collector Street	Local Street (with Lane)	Local Street (without lane)
Site Width, Residential	Single detached, Duplex	N/A	N/A	Min. 8.5m Max. 9.7m Corner Lot: Min. 9.7m	Min. 8.5m Corner Lot: Min. 9.7 m	Min. 9.1m Corner Lot: Min. 10.3 m.
	Single detached with one sideyard	N/A	Min. 7.0 M Max. 7.6 m	Min. 7.0 m Max. 7.6 m	Min. 7.6m Max. 8.9 m	N/A
	Semi-detached	Min. 5.4m Corner Lot: Min. 6.7m	Min. 6.1m Corner Lot: Min. 7.3m	Min. 6.1m Corner Lot: Min. 7.3 m	Min. 6.8m Corner Lot: Min. 8.0 m	Min. 7.8m Corner Lot: Min. 9.0m
	Multi-attached,	Internal Lot: Min. 3.6 m End Lot: Min. 5.4 m Corner Lot: Min. 5.6 m	Internal Lot: Min. 3.6 m End Lot: Min. 5.4 m Corner Lot: Min. 5.6 m	Internal Lot: Min. 4.2m End Lot: Min. 5.4 m Corner Lot: Min. 6.7 m	Internal Lot: Min5.4m End Lot: Min. 6.7 m Corner Lot: Min. 7.9 m	N/A
	Apartments, Community Uses, Residential Mixed Use	Min. 20.0 m.	Min. 30.0 m.	Min. 20.0 m.	N/A	N/A
Lot Depth		Min. 30.0 m				
		Min.22 m for lots developed with a reduced rear yard.				
	Laneway Dwelling	N/A	Min. 15 m Only permitted on a Corner Lot		N/A	

#### (6) BUILT FORM AND SITING

Vehicular access to the building shall be from the lane where a lane is available, unless otherwise approved by the Development Authority. Where semi-detached housing has front vehicular access to one unit and rear vehicular access to one unit and rear vehicular access via a lane to the other unit, the front yard setback for the unit with lane access may be increased to a maximum of 7.0m.

		Node	Arterial Street (with lane)	Arterial Street (without lane)	Collector Street (with lane)	Collector Street (without lane)	Local Street (with Lane)	Local Street (without lane)		
Principle Building Setback	Front Yard	Max. 3.0m	Max 4.5m	Min. 4.5m – Max 8.0m	Min. 4.5 m - Max 6.0m	Min. 4.5 m - Max 6.0m	Min. 3.0m - Max 6.0m	Min. 6.0m - Max 7.0m		
	Front Yard, non-residential	Max 1.5m	Max 2.5m	Min. 4.5m – Max 8.0m	Max 6.0m	Max 6.0m	Min. 3.0m - Max 6.0m	Min. 6.0m - Max 7.0m		
	Flanking Yard	Max. 3.0m	Min. 3.0m Max. 4.5m	Min. 3.0m – Max 4.5m	Min.2.4m Max. 4.5m	Min.2.4m Max. 4.5m	Min. 2.4m Max. 4.5m	Min. 2.4m Max. 4.5m		
	Rear Yard	Min. 8.0m	Min. 8.0m	Min. 8.0m	Min. 8.0m	Min. 8.0m	Min. 6.0m and Max. 7.0m (where garage/carport is attached to Principal Building) Min.10.5m (where garage or carport is detached)	Min. 8.0m		
	Side Yard, Internal Lot for Buildings under 13.0 m high	Min. 1.2m. Min. 1.5m where the other side yard setback is 0.0m. For a Corner Lot min. 2.4 m								
	Side Yard, Internal Lot for Buildings under 15.0 m high	Min. 1.5 m For a Corner Lot Min. 2.4 m								
	Side Yard, Internal Lot for Buildings 15.0 m in height or greater.	Min. 6.0m		N/A						
Accessory building setback	Front (mixed-use, and apartment)	Min. 3m setback from the front façade of the principal building.					N/A			
	Front (Single, semi-detached, duplex, triplex and fourplex residential and non-residential)	Not permitted within front and side yards Setback.								
	Rear	Min. 1.2m	Min. 1.2m	Min. 1.0m	Min. 1.2m	Min. 1.0m	Min. 1.2m	Min. 1.0m		
	Side, Internal Lot	Min. 1.0m  0.0m where side yard setback for principal dwelling unit is 0.0m.								
	Side, Corner Lot	Min 2.4m								
Principle Building Height		Min. 9.0m			Max. 13.0m		Max. 11.0m			
Lot Density	Residential (Single, semi-detached, duplex, triplex, and fourplex)			Max 3 du/ parcel				Max 2 du/ parcel		
	Multi-attached, apartments & mixed use	Min. 70 du/nrha	Min. 35 du/nrha - Max. 120 du/nrha		Min. 35 du/nrha	Max. 35 du/nrha				
Lot Coverage; Total (Incl. Accessory Buildings)	Residential (Single, semi-detached, duplex, triplex, and fourplex)	Max 70%					Max 60%			
	Mixed use, Institutional, Multi-attached	Max 80%					N/P			

		Node	Arterial Street (with lane)	Arterial Street (without lane)	Collector Street (with lane)	Collector Street (without lane)	Local Street (with Lane)	Local Street (without lane)
	and apartment							
	Accessory Buildings	Max 25%				Max 20%		

## (7) BUILDING CHARACTER AND DESIGN

### a) General

- i. To improve the architectural interest of the streetscape, each principal building shall be individually defined through a combination of architectural features that may include, and are not limited to, variations in architectural styles and rooflines, articulation of the façade, building massing, provision of porches, verandas, and balconies, variation in building materials, colours and other façade enhancing treatments to the satisfaction of the Development Authority.
- ii. Front façade/s of a principal building shall incorporate architectural treatments complementary to the architectural style including features such as open gables, dormer windows, clearly defined entryways, windows with bold trim, shutters or canopies, and accent colours and materials to the satisfaction of the Development Authority.
- iii. Buildings shall have the same materials, colours, and architectural details on all facades exposed to public streets (excluding lane), and parks and open spaces.
- iv. Principal buildings with similar or mirrored front elevations must be separated by a minimum of two lots along the same side of the street, unless the finishing materials, architectural styles and treatments are substantially different in the opinion of the Development Authority.
- v. Sliding patio doors must not serve as the front entrance of a dwelling.
- vi. All outdoor lighting fixtures must be aimed and shielded in a manner that does not direct illumination onto a street or adjacent residential use.
- vii. Accessory buildings shall not exceed 5.0m in height.
- viii. Notwithstanding (the above regulation) Garage Suites shall not exceed 7.5m in height.
- ix. Minimum area for a secondary garage, or garden suite shall be 30.0 sq.m.
- x. Facades of garden and garage suite abutting a public street, lane and / or park and open space shall incorporate building materials, architectural style and treatment complimentary to the principal dwelling unit to the satisfaction of the Development Authority.
- xi. The size, location, design, character and appearance of any building or structure requiring a development permit shall be acceptable to the Development Authority having due regard to:
  - a. The policies and objectives contained within the municipality's statutory plans;
  - b. Other City plans, standards, and guidelines; and
  - c. Other factors, such as sunlight and privacy.
- xii. Building facades abutting public spaces and streets that exceeds 12.0m in building length; shall incorporate use of vertical elements such as decorative columns, variation in roofline, use of balconies and porches, and façade articulation (recessed and raised surfaces) to create variation and articulation in the facade and eliminate continuous blank walls.
- xiii. Buildings taller than 12.0 m in height shall incorporate a step-back to address massing, sun penetration, shadowing and wind funnel impacts at the pedestrian level to the satisfaction of the Development Authority.
- xiv. Multi-unit buildings shall incorporate weather protection features such as canopies, awnings, overhangs and recessed entrances.
- xv. Each storey must have windows on all building facades facing a street.
- xvi. Home Based Businesses must comply with Section x.x.

### b) Single Detached with Reduced Setbacks

- xvii. Single detached residential development with reduced and / or no sideway on one side shall adhere to the following regulations:
  - a. all roof drainage from principal and Accessory buildings is directed towards a Street, Alley, or private drainage system, and no roof leader discharge is directed to the easement area
  - b. the owners of impacted Lots register on title a minimum 1.5 m private easement along the entire distance of the shared Lot line that requires:
    - c. construction of a drainage swale and an unobstructed drainage path with a minimum width of 0.3 m to be free and clear of all objects;
    - d. protection of drainage of the Site, including the right for water to flow across Lots and the requirement not to inhibit the flow of water across Lots;
    - e. a 0.3 m eave encroachment easement with the requirement that the eaves must not be closer than 0.9 m to the eaves of a building on an Abutting Lot;
    - f. a 0.6 m footing encroachment easement;
    - g. permission to access the easement area for maintenance of the properties;
    - h. adequate access for utility maintenance, where applicable; and
    - i. that an Accessory building must not encroach on the easement.
    - j. Fences are not permitted in the Frontyard.

### c) Node Architectural Controls

- xviii. To ensure architectural variety and interest, buildings within Nodes and along collector and arterial streets shall incorporate the following design elements on the facades fronting public streets and parks and open spaces to the satisfaction of the Development Authority
  - a. Use of a minimum of 20% high quality accent material, such as, but not limited to stone, brick or decorative shingles.
  - b. Use of accent colour and/or contrast.
  - c. Use of bold window trims, soffits, muntin bars.
  - d. Use of building features such as dormer window, bay windows, balcony, porch, veranda, chimney shaft, promenades, to create articulation and interest.

- e. Use of architectural treatments appropriate to the architecture style such as cornices, decorative columns and beams, window shutters, canopies and lighting fixtures.

**d) Non-Residential and Mixed-Use Buildings**

- xix. Where a non-residential building wall:
  - a. Faces a street or park;
  - b. Has a main entrance facing a public space or parking area interior to the site; or
  - c. Has a total length greater than 20.0 m facing a site with a residential or mix use
- The façade must be articulated using two (2) or more design techniques or features to minimize the perception of massing, eliminate large blank walls, and provide visual interest. Design techniques or features may include variations in rooflines; vertical or horizontal building wall projections or recessions; visual breaks of building facades into smaller sections; use of a combination of finishing materials; or other similar techniques or features.
- xx. Commercial and community uses shall be limited to the ground floor of a building. All Ground Floor building frontages must consist of non-residential uses oriented towards the adjacent street.
- xxi. A minimum height of 4.0m shall be required on the ground floor of all mixed-use buildings.
- xxii. A minimum of 60% of the ground floor façade area between 1.0m and 2.0m above grade, for non-residential use along a public street and/or park shall be comprised of windows, doors, or transparent glazing.
- xxiii. Canopies or awnings shall be a minimum of 0.6m from the curb face and will be located a minimum of 2.5m above grade.
- xxiv. At the discretion of the Development Authority, an additional setback of 3m maximum to the front yard setback may be permitted for a Mixed-use building to accommodate a patio.
- xxv. Accessory dwelling units may be allowed on the ground floor provided the accessory dwelling unit is located in the rear of the building and a non-residential use is located in the front of the building closest to the street.
- xxvi. To promote pedestrian interaction and safety, ground floor non-residential facades must comply with the following:
  - a. A minimum of 85% of all ground floor windows facing a street, park, or along facades with a main entrance facing a public area or parking area interior to the site must be clear and transparent. The remainder may be covered by non-transparent materials.
  - b. Façade articulation through architectural design and treatments such as cornices, decorative columns and beam.
  - c. Minimization of blank facades through the use of murals and public art.
  - d. Barrier free access for users with physical or mobility disabilities.
- xxvii. A minimum of 60% of a building length shall be within the permitted setback range along the abutting street.

