



Land Use Bylaw Renewal

Exploring Possibilities | Phase 1 What We Heard Report

Land Use Bylaw Renewal

The City of Leduc is working towards a renewed Land Use Bylaw. The Land Use Bylaw is the “rulebook” for the City, residents, businesses, developers, and builders to ensure the different ways land is used and categorized (zoned) are complementary and that development supports a functional, and livable community.

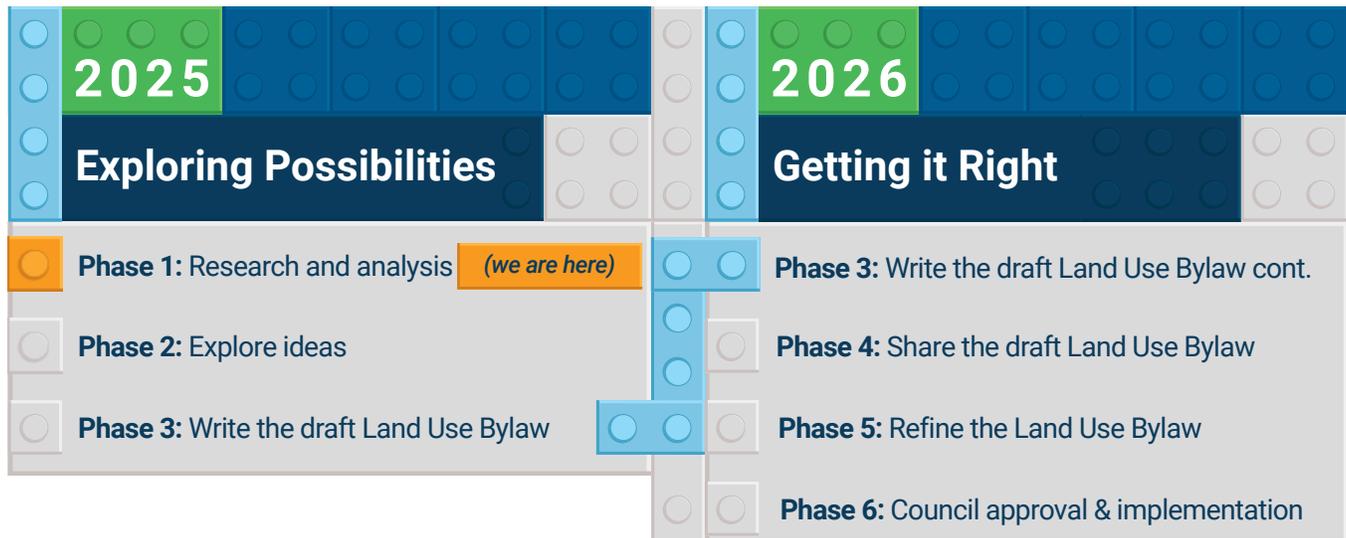
The renewed Land Use Bylaw will become one of the main tools for actioning the City’s Municipal Development Plan (MDP) vision of a vibrant and thriving Leduc. This project will extend into 2026 with many opportunities for the public to get involved—to provide ideas, concerns, and hopes for the future.

About This Report

This report summarizes the public engagement completed during Phase 1 of the City of Leduc Land Use Bylaw Renewal project.

The intent of this engagement was to gather early input to inform the analysis of the existing Land Use Bylaw and to identify potential aspirations, priorities, and areas of focus for the renewed bylaw.

Timeline



Neighbourhood Walking Tours

Overview

In July 2025, the City of Leduc hosted walking tours of two mature neighbourhoods as an early engagement activity to inform the renewed Land Use Bylaw. The purpose of these tours was to gather resident perspectives on redevelopment within mature neighbourhoods.

A tour of Linsford Park was held on July 29, 2025, and a tour of South Telford was held on July 30, 2025. Both tours took place in the early evening and participation was open to the public. While participants were encouraged to register in advance, anyone was welcome to join on the day of the event at the meeting location.