**Other Regulations**

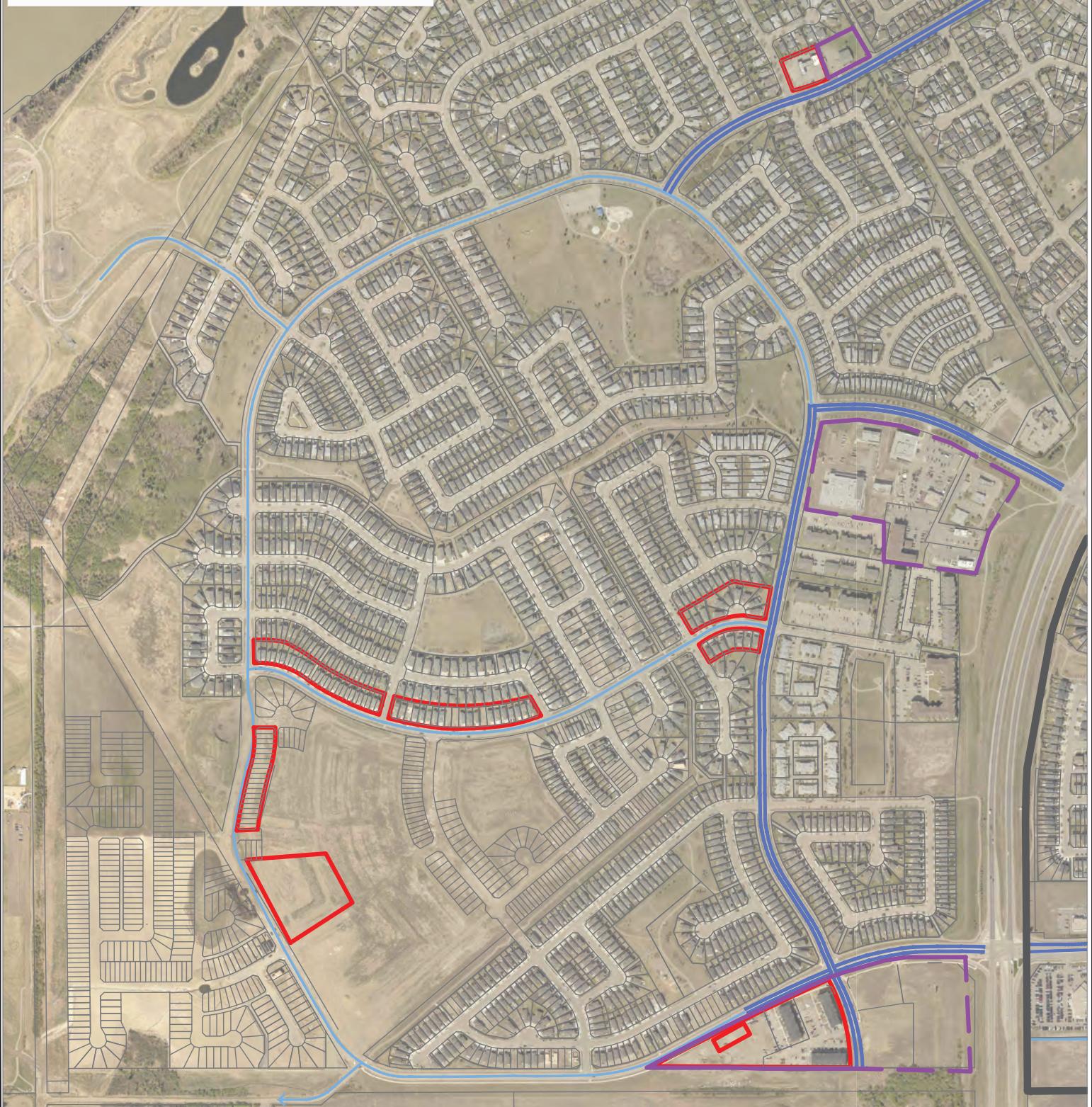
- a) Access
  - I. Where a Site abuts a Lane at the Rear Lot Line, access must be from the Lane except that:
    - b. Vehicle accesses may be from a street for a maximum of 50% of principle dwellings per Site, not including Lane Dwellings; and
    - c. Vehicle access may be from a Street where it will result in a consistent streetscape with Lots on the same side of the Street that do not abut an alley.
    - d. Every building containing a non-residential use shall have at least one (1) path connecting the parking area to the public entrances of the building.
    - e. Where a building contains more than one use, every use that has an exterior public entrance shall have a pathway connecting the public entrance to the sidewalk.
- b) Parking Regulations
  - i. In nodes and along collector and arterial streets parking shall be concealed within buildings with at grade active frontages, located at the rear of the building or located at the side of the building with decorative screening and increased landscaping.
- c) Urban Agriculture
  - i. Urban Agriculture within single, semi-detached and row housing development shall not account to majority of the land use within a Principal Building.
  - ii. Area of personal garden shall be limited to maximum 30% of a total permeable area in the front yard.
  - iii. Where personal gardens are located within a sideyard, a minimum of 1.0 m clearance must be maintained from the Principal building. Personal gardens must not be allowed in development with reduced and zero sideyard setbacks.
  - iv. Community gardens are permitted within multi-unit, apartment, mixed use, and community use developments to the satisfaction of the Development Authority.
- d) Landscaping
  - i. Landscaping on the site shall be in accordance with Section x.x of this Bylaw.
  - ii. Sites shall maintain a minimum soft landscaping of 20% of the total site area.
- e) Fences, Walls and Hedges
  - i. No fences may be located in the front yard where commercial use or mix-use is located within the principal building.
- f) Signs
  - i. Signs may be located on fences and shall be in accordance with Section XX of this Bylaw.
  - ii. Signs must comply with Section x.x.

# Westpark Neighbourhood

## DRAFT ONLY

### Legend

- Arterial Street
- Collector Street
- Westpark Neighbourhood
- Collector Street Locations
- Titled Parcels
- Node Location

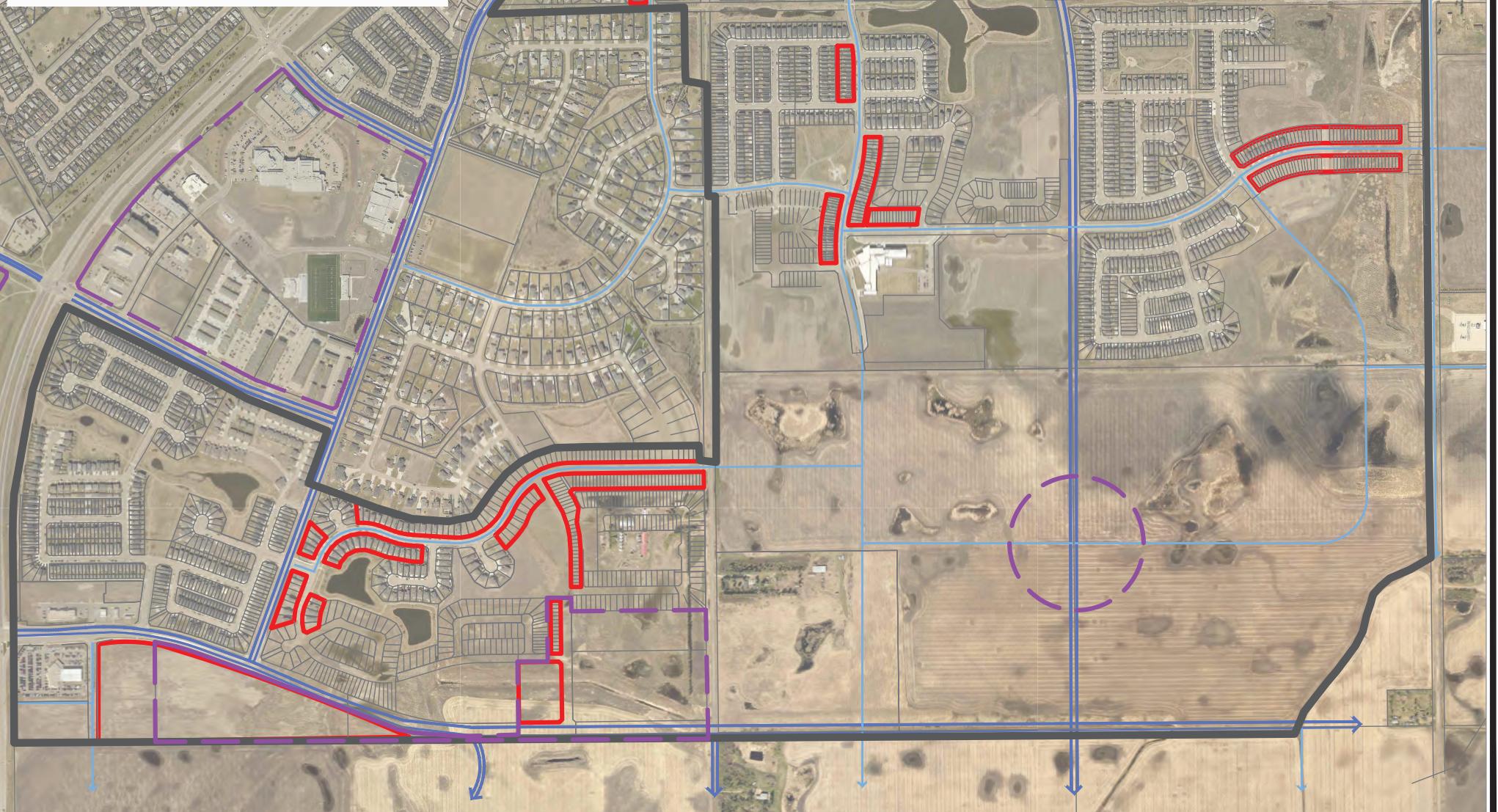


# Southfort Neighbourhood

DRAFT ONLY

## Legend

- Arterial Street
- Collector Street
- Southfort Neighbourhood
- Collector Street Locations
- Titled Parcels
- Node Location



13. **Parking and Loading**

1.1. **GENERAL VEHICLE PARKING REGULATIONS**

- 1.1.1. The requirements of this Section shall apply to all parking, loading facilities and drive aisles required by this Bylaw. Notwithstanding the requirements of this Section, specific standards specified in any Land Use District may supplement or supersede the parking and loading requirements of this Section. Parking spaces must be provided collectively for each use on a lot in an amount that complies with the regulations in this Section.
- 1.1.2. Where parking and/or loading facilities are required by this Bylaw, the applicant shall provide the required parking and/or loading space prior to the occupancy or commencement of the use for which they are required.
- 1.1.3. All off-street parking areas shall be designed to provide:
  - 1.1.3.1. Adequate access to and egress from the parking area for the vehicle it is intended to serve by means of a clearly defined driveway; and
  - 1.1.3.2. Adequate access to and egress from each parking space by means of a clearly defined maneuvering aisle designed to the satisfaction of the Development Authority.
- 1.1.4. The Development Authority may consider a reduction to the parking requirements of this Section, by considering a parking assessment prepared by an accredited professional which assesses the parking demand characteristics of a proposed development. Such an assessment shall be provided at the owner/applicant's expense. Such a reduction to the parking requirements is not a variance.
- 1.1.5. Except in Commercial Land Use Districts, no direct access shall be permitted from a lane to a parking facility with more than three parking spaces unless special circumstances are determined by the Development Authority to warrant such access.

1.2. **MINIMUM PARKING REQUIREMENTS**

- 1.2.1. The minimum required number of vehicle parking spaces for a use shall be as set out in Tables 13a, 13b, 13c and 13d.
- 1.2.2. Where the calculation of the required number of parking spaces results in a fraction, the next higher number shall apply.
- 1.2.3. Where a proposed development does not directly correlate with the land uses listed in this Section, the Development Authority shall determine a specific number of required parking spaces, having regard to requirements for similar uses provided herein.
- 1.2.4. Visitor parking for multi-unit residential developments shall be made readily visible, accessible, and available for visitors to the development, to the satisfaction of the Development Authority.
- 1.2.5. Designated parking spaces for persons with physical disabilities shall be provided in accordance with appropriate provisions of any other Provincial or Federal requirement and shall be included as part of, and not in addition to, the applicable minimum parking requirements.
- 1.2.6. Designated parking spaces for persons with physical disabilities shall be located as close as possible to wheelchair ramps, walkways and entrances. Parking spaces shall not be located within a wheelchair ramp access area.
- 1.2.7. Small car parking spaces may be permitted, provided that:
  - 1.2.7.1. Small car parking spaces shall comprise a maximum of 20% of required parking for development in all Land Use Districts
  - 1.2.7.2. All small car parking spaces shall be clearly designated with signs reading: "Small car parking only", and
  - 1.2.7.3. All small car parking spaces shall be a minimum of 2.4m by 5.0m.
- 1.2.8. The Development Authority may consider a reduction in the total amount of parking required for a development where a mix of uses creates staggered peak periods of parking demand. The Development Authority may consider the preliminary shared use parking framework in Appendix B to determine an overall site peak parking requirement. In no case shall shared parking include the parking required for residential uses, except in the Downtown Districts.

Table 13X: Minimum Vehicle Parking Requirements for Residential Uses:

Land Use Class	Minimum Number of Parking Spaces
Multi-Attached Housing and Apartments with >4 dwelling units	1 per Bachelor dwelling unit 1 per One Bedroom dwelling unit 1.5 per Two Bedroom dwelling unit 2 per Three Bedroom dwelling unit 1 visitor stall per six dwelling units 1 Electric Vehicle Ready charging stall per 6 dwelling units One Bicycle Station per 6 DUs
Garden Suite Garage Suite Secondary Suite	1 per development
Single Detached, Semi-Detached, and Duplex Housing Multi-Attached Housing with up to four dwelling units	2 per dwelling unit; or 1 per development with less than or equal to 2 bedrooms
Assisted Living Facility	0.6 per dwelling unit for staff and visitor parking
Boarding Facility	Minimum 4 parking stalls.

Table 13X: Minimum Parking Requirements for Institutional uses

Land Use Class	Minimum Number of Parking Spaces
Education (Public or Private) – Elementary or Junior High Schools	A parking study will be required to assess parking levels. The minimum parking utilization rate will be 70%.
Education (Public or Private) Senior High School or Post-Secondary	A parking study will be required to assess parking levels. The minimum parking utilization rate will be 70%.
Place of Worship	2/100m <sup>2</sup> of assembly area for occupants.

1.3. **GENERAL BICYCLE PARKING REGULATIONS**

- 1.3.1. Sites shall be designed and maintained to provide bicycle parking and amenities to the satisfaction of the Development Authority.

1.3.2. The bicycle station should be safely and conveniently located to ensure compatibility with the surrounding environment, to the satisfaction of the Development Authority.

1.3.3. The bicycle station shall be located close to the building entrance, but shall not impede pedestrian circulation.

1.3.4. Bicycle Stations shall be highly visible and shall include a permanent rack or hook-up system.

**1.4. GENERAL PARKING REGULATIONS FOR DOWNTOWN**

1.4.1. Unless otherwise specified in the Land Use District, structured parking facilities shall generally be provided at locations internal to the site. If such parking facilities are located fronting a public roadway, then the following design considerations shall be utilized:

1.4.1.1. Ground floor shall include retail uses positioned adjacent to the public realm with multiple entrances and very good to excellent permeability (see Downtown Core);

1.4.1.2. Entrance to the parking facility shall be designed with special architectural treatment to maintain the integrity of retail frontage; and

1.4.1.3. The façade of the upper storeys of the parking facility shall be designed to reflect residential or commercial building character.

1.4.2. All surface parking lots shall be developed in accordance with the general standards Section X of the Land Use Bylaw. In addition the following regulations shall apply:

1.4.2.1. All surface parking lots shall be hard surfaced.

1.4.3. Authorization to share parking spaces may only be granted by the Development Authority in the following circumstances:

1.4.3.1. The development sites are within 100m of each other;

1.4.3.2. The demand for parking spaces generated by each development or use is not likely to occur at the same time; and

1.4.3.3. An agreement is signed between the owners of the sites that are sharing the parking spaces for a period of not less than 10 years, and the agreement is registered on the Titles of the properties that are subject to the agreement.

1.4.4. Developments within the Downtown Districts shall be subject to the parking requirements established in Table 13e.

Table 13X: Minimum Parking Requirements for Downtown

Land Use Class	Minimum Number of Parking Spaces
Multi-Attached Housing and Apartment, >4 dwelling units	0.75 spaces per Bachelor Unit 1 Space per One Bedroom Unit 1.5 Spaces per Two Bedroom Unit 1.75 Spaces per Three or More Bedroom Unit 1 per 7 DUs for visitors 1 Electric Vehicle Ready stall per 6 DUS 1 Bicycle Station per 6 DUs

**1.5. ALTERNATIVE COMPLIANCE FOR MINIMUM PARKING REQUIREMENTS**

1.5.1. Upon written request from the applicant and the submission of an Alternative Compliance Parking Plan (parking impact study) prepared by a qualified professional, the Development authority may consider an alternative parking requirement for residential and institutional land uses, which may be substituted in whole or in part for the requirements of this Section.

1.5.2. In reviewing an Alternative Compliance Parking Plan, the Development Authority shall consider:

1.5.2.1. The number of individuals occupying the building or land use and the number of expected visitors;

1.5.2.2. The availability of nearby on-street parking (if any), and/or the provision of purchased or leased parking spaces in a municipal or private parking lot meeting the requirements of the City; and

1.5.2.3. Any other factors that may be unique to the applicant's request.

1.5.3. The Development Authority shall only approve an Alternative Compliance Parking Plan if it:

1.5.3.1. Does not detract from continuity, connectivity, and convenient proximity for pedestrians between or among existing or future land uses in the vicinity;

1.5.3.2. Creates no negative physical impact on any facilities serving alternative modes of transportation;

1.5.3.3. Creates no detrimental impact on natural areas or features; and

1.5.3.4. Maintains or improves the ratio of parking spaces for persons with physical disabilities.

**1.6. PARKING AND LOADING REQUIREMENTS FOR RESIDENTIAL LAND USES**

1.6.1. All parking and loading spaces required by this Bylaw for residential purposes, including all maneuvering aisles and driveways shall be:

1.6.1.1. For single detached, semi-detached housing and duplexes:

1.6.1.1.1. Located on the same site as the use requiring them;

1.6.1.1.2. Hard surfaced prior to occupancy;

1.6.1.1.3. Where vehicular access is via a public roadway or lane, provided to the rear or side of the principal building;

1.6.1.1.4. Where there is no lane present, provided to the rear, side or front of the principal dwelling; and

1.6.1.1.5. Where vehicular access is via the front only, one side yard shall be a minimum of 3.0m in width to accommodate a driveway for vehicular access to the rear of the property, except where an attached garage is provided.

1.6.1.2. For multi-attached housing and Apartments:

1.6.1.2.1. Paved prior to occupancy;

1.6.1.2.2. Bordered and separated from adjacent areas with screening and landscaping; and

1.6.1.2.3. Not located within the required front yard setback area of a site.

1.6.1.3. In the event that seasonal conditions prevent the completion of paving in accordance with this Bylaw:

1.6.1.3.1. The parking and loading areas shall be compacted and maintained in a manner that allows reasonable access by emergency vehicles. In addition, the paving shall be completed at the earliest opportunity during the construction season of the following year; and

1.6.1.3.2. The owner/applicant shall be required to provide a Security Deposit to guarantee the completion of the paving in accordance with this Bylaw.

1.6.1.4. Parking stalls provided inside a garage or carport shall have the following minimum dimensions:

1.6.1.4.1. 3.1m in width by 6.0m in depth for a stall within a single garage or carport; or, 3.4m in width by 6.3m in depth for the exterior of a single garage or carport; and

1.6.1.4.2. 2.9m in width by 6.0m in depth for each stall within a double garage or carport; or, 6.1m in width by 6.3m in depth for the exterior of a double garage or carport.

1.6.1.5. Hard surfaced parking pads intended to accommodate a garage in the future shall accommodate the minimum dimensions in Section 1.6.1.4 above.

1.6.1.6. For single detached, semi-detached housing, and secondary suites, parking stall dimensions for stalls not inside a garage or carport and not on a parking pad intended to accommodate a future garage shall be 2.75m in width by 5.8m in depth.

**1.7. PARKING FOR MULTI-UNIT DEVELOPMENTS**

1.7.1. Sites with more than one use shall provide parking and loading spaces equal to the sum of the requirements for the individual uses.

1.7.2. Notwithstanding Subsection 1.7.1 above, parking requirements for individual uses, shall be determined using the calculations in Section 13, Minimum Parking Requirements.

1.7.3. At the discretion of the Development Authority, two or more uses may share parking spaces. A maximum of 50% of the required parking for any of the uses may be combined or shared parking.

1.7.4. Notwithstanding Subsection 1.7.3 above, authorization to share parking spaces may only be granted by the Development Authority in the following circumstances:

1.7.4.1. The development sites are within 100m of each other;

1.7.4.2. The demand for parking spaces generated by each development or use is not likely to occur at the same time; and

1.7.4.3. An agreement is signed between the owners of the sites that are sharing the parking spaces for a period of not less than 10 years, and the agreement is registered on the Titles of the properties that are subject to the agreement.

**1.8. PARKING AND LOADING FOR NON-RESIDENTIAL USES**

1.8.1. At the discretion of the Development Authority, some or all of the parking required pursuant to this Bylaw for a non-residential use may be provided on a site different than the site of the development for which it is required, provided that there is no more than 100m between the off-site parking site and the development site.

1.8.2. Off-site parking spaces provided pursuant to Subsection 13.8.1 above shall be:

1.8.2.1. Located in a Land Use District that allows for parking Facilities;

1.8.2.2. Subject to a Restrictive Covenant registered on the Title to the off-site parking site, which specifies that the parking is to be provided for use of the related development site;

1.8.2.3. Used primarily for staff and overflow parking, where a portion of the parking is provided on the development site; and

1.8.2.4. Connected to the development site by a public walkway.

1.8.3. Except in the IL – Light Industrial District, IM – Medium Industrial District, IH – Heavy Industrial District and PR – Parks and Recreation District, parking and loading spaces required by this Bylaw for non-residential uses, including manoeuvring aisles and driveways shall be:

1.8.3.1. Paved prior to occupancy or commencement of the use; and

1.8.3.2. Bordered and separated from adjacent areas with concrete curbing; and

1.8.3.3. Screened from public walkways with landscaping and/or architectural screening.

1.8.4. Access to and egress from an unpaved area of an IL – Light Industrial District, IM – Medium Industrial District or IH – Heavy Industrial District site directly accessible from a public roadway shall have hard surfacing equal to the width of the access/egress and 15.0m in depth within the site. In addition, the off-site portion of the access/egress shall be hard surfaced to the satisfaction of the City.

**1.9. PARKING GARAGES**

1.9.1. No dangerous or hazardous goods, or flammable or combustible liquids or gases may be permitted within a parking garage, except as contained within a permanently installed tank connected to the fuel system of a vehicle;

1.9.2. Parking garages and interior stairwells shall be designed for easy observation from other, more visible areas. Mechanical rooms, HVAC systems, elevators, stairwells, columns, and other visual obstructions shall be located to maximize clear sightlines of the parking spaces and primary pedestrian circulation routes; and

1.9.3. Transparent panels shall be incorporated into all doors and walls that separate stairwells, corridors, and entrances to elevator lobbies from the main parking areas, to allow for clear sight lines.