To promote participation, postcards were mailed out to all residences in both neighbourhoods, and lawn signs were placed throughout each neighbourhood. In total, approximately 50 residents attended a walking tour.

The format of the walking tours were designed to facilitate discussion and gain insights on topics relevant to the renewed Land Use Bylaw. Mature neighbourhoods such as Linsford Park and Telford Park may experience redevelopment pressure overtime as existing homes reach the end of their life cycle and require significant repairs or replacement.

During the walking tours, participants visited five locations within each neighbourhood and were asked a series of questions related to a variety of topics:

- » Newer developments and effects on the surrounding areas
- » Architectural styles, building size, and height
- » Housing types
- » Landscape and public realm elements
- » Parking
- » Setbacks
- » Overall character of neighbourhoods
- » Opportunities and considerations for future development

Participants were also provided with a worksheet containing open-ended questions to record additional thoughts and ideas.

Linsford Park

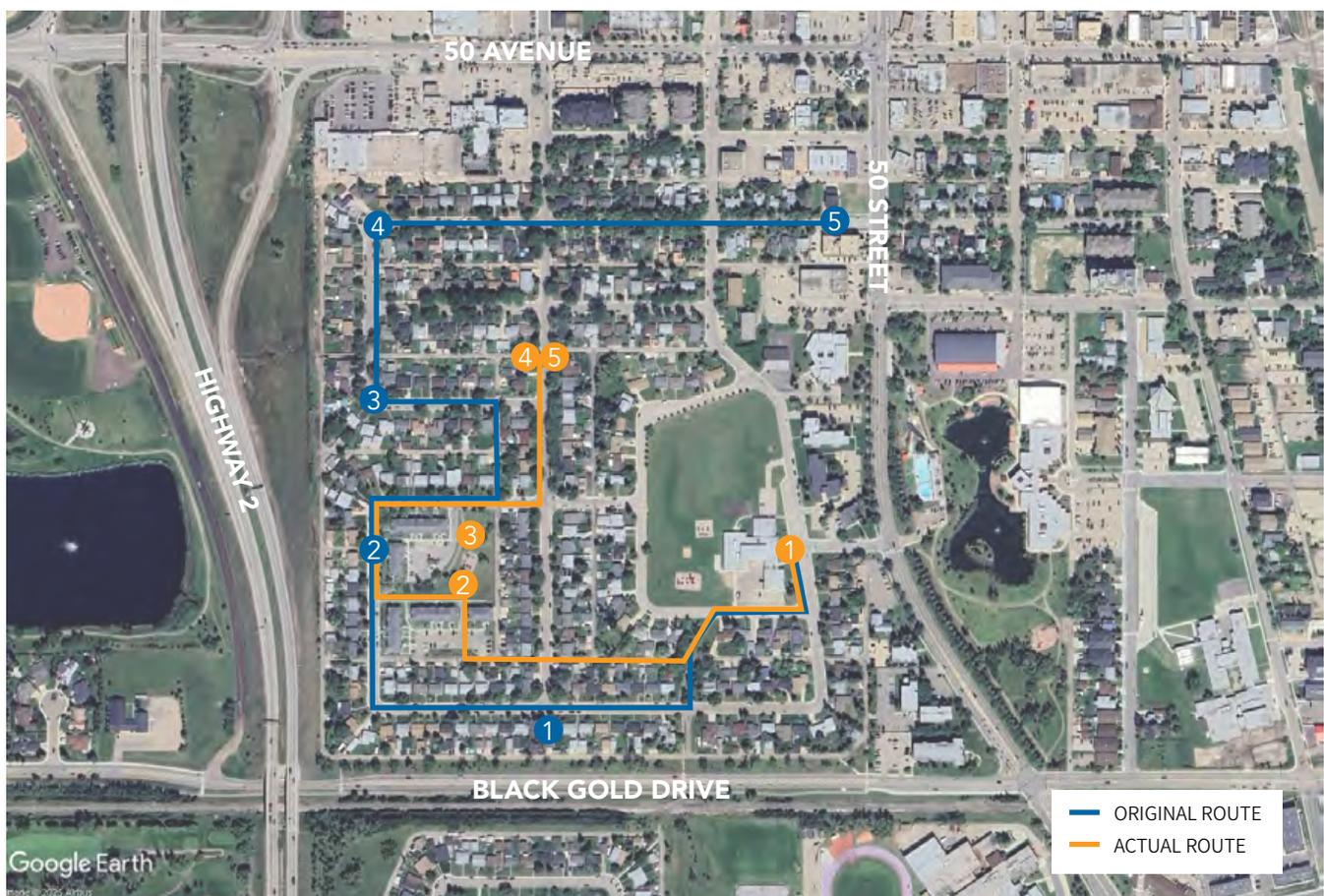
The Linsford Park walking tour took place on July 29, 2025, beginning at Linsford Park School. A total of 28 participants attended. Five stops were selected to highlight different development examples and to discuss how they contribute to the overall look and feel of the neighbourhood.