**1.10. PARKING LOTS AND SERVICE AREAS**

1.10.1. A parking lot shall be designed and located such that it:

1.10.1.1. Is accessible to and appropriate for the types of vehicles using it, including but not limited to cars, trucks, buses, bicycles and emergency vehicles;

1.10.1.2. Does not interfere with, or potentially impact, pedestrian or traffic safety traveling on adjacent public roadways;

1.10.1.3. Provides appropriate separation between pedestrians and vehicles through the provision of raised sidewalks or walkways, bollards, special paving, or other means to clearly delineate and protect pedestrian areas;

1.10.1.4. Provides pedestrian drop-off areas where necessary, especially for land uses that serve children or the elderly;

1.10.1.5. Provides clearly demarcated and raised pedestrian crossing locations;

1.10.1.6. Provides well-defined circulation routes that prioritize bicycle and pedestrian safety and minimize vehicle circulation crossing bicycle and pedestrian circulation pathways;

1.10.1.7. Utilizes landscaped traffic islands, to the maximum extent feasible, with raised curbs to define parking lot entrances, the ends of parking sections, to delineate circulation routes and to aid in separating pedestrian areas. Parking lots containing 20 contiguous parking spaces shall incorporate landscaped traffic islands;

1.10.1.8. Large parking lots shall be divided by landscaped areas.

1.10.1.9. The minimum anticipated parking utilization rate will be 70%;

1.10.1.10. Parking spaces shall be clear of obstruction, other than wheel stops;

1.10.1.11. Parking spaces shall have suitable barriers, such as wheel stops, to prevent vehicles from encroaching off-site and into landscaped areas and to provide separation from fences, walls, pedestrian and bicycle circulation areas, and buildings, and;

1.10.1.12. Where wheel stops are provided, they may not exceed 100mm in height above the parking space surface and shall be placed perpendicular to the parking space depth, 0.6m from the front of the parking space.

1.10.2. The size of parking spaces and drive aisles shall be in accordance with Figure 13:

Figure 13:

**1.11. ON-SITE LOADING SPACES**

- 1.11.1. The minimum required number of loading spaces for a use shall be as set out in Table 13f.
- 1.11.2. Where the calculation of the required number of loading spaces results in a fraction, the next higher whole number shall apply.
- 1.11.3. A loading space shall be designed and located so that the vehicles using it can be parked and maneuvered entirely within the bounds of the site.
- 1.11.4. Unless otherwise specified in a Land Use District, a loading space shall be a minimum width of 3.1m and a minimum depth of 9.1m with a minimum overhead clearance of 4.3m.
- 1.11.5. At the discretion of the Development Authority, who shall have regard for the types of vehicles that are likely to use a loading space, the minimum loading space dimensions and number may be adjusted.
- 1.11.6. A loading space shall not be located within a required minimum yard.

Table 13f: Minimum required number of loading spaces

Land Use Class	Minimum Number of Loading Spaces
Multi-Unit Housing with 20 or more Dwelling Units	1 per building
Vehicle Sales, Leasing or Rental Facility	1 per 9,300 square meters of site area
Eating and Drinking Establishment, Funeral Home, Crematorium, Health Service, Hotel, Office, Government Service, Retail Store, Entertainment Facility (Indoor), Warehouse Sales	1 per 9,300 square meters of site area
General Industrial Use, Warehouse, Distribution and Storage, Vehicle and Equipment Storage, Storage Facility	1 per 9,300 square meters of site area

DRAFT

## Signage (LUB Update)

### **Definitions:**

#### **Copy:**

Means the letters, graphics or characters that make up the message on the Sign face.

#### **Sign Height:**

Means the distance measured from the lowest point of finished ground directly under the Sign to the highest point of the Sign.

#### **Sign Width:**

Means the distance measured as the furthest distance across the face of the Sign and perpendicular to the height of the Sign, including the structure and other component parts.

#### **Digital Signs:**

Means a Sign that contains digital Copy and may include static images, message transition effects, or other electronic methods of displaying a message, image, or display for the purpose of advertising.

#### **Sign Area:**

Means the entire area of the Sign on which Copy is intended to be placed. In the case of a double-faced or multi-faced Sign, each area of each face of the Sign used to display advertising Copy must be used in calculating the total Sign Area.

#### **Motor Vehicle Signs:**

Means a Sign that is attached to the body or frame of a vehicle. This does not include decals and wraps.

#### **Sign:**

A visual medium used to convey information by words, pictures, images, graphics, emblems, symbols or any device used for the purpose of providing direction, identification, advertisement, business promotion, or the promotion of a person, product, activity, service, event or idea. These may be portrayed in a digital or static format.

### **1.0 General regulations:**

#### 1.1 A Sign must be constructed so that it does not:

- 1.1.1 Due to its position, shape, colour, format or illumination, obstruct the view of, or be confused with, official traffic signage, signals or devices;
- 1.1.2 Interfere with site access or circulation;
- 1.1.3 Display lights resembling the flashing lights associated with those used by police, fire rescue, ambulance and other emergency vehicles; and/or
- 1.1.4 Create any such hazard where it may obstruct free and clear vision of vehicular or cycling traffic, or be located, or use of a spotlight or reflector light directed at on-coming traffic or display travelling or flashing messages that create a hazard to traffic on a Street where the Sign is visible, as determined by the Development Authority.

#### 1.2 No person shall erect, enlarge, or relocate any Sign unless a development permit has been issued by the Development Authority or the Sign is specifically exempted from requiring a development permit.

#### 1.3 Unless otherwise stated in this Bylaw, Signs are not allowed on Fences or Privacy Screens.

#### 1.4 A Sign above a vehicle access, driveway, drive aisle or path of travel intended for pedestrians or other forms of travel, must maintain a minimum vertical clearance of 2.5 m, except that this does not apply to:

- 1.4.1 a Sign that is above a vehicle access, Driveway or Drive Aisle that is an emergency vehicle access route, in which case the minimum clearance must be 5.0 m.

#### 1.5 Landscaping that is removed or damaged to erect or install a sign shall be replaced.

#### 1.6 Signs shall be separated from other Signs in compliance with the separation distances based upon the abutting street listed in the below chart:

Table X.X Sign Separation Distance

Place Type	Separation Distance
Local Road	20.0 m
Collector Road	40.0 m
Arterial Road	80.0 m
Highways	150.0 m

#### 1.7 For every 20.0 m of linear frontage abutting a street not including a lane, a site shall be allowed to display a total amount of Sign Area based on the abutting street type in compliance with the below chart:

Table X.X Sign Area

Place Type	Sign Area
Local Road	1.0 m <sup>2</sup>
Collector Road	5.0 m <sup>2</sup>
Arterial Road	10.0 m <sup>2</sup>
Highway	20.0 m <sup>2</sup>

The amount of Sign Area allowed per site shall be prorated based on the total linear frontage of a site. Total Sign Area available to a site does not include the Sign Area of Signs identified under Section 5.0.

#### 1.8 Signs must be setback a minimum 1.0 m from any property line.

#### 1.9 A Sign shall not project beyond the setback area.

1.10 The Development Authority, when considering a development permit application for a Sign, must have regard for the visual harmony and compatibility of the proposed Sign with the architectural character and finish of the development and with the design, location and appearance of other Signs and buildings.

1.11 Not notwithstanding Table (Separation distance chart), Signs identified under Section 5.0 shall be separated from other Signs by 10.0 m.

1.12 Signs identified under section 5.0 do not count towards the total allowable Sign Area per parcel under Table (Sign Area chart).

1.13 Sign placement on the site will be to the satisfaction of the Development Authority, taking into account the Place Type and abutting development. The Development Authority, when considering a development permit application for a Sign, must have regard for the visual harmony and compatibility of the proposed Sign with the architectural character and finish of the development and with the design, location and appearance of other Signs and buildings.

## **2.0 Application for Signs:**

2.1 Applicants shall provide the following information in addition to the requirements for a Development Permit Application when applying for a Development Permit for a sign:

- 2.1.1 All the dimensions of the Sign structure, including height and width;
- 2.1.2 Sign Area;
- 2.1.3 Design of the Sign Area;
- 2.1.4 Details of sign illumination;
- 2.1.5 Details of construction and finishing;
- 2.1.6 Method of support;
- 2.1.7 Site plan showing Sign location and distance in relation to property boundaries, buildings and other Signs on-site and the adjacent properties; and
- 2.1.8 For proposed Signs within the Downtown area a statement must be included that explains how the Sign achieves a human scale and people-focused design.

## **3.0 Sign Structure:**

### **Signs along local roads:**

- 3.1 The maximum Sign Area for a Sign is 1.0 m<sup>2</sup>.
- 3.2 The maximum height for a Sign is 1.0 m.
- 3.3 The maximum width for a Sign is 2.0 m.

### **Signs along collector roads:**

- 3.4 The maximum Sign Area for a Sign is 4.0 m<sup>2</sup>.
- 3.5 The maximum height for a Sign is 3.0 m.
- 3.6 The maximum width for a Sign is 3.0 m.

### **Signs along arterial roads less than 15.0 m in width:**

- 3.7 The maximum Sign Area for a Sign is 15.0 m<sup>2</sup>.
- 3.8 The maximum height for a Sign is 6.0 m.
- 3.9 The maximum width for a Sign is 3.0 m.

### **Signs along arterial roads greater than or equal to 15.0 m in width:**

- 3.10 The maximum Sign Area for a Sign is 20.0 m<sup>2</sup>.
- 3.11 The maximum height for a Sign is 10.0 m.
- 3.12 The maximum width for a Sign is 4.0 m.

### **Signs along highways:**

- 3.13 The maximum Sign Area for a Sign is 30.0 m<sup>2</sup>.
- 3.14 The maximum height for a Sign is 12.0 m.
- 3.15 The maximum width for a Sign is 8.0 m.

## **4.0 Sign Illumination and Digital Display Regulations:**

- 4.1 The intensity of exposed bulbs on a Sign must not exceed 1100 lumens.
- 4.2 Signs must not exceed a brightness level of:
  - 4.2.1 400 nits when measured from the Sign at its maximum brightness, between sunset and sunrise; and
  - 4.2.2 7500 nits when measured from the Sign at its maximum brightness, between sunrise and sunset.
- 4.3 The design and character of an Illuminated or Digital Sign on any site shall be to the satisfaction of the Development Authority who may take into consideration any of the following aspects:
  - 4.3.1 Compatibility with the general architectural character and theme of the area; and
  - 4.3.2 Streetscape improvements.
- 4.4 An illuminated or Digital Sign must not:
  - 4.4.1 Face, shine or reflect light onto abutting or adjacent uses; or
  - 4.4.2 Be flashing or strobing.
- 4.5 Where a Sign is Illuminated or digital, and is located within 30.0m of a site with an approved residential use, the lighting or Sign shall be directed away from the residential use to the greatest extent possible, to the satisfaction of the Development Authority.
- 4.6 Signs located adjacent or abutting local or collector roads may be illuminated, except that illumination sources must be external to the Sign and must be directed towards the Sign.
- 4.7 Signs that display a message or change shall not change more frequently than once every 8 seconds.
- 4.8 Signs must not display motion picture projections or animations.
- 4.9 Signs shall not negatively impact safety due to illumination, location, or other factors that may be determined by the Development Authority.

- 4.10 Digital Signs must be directed towards an arterial road or collector road.
- 4.11 Digital Signs shall not be allowed on any site where residential is the primary use.
- 4.12 Digital Signs shall not be rotating or revolving.

## **5.0 Signs not requiring a Development Permit:**

- 5.1 A Sign set upon the ground and has no external supporting structure, and shall:
  - 5.1.1 Not exceed 1.0 m in height;
  - 5.1.2 Not exceed 0.6 m in width;
  - 5.1.3 Be made of weather resistant materials; and
  - 5.1.4 Only be displayed during the business hours of the applicable business.
- 5.2 A Sign constructed of a strip of fabric or plastic and shall:
  - 5.2.1 Not be permanently anchored and can be readily removed;
  - 5.2.2 Not exceed a height of 3.0 m;
  - 5.2.3 Not exceed a width of 1.0 m;
  - 5.2.4 The sign may be placed on a flag pole structure not exceeding 15.0 m in height; and
  - 5.2.5 Be displayed for a maximum of 28 days.
- 5.3 A Sign for on-site construction of a development to direct, notify, or advertise construction, and shall:
  - 5.3.1 Not exceed 2.0 m<sup>2</sup> in Sign Area;
  - 5.3.2 Not exceed 6.0 m in height; and
  - 5.3.3 Be removed after construction is completed.
- 5.4 A Sign for election purposes shall:
  - 5.4.1 Not exceed 0.6 m<sup>2</sup> in area; and
  - 5.4.2 Be removed three (3) days after the closing of polls on election day.
- 5.5 A Sign for garage sales and the advertising of household goods from a garage or yard and shall:
  - 5.5.1 Not exceed 0.6 m<sup>2</sup> in Sign Area; and
  - 5.5.2 Be displayed for no more than two (2) days before or after the date of the sale.
- 5.6 A Sign constructed for inflatable purposes and made with flexible material or fabric that is made to take on a three-dimensional shape when filled and shall:
  - 5.6.1 Be allowed only for the promotion of the opening of a non-residential use, and displayed for a maximum of 28 days;
  - 5.6.2 Be allowed only on sites where there is an approved development permit issued;
  - 5.6.3 Not exceed 3.0 m in height;
  - 5.6.4 Not exceed 0.5 m in width; and
  - 5.6.5 Not be displayed if faded, torn or tattered.
- 5.7 A Sign indicating the intention of land to be subdivided and shall:
  - 5.7.1 Not exceed 4 m<sup>2</sup> in Sign Area;
  - 5.7.2 Not exceed 3.0 m in height;
  - 5.7.3 Not exceed 3.0 m in width;
  - 5.7.4 Not exceed a maximum consecutive duration of 365 days, after which the sign shall be removed for a minimum of 30 consecutive days. Re-placement of the Sign shall be permitted within the same subdivision area. The maximum period for which this type of Sign may be displayed within the subdivision area shall be 36 months; and
  - 5.7.5 Not exceed one (1) Sign per subdivision area.
- 5.8 A Sign used to display the sale, lease, or rent of a building or lot, and shall:
  - 5.8.1 Not exceed 1.0 m<sup>2</sup> in Sign Area;
  - 5.8.2 Not exceed 2.0 m in height;
  - 5.8.3 Not exceed 1.0 m in width; and
  - 5.8.4 Be displayed for no more than two (2) days after the sale, successful lease, or renting of the intended building or lot, and shall not exceed 24 consecutive months of display.
- 5.9 A Sign used to display notice of rezoning, and shall:
  - 5.9.1 Not exceed 1.0m<sup>2</sup> in Sign Area;
  - 5.9.2 Not exceed 2.0 m in height
  - 5.9.3 Not exceed 1.0 m in width; and
  - 5.9.4 Be removed seven (7) days after the public hearing is held.
- 5.10 A Sign affixed to the interior of a window within a building shall:
  - 5.10.1 Not exceed 10% of the window area.
- 5.11 A Sign displaying municipal address numbers that is displayed on the premises to which they refer and shall:
  - 5.11.1 Not exceed 0.5 m<sup>2</sup> in Sign Area;
  - 5.11.2 Not exceed 1.0 m in height; and
  - 5.11.3 Not exceed 1.0 m in width.

## **6.0 Prohibited Signs:**

- 6.1 A Sign that displays copy that is full motion video, motion picture, moving picture experts group (MPEG), or any other digital video format.
- 6.2 Motor Vehicle Signs.

## Appendix B: Internal Interested Parties Feedback

## CND-HND

Internal Interested Party	1. Place Type	2. Intent	3. Block Standards	4. Uses and Typology	5. Lot and Subdivision Standards	6. Built Form & Siting	7. Building Character & Design	8. Other Regulations
1				<p>Should we say local road? Below is says not permitted on collector/arterial so by saying "paired together to limit number of accesses off a local road" may be more clear.</p> <ul style="list-style-type: none"> <li>- I don't understand? So if someone wants to apply for a secondary suite in a semi then they have to convert the building to non-res or mixed use? Something is missing here.</li> <li>- Legend needed</li> </ul> <p>Re: Beekeeping: This may require more conversation - this is now a permit when we used to do a licence. Why would a community garden be discretionary depending on the scale. Right now we don't even require any permit if under a certain size.</p>		<p>With a lane the max setback is 6.0m so not sure why [maximum of 7.0m] would be different?</p> <ul style="list-style-type: none"> <li>- Right now [rear setback] is only 1.0m unless it is a garage. Are we changing this?</li> <li>- Right now [side setback, corner lot] is 1.0m. Are we changing this? Seems pretty far over to put a shed.</li> <li>- [Lot Density] minimum is much higher than HND district. Should they not be the same?</li> </ul>	<p>xiv. C-I should be sub-numbered.</p> <ul style="list-style-type: none"> <li>- HND references that Home Business must comply with Section x.x but we don't have it here yet allow for HBB.</li> <li>- Numbering should restart below [Non-Residential and Mixed-Use Buildings]?</li> <li>- So does this mean that the building can have a recess in the façade but only for 40% of the length.</li> <li>b) Single Detached with Reduced Setbacks - I like this breakup of categories - CND does not have this and maybe should to break up the list.</li> <li>- d) design features maybe should be numbered.</li> <li>d) xxvi - All buildings must have a mural or public art? The first part of this particular clause says "non-residential facades must comply with the following"</li> <li>- xxvii CND has a couple other regs for fences and public entrances. Would they not also apply here?</li> </ul>	<p>a) b. Should this be per site or per block?</p> <ul style="list-style-type: none"> <li>- What's a personal garden? Are we defining this? What if I have a small front yard and want to do a nice shrub bed but I hardly have 25% front yard coverage?</li> <li>- c) v. Is this not covered above in 'i'.</li> <li>- HND has stuff on signs but we don't in CND??</li> <li>- See my second comment right above this. We put this here in the "Access" section but in CND it is above.</li> </ul>
2				<p>Preamble: Are these Fundamental Use Provisions?</p> <ul style="list-style-type: none"> <li>- Single Detached with one side yard without lane: This is currently permitted in some of DC districts. We have to be careful if we are eliminating some DC districts and including them here</li> <li>- There are two "SPECIAL EVENTS" in the table. What are the differences?</li> </ul>		<p>Re: Side Yard, Internal Lot for Buildings under 13.0m high, please clarify:</p> <ol style="list-style-type: none"> <li>1. This row is for internal lots, why there's requirement for corner lot here?</li> <li>2. The 2.4m setback for corner lot is for side yard, not flanking yard?</li> </ol>	<p>a) ix. Secondary suite, garage suite?</p>	<p>If people have soft landscaping in the rear yard and it's over 20% of the total site area, can they concrete the entire front yard?</p>
3		Should we refer to the new Use terms Craig has written: Internal Living Quarters, Backyard Housing, etc?						
4	<ul style="list-style-type: none"> <li>- Elsewhere you talk about diverse housing options but in this sentence you're singling out higher density housing. May want to amend for consistency</li> </ul>	<ul style="list-style-type: none"> <li>"the intent of the Holistic..." Just ASPs or should it reference NSPs?</li> <li>- "development along..." - What is small scale?</li> </ul>	<ul style="list-style-type: none"> <li>Do we define block frontage or frontage?</li> </ul>	<p>I believe "higher of the two standards" is the opposite of "more permissive"</p> <ul style="list-style-type: none"> <li>- "limit number of accesses off a street" reward. Abutting driveways does not limit the number of accesses but increases the length of uninterrupted boulevards.</li> <li>- "Front attached garages..." Engineering's policy goes farther. They limit driveways onto collectors and arterial streets as much as possible. If the LUB trumps the TMP or Engineering Standards, we should bring the documents into alignment.</li> <li>- "Where one or more of these Uses..." Might need you to explain this one to me</li> <li>- Not permitted could be confusing because of permitted/discretionary. There may be better wording or simply a dash</li> <li>- Permitting Semi-detached on Collectors w/o lane is problematic as per earlier comment about Engineering's direction</li> <li>- Secondary suite - I like this but it is bold</li> <li>- Large Scale Retail - No costcol if not here, where?</li> <li>- Special Event - why discretionary?</li> <li>- Outdoor Facility - Would need to see the definition for this one</li> <li>- Hen Enclosures - Please review</li> <li>- Cemetery - I disagree with authorizing this use to this extent</li> </ul>	<p>What is a wide lot?</p> <ul style="list-style-type: none"> <li>- "to ensure..." - Consistency. Earlier you say "Municipal Development Plan" while here you're using MDP</li> <li>- "each subdivision must..." - This sounds like a subdivision cannot be less than the minimum density standard. The message we have been providing in the past is that you can allow wider lots but then you need to increase the density elsewhere to offset it. To prohibit larger lots or move up product would be a tough sell.</li> <li>- The numbers in these tables are kind of messy. Can we clean it up a bit?</li> <li>- Why is the pocket wider without a lane?</li> <li>- Have we allowed this small of a pocket before?</li> <li>- Why allow smaller pockets for semis than the zeros or singles?</li> <li>- Why not [Multi-Attached on Local Street without lane]?</li> <li>- Multi-attached internal lot 3.6m - Yikes</li> <li>- Lot Depths - are these significant decreases?</li> <li>- Laneway Dwelling - something is missing here</li> </ul>	<p>Patio doors - Why? This is very prescriptive</p> <ul style="list-style-type: none"> <li>- Minimum area for secondary garage - Why?</li> <li>- "The size, location..." - This is an excessive amount of authority</li> <li>- Node Arch. Controls - This is excessive</li> <li>- d) xx. - Where? This can't apply to the whole zone</li> <li>- xxvi. a. - this is really restrictive, and I believe not allowed for pubs</li> <li>- xxvi. b-d - Is this and, or or?</li> <li>- xxvii - Huh?</li> </ul>	<p>a) i. a. - Is this feasible with some of the narrow lots?</p> <ul style="list-style-type: none"> <li>- A) iii. This seems like overkill</li> <li>- c) i. Review. This doesn't make sense to me</li> <li>- c) iii. Disagree with this. We have not had an issue with gardens. The only buzz we've heard is people wanting authorization to plant a garden in the front yard (which they can). This seems unnecessary</li> <li>- c) iv. - Why?</li> <li>- d) ii. - Is this possible with the reduced setback housing and the narrowest lots?</li> <li>- e) i. - Seems overly prescriptive. A 3' fence can be a nice way to define a space, especially for patios</li> </ul>	

## Parking & Loading

Internal Interested Party	1.1 General Vehicle Parking Regulations	1.2 Minimum Parking Requirements	1.4 General Parking Regulations for Downtown	1.8 Parking and Loading for Non-Residential Uses	1.11 On-Site Loading Spaces
4	1.1.15 - I am not sure I understand this one	<p>Table 13X: # edit</p> <p>Are we defining electric vehicle ready?</p> <p>Do we define parking utilization rate?</p> <p>Place of Worship: This is a HUGE difference from what is currently required. Not saying it is a bad thing, but do we have any backup data that justifies this new number? Would we be better requiring a parking study, similar to schools?</p>	<p>1.4.1.1: Just retail? What about a hair dresser or a restaurant</p> <p>1.4.3: This isn't quite right. If I want to share my parking space with my neighbour, I shouldn't need the DA's authorization. If my neighbour wants to use my parking space to meet their minimum parking requirement, then the DA should be able to say whether that space counts.</p> <p>1.4.3.3: Should we add something saying the agreement specifies that the new terms of the agreement will transfer to new owners? For example, Joe and Terry could enter into an agreement as the owners. If Terry sells the land to Kim, depending on how the agreement is worded - Kim could say this was between Joe and Terry and it doesn't apply to me.</p> <p>Table 13X: What is the parking requirement for multis in the downtown with less than 4 units?</p> <p>Table 13X: There are general parking requirements for 4: multi in the DT, but no parking requirements for other uses in the DT</p>	1.8.2.2: This is similar but worded differently than 1.4.3.3 and 1.7.4.3	Table 13X: Why does the City need to specify how many loading spaces these uses should have. Design requirements I get, but specifying the quantity seems like more of an operational requirement than something that will impact the land use / enjoyment of the area?
5	I may be missing something here, but what is the rationale for a restriction like this? I feel as though accessing parking infrastructure would <i>ideally</i> be done from a lane so that it doesn't affect the traffic on the main road.	Table sets out bicycle parking and uses the acronym 'DU', but this is not done elsewhere. Table has an 'at least' amount of stalls for Boarding Facilities, but perhaps we should have a ratio, as there could be very different sizes of Boarding Facilities.			