The map below shows the planned route and the actual stops made, as guided by participant discussion.

Linsford Park was selected for this walking tour because it is a mature, centrally located neighbourhood known for its family-friendly character, diverse housing options, and convenient access to schools, parks, shops, and other amenities. The neighbourhood features a mix of established single-family homes, newer redevelopments, and key community housing projects.

Linsford Park provides an important example of the types of considerations that the renewed Land Use Bylaw will need to address in mature neighbourhoods.

Linsford Park Walking Tour Route



Existing Multi-Unit Housing

What We Asked

- » What are your thoughts on the existing multi-unit housing in the neighbourhood?
- » Do you like having different housing types throughout the neighbourhood?
- » How and where would you like to see more multi-unit housing, and why?

What We Heard

Participants generally noted that the existing multi-unit housing in Linsford Park is an established part of the neighbourhood. Many mentioned that these developments were constructed prior to their residency and are located primarily along the edges of the neighbourhood, with buildings typically ranging from three to four storeys. Several participants commented on vehicular access, suggesting that access from arterial roads rather than local streets could help manage neighbourhood traffic flow.

Most participants did not express interest in additional multi-unit housing in Linsford Park. Some noted that expanding multi-unit development might change aspects of the neighbourhood or increase demands on infrastructure. Other considerations raised included traffic volumes, public safety, and housing tenure mix. Some participants indicated that new multi-unit housing could be considered on land already designated for that use. One participant noted that a 40-plus or seniors-oriented building near the hotel could be appropriate for the area.

Overall, feedback indicated that participants generally supported maintaining the current extent and distribution of multi-unit housing within the neighbourhood.



Large Multi-Unit Housing

What We Asked

- » What are your thoughts on the multi-unit housing redevelopment?
- » Does the building and site design complement the neighbourhood?
- » During redevelopment, what elements of the built form are important to consider (e.g., building size, height, construction impacts, trees, parking, lighting)?

What We Heard

Participants generally noted that the newer multi-unit housing development at 45 Avenue and 53 Street replaced an older building that was in poor condition. Several participants commented on the building's design, scale, and height, noting that it aligned with the surrounding neighbourhood context.

Some participants identified parking and landscaping as areas for consideration, suggesting that additional on-site parking and enhanced streetscape landscaping could help reduce on-street parking and better integrate the development within the neighbourhood.

Participants also discussed Simpson Park, located adjacent to the redevelopment. Some noted that the park may be perceived as a private space by residents of the new development, and highlighted increases in litter and play equipment being left behind. As Simpson Park is the only park space within Linsford Park, participants emphasized its continued importance to the wider neighbourhood.

A few participants mentioned observing increased vehicle activity and speeding in rear lanes following the redevelopment.

Neighbourhood Characteristics*

What We Asked

- » What characteristics make Linsford Park distinct?
- » What types of new development would you like to see in the neighbourhood (e.g., new homes, suites, apartments/condos)?