## Signage

Internal Interested Party	1. Place Type	2. Intent	5. Lot and Subdivision Standards
	<p>1.1.4: This is hard to understand. Can you reword or break it into multiple regulations?</p> <p>1.6: To be consistent with other regulations, you should reference the table number</p> <p>Sign Separation Distance, Highways: This is really difficult, especially for the downtown, where a lot of the narrow commercial lots are located on collector and arterial roads. A lot of these regulations seem to be worded for freestanding signs, but I believe it would apply to all signs (including fascia signs) based on how it is currently worded.</p> <p>Sign Area: These amounts will hurt the downtown and help highway commercial. The Daisy a Day building, for example, would be limited to 2.5m<sup>2</sup>, which would be a quarter of what they currently have in place (just eyeballing it), while the site with the 711 by the DCC would be allowed 110m<sup>2</sup>. Please spend some time on this one.</p> <p>1.9: Beyond the setback area? Not sure what that means. Within the 4 setback area? What if you have no setback area (e.g. downtown)?</p>	<p>2.1.8: Why? Seems overly burdensome for the downtown</p>	<p>5.4.1: The City has an election signage bylaw which is frequently referenced and debated when an election is underway. Don't introduce new regulations for elections signs through the LUB. Just say a permit is not required, and let the election signage bylaw take care of the rest.</p> <p>5.9.1: This is much smaller than the rezoning signs used in Edmonton</p> <p>5.10.1: Also, very small</p> <p>5.11: Why would we limit this? Large address numbers are very trendy and seem like a great thing for emergency services</p>

## **Appendix C: Internal Interested Parties Workshop Boards**

# Internal Interested Parties Workshop Notes

- Complete Communities:
  - o Housing: Diverse types, affordable, single/family/senior-evolve
  - o Public spaces: Trails, gathering spaces, active community, safe transportation, identity of area, things to do
  - o Access to services/commercial
  - o No need to leave for everyday
  - o Serves all lifestages – care/access
  - o Provides for the amenities for diverse community, community centres
  - o Daily living complete
  - o Transitions
  - o What happens when investment slows down?
  - o Includes all income levels
  - o Childcare
  - o Gardens
  - o Entertainment
  - o Community groups to maintain or operate services: plant flowers, care for them, operate ice rinks, operate “green sheds” for kids in the summer
  - o Drop-in centres
  - o FCSS supports
  - o Public Health supports
  - o Library Hubs
  - o Pubs, Market spaces
  - o Senior spaces: Shaded, seated spaces, chess/game tables, gazebo spaces, senior ‘playgrounds’
  - o Patios, splash parks
  - o Not needing a car to access all the services you need
  - o Walk to store, mom & pop groceries
- HND/CND:
  - o Marketing concerns, ability to understand & certainty
  - o Find a way for better communication
  - o Not much concern for residential, just commercial
  - o GIS map? Tells you what can be built?
  - o Need to define things a bit more
  - o Uncertainty = lower values
  - o Does industry have demographics on employees? Home size, how many in house, vehicle numbers?
  - o Max driveway widths should be addressed from day 1
  - o Create the area that draws “NIMBY” comments first; develop mix then single-family units.
- Other Comments

- 70% site/lot coverage increase (or use permeable space #); consider stormwater storage + accommodations. Controls driveway width, garages
- Garage setbacks on lane product?
- Engineering standards need major review for Roads/landscaping etc.
- Do the lot widths accommodate utilities + greenspace
- Create lot examples in what could be built
- Adjacent Property Protection consideration (Fire)
- How can you market your lot? What can go there?
- How can businesses find where they can locate? How do they search for appropriate sites? They should be able to find this independently.
- Requires realtor education
- Uncertainty can equal lower values
- Communication is important
- How to incorporate waste provision between mixed types of buildings

Theme	Feedback
<b>Economic Development</b>	<ul style="list-style-type: none"> <li>• What if we lose an opportunity</li> <li>• How people can market their properties</li> <li>• How do businesses locate themselves with the new Bylaw?</li> <li>• Certainty needed</li> <li>• Faster from developer POV</li> <li>• How can you market a lot? 'In holistic zoning on an arterial lot' is hard to market</li> <li>• Navigability of business</li> <li>• Costco?</li> <li>• Uncertainty = lower values</li> <li>• Does industry have demographics on employees? Home size, how many in house, vehicle numbers?</li> <li>• How can businesses find where they can locate? How do they search for appropriate sites? They should be able to find this independently.</li> </ul>
<b>Governance</b>	<ul style="list-style-type: none"> <li>• Overall philosophy is great: less amendments as a result of increased flexibility</li> <li>• Development approval</li> <li>• Less challenges to land use potentially</li> <li>• Increased discussion between planning &amp; developers</li> <li>• Increased staff capacity within planning</li> <li>• Too much flexibility doesn't allow the City to advance its Vision -&gt; increase risk</li> <li>• Challenges Council's approach to LUP: shift flexibility/discretion from Council to Planning</li> </ul>

Theme	Feedback
	<ul style="list-style-type: none"> <li>• Legality to be verified: Diagrams needed</li> <li>○ Will reduce rezonings</li> <li>○ May increase discussion between Planning and Developers</li> <li>○ Too much flexibility may not allow the city to align with the MDP</li> <li>▪ How to prohibit developer from doing same product for 2 blocks straight</li> <li>○ Setback – adjacent property protections (APP).</li> </ul>
<b>Administration</b>	<ul style="list-style-type: none"> <li>• Ensuring it aligns with other Standards (ie Eng Standards)</li> <li>○ GIS map? Tells you what can be built?</li> <li>○ Need to define things a bit more</li> </ul>
<b>Legibility</b>	<ul style="list-style-type: none"> <li>• Difficult for the average person to understand</li> <li>• Marketing concerns, ability to understand &amp; certainty</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>• Use permeable language for lot coverage</li> <li>• Restrict driveway width at curb</li> <li>• Breathing room – Bigger SF lots</li> <li>• Diverse types, affordable, single/family/senior-evolve</li> <li>• Max driveway widths should be addressed from day 1</li> </ul>
<b>Services/Other Departments</b>	<ul style="list-style-type: none"> <li>• Where are the waste services</li> <li>• Waste provision between different kinds of buildings</li> <li>• Townhomes, people using garage as storage. Reduced setbacks &amp; being outside of 10 minute response time – increases fire safety rating requirements</li> <li>• Adjacent Property Protection consideration (Fire)</li> </ul>

## Appendix D: External Interested Parties Feedback

## General

External Interested Party	Comments
	<p>1. Standardization of Lot Sizes on Local Roads and Collector Roads (Single Family/Semi Detached/Townhouse): Standardizing lot sizes to a minimum of an 18' wide building pocket for single detached and semi-detached product and 12' wide building pocket for multi-attached product on local roads and collector roads (for Single Detached and Duplex), aligning with the standards for collector roads. This consistency will support efficient land use and development planning.</p> <p>2. Classification of Narrow Lots: Reducing the proposed classification of narrow lots from 11 m (36 ft.) to 9.1 m (30 ft.). A 30-foot lot allows for a double car garage and accommodates for sufficient parking and snow storage.</p> <p>3. Streamlining Architectural Approval Processes: Builders already adhere to established architectural guidelines, so it is important to avoid introducing redundant processes. We recommend allowing developers to demonstrate compliance through a standardized permit attachment showing the applicant has received architectural approval from the developer in line with their community's architectural guidelines. This approach would streamline approvals, reduce administrative burden, and maintain high-quality architectural standards. Additionally, we suggest simplifying the language in the guidelines (i.e. "high-quality exteriors") to offer developers greater flexibility while maintaining clarity and efficiency. Introducing an added layer of standards may deter builders from choosing Fort Saskatchewan as this complicates the approval process. Enclosed is the Southpointe Architectural Control Document to illustrate the comprehensive planning and precision dedicated to the design of these neighborhoods (Attachment 1).</p> <p>4. Density Targets: The maximum lot density as outlined in both the Holistic Neighbourhood District (HND) and the Conventional Neighbourhood District (CND) are too prescriptive – and conflict with the Land Use Bylaw's objective of enabling a diversity of housing products. We would like to better understand your approach to regulating and interpreting densities, in the bylaw. For example, densities are often measured cumulatively, rather than on a per subdivision basis – allowing for a greater mix of housing options and to ensure that we are able to meet and reflect a broad range of consumer choices. See attached example from Sienna 7A/B for reference (Attachment 2).</p>
	<p>1. The proposed minimum rear-yard setback for product on a local street without a lane is 8.0. As we have shared, our design for this shallow product calls for a rear yard setback of 4.5m so that we can provide an outdoor amenity space that is larger than what is offered from the balcony of an apartment rental, but still small enough to be xeriscaped reasonably. We have also planned the area to ensure that all of the front-attached dwellings back onto road ROW or MR to ensure we don't have buildings stacked up against each other on the shared rear property line. We would propose an addition to the regulation that says <b>Min 8.0m, Min. 4.0m (where lot depth is under 28m and backs onto public property)</b>.</p> <p>2. The proposed maximum site coverage on a local road is 60%. With our shallow product, this is a limitation because we are not proportionately decreasing the size of the dwellings despite creating a smaller area of the lot. We would propose an addition to the regulation that says: <b>Max 60%, Max 70% (where lot depth is under 28m)</b>.</p>

## CND-HND

External Interested Party	2. Intent	4. Uses and Typology	5. Lot and Subdivision Standards	6. Built Form & Siting	7. Building Character & Design	8. Other Regulations	General Comments
3			<p>Some conflicting information on lot sizes and what is actually permitted in each collector and lane area. IE a product is permitted but missing the lot sizes, or a product is not permitted and has lot sizes. Also 60 Upha minimum in the CND zone will prevent condominium townhome developments.</p> <p>I interpret this as not allowing a zero lot line front drive product type but I am not really sure why it wouldn't be allowed on lots with no lane.</p> <p>Some questions on a front drive/rear lane semi d combination and where that would be allowed, there is some mention of minimum garage sizes which may be difficult to achieve on a small lot.</p>				
4	<p>2b) does not reference schools as part of nodes. The land use maps identify the Southridge Site as a node. 2c) indicates that community use shall be located within nodes. Yet schools are discretionary in nodes. Does the non-residential building include commercial uses and community uses? What about essential services, lodging and special events? It does not clarify what kind of building this could be.</p>	<p>EIPS would like to see schools permitted in Nodes. Otherwise there is conflict with the 2c.</p> <p>- Would the city allow a school to be constructed along a local and a collector street?</p> <p>For clarity, when a site is along a collector and arterial the site would use the arterial maximums and minimums?</p> <p>In HND, same as CND, would the city development [sic] of school site along a local and collector site?</p>	<p>5) ii. - Incremental changes to density can result in significant changes to the student generation numbers over the duration of the buildout.</p> <p>- Site Widths for Community Uses - Concerns about these dimensions. A typical school building envelope should be 2.4 hectares. This would include parking, bus loop drop-off, and playground. Typical road frontage would be 150-200 metres along each roadway.</p> <p>- Is there a rationale why the community uses for HND do not have the same Max Site Width as CND?</p>	<p>If there is a lane abutting an open space, schools should not be required to utilize the lane. This may not be advisable for site layout and student safety.</p> <p>Principal Building Height - Concerns with height restrictions as a school gym is slightly under 14m. Current PS zone has a max of 14m.</p> <p>- Institutional is not previously defined in this district.</p> <p>- Is there a rationale why the community uses for HND do not have the same Max Site Width as CND?</p>	<p>EIPS is limited to the design and funding constraints of Alberta Infrastructure and Alberta Education. Such funding may not be available for certain design elements mentioned above.</p> <p>- ix. - EIPS is concerned that schools are discretionary in Nodes as schools are often the last piece of infrastructure to be constructed. This adds uncertainty around the ability of the school board to effectively advocate funding on a school site.</p> <p>- x. - Would this include school gyms?</p> <p>- XIV. - School is under community use in "Uses and Typology" however, would they be exempt from this statement or are they unable to operate above on a second or third floor?</p> <p>- xvii. - Does the 60% glazing apply to schools? Glazing in schools cannot start until a school site is located between two roads (at least one being a collector street).</p> <p>- xx. - Similar to 9b) this is a concern for schools as this design element may cause conflicts with student safety between vehicles and students' access of the playing fields.</p> <p>- 9.b) This is a concern for school sites as the parking lot would separate the school building and play fields.</p> <p>- xv. - Would a school gym need windows if it were to face a street? It is not recommended to include windows within Gyms.</p>	<p>Is it possible to have additional sections pertaining to schools? This would outline that a school site be located between two roads (at least one being a collector street).</p> <p>Allowances for laybys to allow for bus parking along the road, not cutting into the parcel's greenspace.</p> <p>9.b) This is a concern for school sites as the parking lot would separate the school building and play fields.</p>	<p>The CND and HND do not define or outline the elements for school well. It seems that the intent is to group schools in with higher density commercial and residential uses.</p> <p>Schools may need to be considered separately from other uses.</p> <p>In the current state EIPS found the districts difficult to navigate from a school perspective. Increased architectural design elements and added constraints or discretionary requirements create uncertainty around construction certainty. EIPS receives funding from Alberta Education and a major component is site readiness and building permit approvals. Additionally, the current practice is for Alberta Infrastructure to project manage the design and construction of new schools. EIPS is concerned that elements of the districts may increase the time to design a school and receive a building permit.</p> <p>Minimum height requirements for a school is 14 m in order to accommodate a school gym.</p>
5			<p>5) i. - Suggest 9.1m to allow 22' houses across from each other</p> <p>5) ii - How does this account for small stages that only have multi-attached for example, and the intent of the average for the plan meeting a certain density overall, not necessarily every small stage?</p> <p>- Site Width for Semi-detached - suggest adjusting numbers as noted to reflect typical unit sizes in ft + required side yards/buffer. Suggest not including maximums.</p> <p>- Wite Widths, Apartments etc - suggest not including a maximum width</p>	<p>Accessory building setback, Front (Single etc) - Except, this needs to allow for the suggested 1m accessory building setback similar to SLDR, per comment on Side, Corner Lot - Side, Internal Lot - Suggest 0.6m, same as in Edmonton, to allow front/back semi to have rear detached garage (0.6m setback on each side) at the same width as the house (which has 1.2m setback on one side)</p> <p>- Side, Corner Lot - Suggest 1m exceptions as in SLDR - Lot Density, Multi-attached, Local St w/ Lane - This would limit the ability to provide a small stage of only townhouse at the minimum lot widths provided</p>	<p>i, ii, and iv. are difficult. Builders will (and should) push back on a separate architectural approval process. Understanding that COFS has a stake in ensuring good architectural product is built, we suggest making these more high level. To this end, we have included the architectural guidelines to see what is already mandated. Further wording can be provided as needed.</p> <p>iv. already mandated.</p> <p>ix. already mandated.</p>		

## Parking & Loading

External Interested Party	1.1 General Vehicle Parking Regulations	1.2 Minimum Parking Requirements	1.4 General Parking Regulations for Downtown	1.5 Alternative Compliance for Minimum Parking Requirements	1.10 Parking Lots and Servicing Areas	General Comments
		<p>Table 1 - For clarity around 1.5.1 would this be an architect and would this be part of the school's design? Or would this be an extensive report and cost to the design of the school in advance of school design. EIPS is looking for clarity on this process, as we are uncertain how this would impact funding and construction costs. EIPS obtains design and construction funding from Alberta Education. This seems to add uncertainty.</p> <p>Table 2 - What does the parking study entail?</p>			<p>EIPS would like to see the addition of laybys along the site to enable drop-off. This would reduce the onsite parking demand and retain green space for field and community use.</p> <p>1.10.1.2 - is a drop-off lane permitted with this restriction?</p>	<p>With respect to vehicle parking and access of a school park site the requirements seem to conflict with best practices around student safety. EIPS would like to see the parking bylaw allow layby's along school park sites to limit onsite parking.</p>
4	1.1.5 - Potential conflict with HND 5ii section	Table 1 - Suggest allowance for lane access multi-attached to have minimum 1 space given that a second space can be on street - in alignment with SLDR				
5						

## Appendix E: External Interested Parties Workshop Boards

# External Interested Parties Workshop Notes

## Session 1

### Complete Communities:

- Safe routes to school
- Interactions between schools & associated lands
  - o Pushback when empty lands are eventually developed. Signage solution? “future home of...”
- Round the clock hours
- Flexibility

### CND/HND Discussion:

- Park space – how to ensure that a park site 10 years down the road is maintained?
  - o Within zoning itself, there will be park space
  - o Have to illustrate where to put different types of roads
  - o Wouldn’t an NSP cover this? Zoning can refer to the NSP in place.
- Schools need clarity on density, with flexible density being harder to plan for in school planning.
- What will be the effect on the cost to a DP?
  - o Timing is everything.
  - o Back and forth his undesirable (pay for a rendering, change occurs, pay for another rendering, change occurs...)
  - o “minutiae” affects process, time
  - o The time and process in Fort Saskatchewan is quite reasonable compared to the rest of the region
  - o Building permits on new lots have to be August/September, not November
  - o Edmonton, Calgary allow concrete foundations to be poured early through a waiver
- Process – Faster vs predictable. Predictability is better than being faster.

### General comments:

- Schools need to plan for parking
  - o On-site vs roadway parking: not using MR for parking infrastructure
- Schools come in late; this can make the usable pocket small. They need construction standards to stay flexible.
- Minimums for lot widths need to be looked at: generally really close,

## Session 2

### Complete Communities:

- Density
- Welcoming
- Accessibility
- Multi-modality
- Green spaces, trails
- Family-friendliness, old age-friendliness. International character
- Commercial aspects in non-commercial spaces
- Amenities, services
- Childcare – consideration for children
- Community spaces
- Elderly communities
- Diversity in housing form, size, price
- Small-scale, mom & pop stores

### CND/HND Discussion:

- Lots of discretion – double edged sword for business as there is less certainty, more opportunity.
- 30% garden area? Why? Better to be silent on it.
- Retail can foster community
- “Node within the community” versus “community within the node”
- Demystifying commercial, not just retail
- Caution: Oversupply of commercial can create a liability space in retail. Center application of node can be challenging.
- Consider traffic implications of putting node in the center
- DP has no effect on housing affordability. On Vancouver Island, processes take 2 years. Permitting in AB is not bad. Not slow enough that it affects supply and demand.
- Regarding supply and time to market: Planning is the major factor. Redistrictings, new districts, LUB not aligning with what is being provided at market is the issue.
- DPs vs BPs: How much information does the City truly need to approve DPs & BPs?

### Signage, Parking:

- Chamber of Commerce: We struggle to advertise because of how restrictive the sign bylaw is

Theme	Feedback
<b>Schools</b>	<ul style="list-style-type: none"><li>• Safe routes to school</li><li>• Interactions between schools &amp; associated lands</li><li>○ Pushback when empty lands are eventually developed. Signage solution? “future home of...”</li></ul>

Theme	Feedback
	<ul style="list-style-type: none"> <li>• Schools need clarity on density, with flexible density being harder to plan for in school planning.</li> <li>• Schools need to plan for parking</li> <li>• On-site vs roadway parking: not using MR for parking infrastructure</li> <li>• Schools come in late; this can make the usable pocket small. They need construction standards to stay flexible.</li> </ul>
<b>Economics</b>	<ul style="list-style-type: none"> <li>• Lots of discretion – double edged sword for business as there is less certainty, more opportunity.</li> <li>• Chamber of Commerce: We struggle to advertise because of how restrictive the sign bylaw is</li> </ul>
<b>Development Process</b>	<ul style="list-style-type: none"> <li>• Timing is everything.</li> <li>• Back and forth is undesirable (pay for a rendering, change occurs, pay for another rendering, change occurs...)</li> <li>• “minutiae” affects process, time</li> <li>• The time and process in Fort Saskatchewan is quite reasonable compared to the rest of the region</li> <li>• Building permits on new lots have to be August/September, not November</li> <li>• Edmonton, Calgary allow concrete foundations to be poured early through a waiver</li> <li>• Process – Faster vs predictable. Predictability is better than being faster.</li> <li>• Lots of discretion – double edged sword for business as there is less certainty, more opportunity.</li> <li>• DP has no effect on housing affordability. On Vancouver Island, processes take 2 years. Permitting in AB is not bad. Not slow enough that it affects supply and demand.</li> <li>• Regarding supply and time to market: Planning is the major factor. Redistrictings, new districts, LUB not aligning with what is being provided at market is the issue.</li> <li>• DPs vs BPs: How much information does the City truly need to approve DPs &amp; BPs?</li> </ul>
<b>Dimensions</b>	<ul style="list-style-type: none"> <li>• Minimums for lot widths need to be looked at: generally really close,</li> <li>• 30% garden area? Why? Better to be silent on it.</li> </ul>

Theme	Feedback
Neighbourhood Layout	<ul style="list-style-type: none"><li>• Retail can foster community</li><li>• “Node within the community” versus “community within the node”</li><li>• Caution: Oversupply of commercial can create a liability space in retail. Center application of node can be challenging.</li><li>• Consider traffic implications of putting node in the center</li></ul>

DRAFT

## **Appendix F: External Interested Parties Other Comments**

Interested Party	Feedback
1	<p>1. There are a few sections that several sections leave a considerable amount of discretion to administration, which could present challenges if future administrative personnel are less flexible: leaves too much discretion in the hands of admin to make a judgement call.</p> <p>a. Section 2(c) uses subjective language such as "higher density," "where appropriate," and "where the form allows." These terms could benefit from clearer, quantitative criteria to ensure consistent interpretation, while still allowing for flexibility through a variance process if needed.</p> <p>b. Section 3(iii) states that "lot width variety" should be provided along a single lot frontage. However, the current industry practice may not provide enough variety to meet this expectation, and further clarification on what constitutes sufficient variety would be helpful.</p> <p>2. Regarding block standards, it may be useful for your consultants to review whether block lengths frequently exceed 250 meters. While this could be reasonable, it is not immediately clear without further analysis.</p> <p>3. Section 3(v) uses the term "Reverse Frontage Lot" in a way that appears inconsistent with its typical definition.</p> <p>4. Section 5 raises concerns about the 11-meter minimum lot width requirement for areas across from smaller lots. This restriction may limit development options, such as building smaller single-family homes across from smaller lots, and could lead to an over-reliance on lane products. Should market preferences shift, this constraint might make it difficult to adjust product offerings in response to demand.</p> <p>5. The minimum site width for duplexes may be set too high. There may be demand for 18-foot-wide duplexes, and similarly, ZLL (zero-lot-line) widths could accommodate 18-foot lots on local roads, not just collectors. Additionally, some jurisdictions allow smaller lots, including 12 or 14-foot options for semi-detached homes, which could be worth considering.</p> <p>6. Section 7 indicates that architectural reviews will take place during the building plan submission process. Further details on the scope and criteria of these reviews would be beneficial.</p> <p>7. Regarding landscaping regulations, Section 7(c) limits front yard gardens to 30%, which seems unnecessarily restrictive. Promoting gardens could align better with sustainability goals. Additionally, Section 7(d) requires a minimum of 20% soft landscaping—clarification on whether permeable materials like rock are included would be helpful.</p>
2	<p>1. Section 3.iii – this one may be a bit tricky – if you have only 20 or 30 of the same home in a row I don't think we want to be handcuffed to mixing up the sizes or products</p> <p>2. Section 5 – lot and subdivision standards – fair bit of feedback here</p> <p>Single and Duplex – change the minimum lot width to 5.4m on products with or without a lane to allow for 14' single family lane homes or 14' front attached duplex</p> <p>Single detached with one side yard – change minimum to 5.7m to allow for 14' ZLL single family homes</p> <p>Semi-Detached – set these to be the same as multi-unit (including changes below) as we often use the same products and if a block of towns ends up with one duplex to be efficient that we don't end up with a separate set of rules for one block</p> <p>Multi-attached:</p> <ul style="list-style-type: none"> <li>- Node and Arterial – set end lot minimum to 4.8 – they allow for an inside 12' unit, should also allow for an outside 12' unit. Accordingly, drop the corner unit width to 5m</li> <li>- Collector - 5.4m exterior lot, 4.2m interior lot</li> <li>- Local with Lane – set to be the same as arterial so we can build the same products on arterial roads and collectors – otherwise we end up front loading our higher density and lose the ability to build it deeper in the subdivision</li> <li>- These should also be allowed on local streets without lane 5.4m exterior lot, 4.2m interior lot</li> </ul> <p>Rear yard set backs – I would reduce the minimum to 6m to the principal dwelling on lots with a lane, 4.5m on lots without a lane</p> <p>Height – I would increase the allowable height to 12m on local streets – three storey product should be allowed next to two storey – a small difference</p> <p>3. Section 7 – xiii – change the 12m to 16m – you don't want to end up with step backs on 4 storey buildings, anything above that is reasonable</p>
3	<p>1. CND - Land Use Mix - Is the City establishing a requirement for each 'node' to incorporate neighborhood-oriented commercial and community uses?</p> <p>2. CND - Block Standards iii. - What are the goals the City aim's to achieve in this context? It is important to consider that certain approaches may impact builder efficiency. Additionally, what factors determine house typology?</p> <p>3. CND - 7. a) General viii. a. suggest reducing the amount of high quality material to 15% from 20%</p> <p>4. HND - c) Node Architectural Controls - suggest reducing the amount of high quality material to 15% from 20%</p>
4	<p>1. Clause 1.4.2.1 – Request allowing compacted gravel parking structures, instead of hard surface, in the Light and Medium industrial zones.</p> <p>2. Clause 1.7.3 – Request shared parking max to increase to 75% (from 50%) in the Light and Medium Industrial Zones. In a multi tenant building we could have a 50,000 square foot warehouse user with 5 employees next to a 5,000 square foot office user with 15 where we would want to push those shared parking spaces higher.</p> <p>3. Clause 1.8.4 – Request the hard surface depth only be required between back of curb and the property line. Requiring hard surface go 15 meters into a site that is a gravel yard is a significant improvement and undo cost to those users and can negatively impact internal circulation of the site. The majority of gravel yards in the industrial park do not have a 15 meter hard surface off the public road access, but do have hard surface between the roadway and property line.</p>
5	<p>1. CND - Section 2 - Intent (c) Form of Development and their Locations - What is considered 'Low Density Housing Form'? Does this included up to four-plex?</p> <p>2. CND - Section 2 - Intent (c) Form of Development and their Locations - Local streets should also accommodate street oriented row housing</p> <p>3. CND - Section 3 - Block Standards ii. Block frontage exceeds 200.0m - Suggest dedicating as Municipal Reserve</p>

Interested Party	Feedback
	<p>4. CND - Section 3 - Block Standards v. Reverse Frontage Lots - What is considered 'Reverse Frontage Lot' in Fort Sask? In Edmonton reverse frontage housing is typically housing that fronts onto a park / open space, rather than a roadway. If this is the same in Fort Sask, why would it be restricted in Nodes and on collectors?</p> <p>5. CND - Section 4 - Uses and Typology - Garage Suite - Should be encouraged in Nodes. Discretionary in w/o lane streets should be an option.</p> <p>6. CND - Section 4 - Uses and Typology - Commercial Uses - Large Scale Retail Centre - If this use is not permitted, what district would accommodate it?</p> <p>7. CND - Section 4 - Uses and Typology - Community Uses - Public Service - Local Street - Can part of a school site be located along a local?</p> <p>8. CND - Section 5 - Lot and Subdivision Standards - i. - Major concern, as this restricts semis across from smaller single detached, which is typically how lots transition.</p> <p>9. CND - Section 5 - Lot and Subdivision Standards - Table - Site Width Residential - Single detached Duplex - Should at least be discretionary with same regs as Collector.</p> <p>10. CND - Section 5 - Lot and Subdivision Standards - Table - Site Width Residential - Single detached with one sideyard - Node - Should at least be discretionary with same regs as Collector.</p> <p>11. CND - Section 5 - Lot and Subdivision Standards - Table - Site Width Residential - Semi-detached - Node - Should at least be discretionary with same regs as Collector.</p> <p>12. CND - Section 5 - Lot and Subdivision Standards - Table - Lot Depth - Min 22m - Request clarification on what a reduce rear yard lot is. Need to accommodate shallower row</p> <p>13. CND - Section 6 - Built Form and Siting - Table - Principal Building Setback - Max. 4.5m - Consider a minimum instead of a maximum, as 4.5m max may result in shallow utility</p> <p>14. CND - Section 6 - Built Form and Siting - Table - Lot Density - Multi-attached, apartments, and mixed use - max 35 - This Maximum is way too low. It should be a minimum of</p> <p>15. CND - Section 7 - Building Character and Design - a) General - iii. - This can add substantial cost to the back elevation of the building.</p> <p>16. CND - Section 7 - Building Character and Design - a) General - iv. - This is generally already covered via developer architectural guidelines.</p> <p>17. CND - Section 7 - Building Character and Design - a) General - viii. - Should allow flexibility to incorporate any one, or combination of the façade treatments identified. Some</p> <p>18. CND - Section 7 - b) Non-Residential and Mixed-Use Buildings - xvi. - Suggest not limiting commercial to ground floor, as 2nd floor commercial spaces are not uncommon - especially for local / boutique type shops.</p> <p>19. HND - Section 4 - Uses and Typology - Residential - Single Detached with one sideyard - Suggest not restricting ZLL to lane only blocks.</p> <p>20. HND - Section 5 - Lot and Subdivision Standards - Site Width Residential - Single detached with one sideyard - Arterial and Collector - Why such a tight range? This doesn't</p> <p>21. HND - Section 6 - Built Form and Siting - Principle Building Setback - Front Yard - Node - This may be too tight / cause issues for shallow utilities.</p> <p>22. HND - Section 6 - Built Form and Siting - Principle Building Setback - Rear Yard - Local Street - Suggest removing the max, as there may be scenarios where a house needs to be built further up in the lot resulting in a longer rear driveway. This should not be restricted.</p> <p>23. HND - Section 6 - Built Form and Siting - Lot Density - Multi-attached, apartments, and mixed use - Local Street w &amp; w/o Land - This Maximum is way too low. It should be a minimum of 35 du/nrha. Smaller single and semi-detached often exceed 35 du/nrha.</p> <p>24. HND - Section 7 - Building Character and Design - a) General - iv. - Challenge for Row Housing</p> <p>25. HND - Section 7 - b) Non-Residential and Mixed-Use Buildings - xxii. - Does this apply to the back of a building as well?</p>
6	<p>1. CND - Section 5. i. - Suggest 9.1 m to allow 22' houses across from each other</p> <p>2. CND - Section 5 ii. - How does this account for small stages that only have multi-attached for example, and the intent of the average for the plan meeting a certain density overall, not necessarily every small stage?</p> <p>3. CND - Section 5 - Table - Suggest adjusting numbers as noted to reflect typical unit sizes in ft + required side yards/buffer</p> <p>4. CND - Section 5 - Table - Site Width Residential - Single detached with one sideyard - Suggest not including a maximum width</p> <p>5. CND - Section 6 - Built Form and Siting - Accessory building setback - Front (Single, semi-detached, duplex, triplex and fourplex residential and non-residential): Except, this needs to allow for the suggested 1 m accessory building setback similar to SLDR, per comment on Side, Corner Lot below</p> <p>6. CND - Section 6 - Built Form and Siting - Accessory building setback - Side Internal Lot: Suggest 0.6 m, same as in Edmonton, to allow front/back semi to have rear detached</p> <p>7. CND - Section 6 - Built Form and Siting - Accessory building setback - Side Corner Lot: Suggest 1 m exceptions as in SLDR</p> <p>8. CND - Section 6 - Built Form and Siting - Lot Density - Multi-attached, apartments &amp; mixed use - This would limit the ability to provide a small stage of only townhouse at the minimum lot widths permitted</p> <p>9. CND - Section 7 - Building Character and Design a) General i., ii., iv. - i., ii., and iv. are difficult. Builders will (and should) push back on a separate architectural approval process. Understanding that COFS has a stake in ensuring good architectural product is built, we suggest making these more high level. To this end, we have included the architectural guidelines to see what is already mandated. Further wording can be provided as needed.</p> <p>10. CND - Section 7 - Building Character and Design a) General - iv. - Already mandated.</p> <p>11. CND - Section 7 - Building Character and Design a) General - ix. - Already mandated.</p> <p>12. Parking and Loading - Table 13x: Minimum Vehicle Parking Requirements for Residential Uses - Single Detached, Semi-detached, and Duplex Housing - Suggest allowance for lane access multi-attached to have minimum 1 space given that a second space can be on street - in alignment with SLDR</p>
7	<p>1. The proposal appears to be well-developed from our perspective.</p> <p>2. There may be an opportunity to adjust some of the widths, particularly for narrow front-attached homes opposite laned products</p> <p>3. The term 'high-quality accent material' lacks clarity beyond stone, brick, and decorative shingles, allowing for significant interpretation.</p> <p>4. Overall, satisfied with the proposal's current direction.</p>