What We Heard

Participants highlighted several features that contribute to the existing character of Linsford Park, including streets lined with large, mature trees, front yards with green landscaping, large lots with single-detached dwellings, and convenient commercial stores within walking distance. Feedback indicated that the neighbourhood is predominantly single-detached dwellings and that new development would generally be considered most appropriate when it replaces existing housing “like-for-like,” with a maximum height of two storeys.

Participants also shared observations regarding secondary suites on single-detached parcels. Some noted that basement suites could support multi-generational living or provide rental income. Others indicated that both basement suites and additional units such as garage or garden suites could be considered. Some participants indicated that secondary suites would not be appropriate on certain properties. There were mixed views on duplexes and townhomes. Participants observed that duplexes are generally smaller in scale and more similar to single-detached dwellings than townhomes. Parking availability and potential impacts on street parking were raised as considerations for both building types. Participants also noted that zero-lot line properties would generally not be considered appropriate for the neighbourhood context. Lastly, some participants were supportive of seniors housing developments to support aging in place.

*Note: During the walking tour, Stop 3 was removed, as participants discussed neighbourhood characteristics and new development considerations at Stops 1 and 2.

Commercial Uses

What We Asked

- » What are your thoughts on residential development near commercial areas?
- » What types of new development would be appropriate in these areas?
- » Would increased building height provide a visual barrier to commercial signage?
- » What are your thoughts on commercial uses within the neighbourhood?
- » Are there commercial uses that would complement the neighbourhood, and how should redevelopment address building size, height, design, noise, business types, parking, etc.?

What We Heard

Participants generally noted that having a variety of businesses and commercial uses within walking distance is a positive feature of the neighbourhood. When discussing commercial uses adjacent to residential areas, participants highlighted several considerations, including minimizing bright lights and light trespass, limiting building heights to no taller than adjacent dwellings, providing adequate on-site parking, and managing shadowing and noise.

Some participants suggested alternative uses for specific sites. For example, one noted that repurposing the dental office site as a park could be compatible with the neighbourhood context. Another participant observed that mixed-use buildings combining residential and commercial uses could be considered, with shadowing impacts taken into account. Certain commercial uses, such as liquor or cannabis stores, were generally noted as not suitable near the neighbourhood.

Feedback on locating commercial uses within the neighbourhood varied. Many participants noted that the current amount and location of commercial development, primarily near 50th Avenue, was appropriate. Some participants observed that small-scale commercial uses, such as cafés or home-based services, could be integrated. Participants also emphasized parking management as a key consideration for home-based businesses, noting that infrastructure improvements, including repaired sidewalks, curb ramps, and street drainage, would support these uses.

Other Discussion Points

During the walking tour, participants raised additional neighbourhood observations that were not captured by the questions at the stops. Several participants commented on the condition and accessibility of existing sidewalks, noting issues such as missing curb ramps, high curbs, and faded or poorly visible crosswalk markings. Participants also shared concerns related to general safety in the area, including encounters with unhoused individuals at bus stops and the need to check playgrounds for discarded drug paraphernalia before use.

Some participants suggested the development of regulations to address short-term rentals, such as AirBnB, to ensure that housing units remain available for residents. Other observations included street infrastructure that may not be keeping pace with population growth, and challenges with timely snow removal, including ice build-up during spring melt. Several participants noted existing traffic concerns on roads and alleyways and suggested traffic calming measures. Specific suggestions included the potential extension of 53rd Street to Black Gold Drive and 50th Avenue.

Participants also identified a need for incentives to maintain or upgrade multi-unit housing that appears to be poorly maintained. Concerns were raised regarding the condition of existing infrastructure, including stormwater management and street drainage, as part of broader neighbourhood maintenance considerations.



Lastly, participants raised concerns regarding noise pollution, primarily from Highway 2, and its impact on residents' ability to enjoy their homes and overall quality of life. One participant suggested that higher-density residential redevelopment west of 53rd Avenue, between Black Gold Drive and the 50th Avenue overpass, could help function as a noise buffer.

South Telford

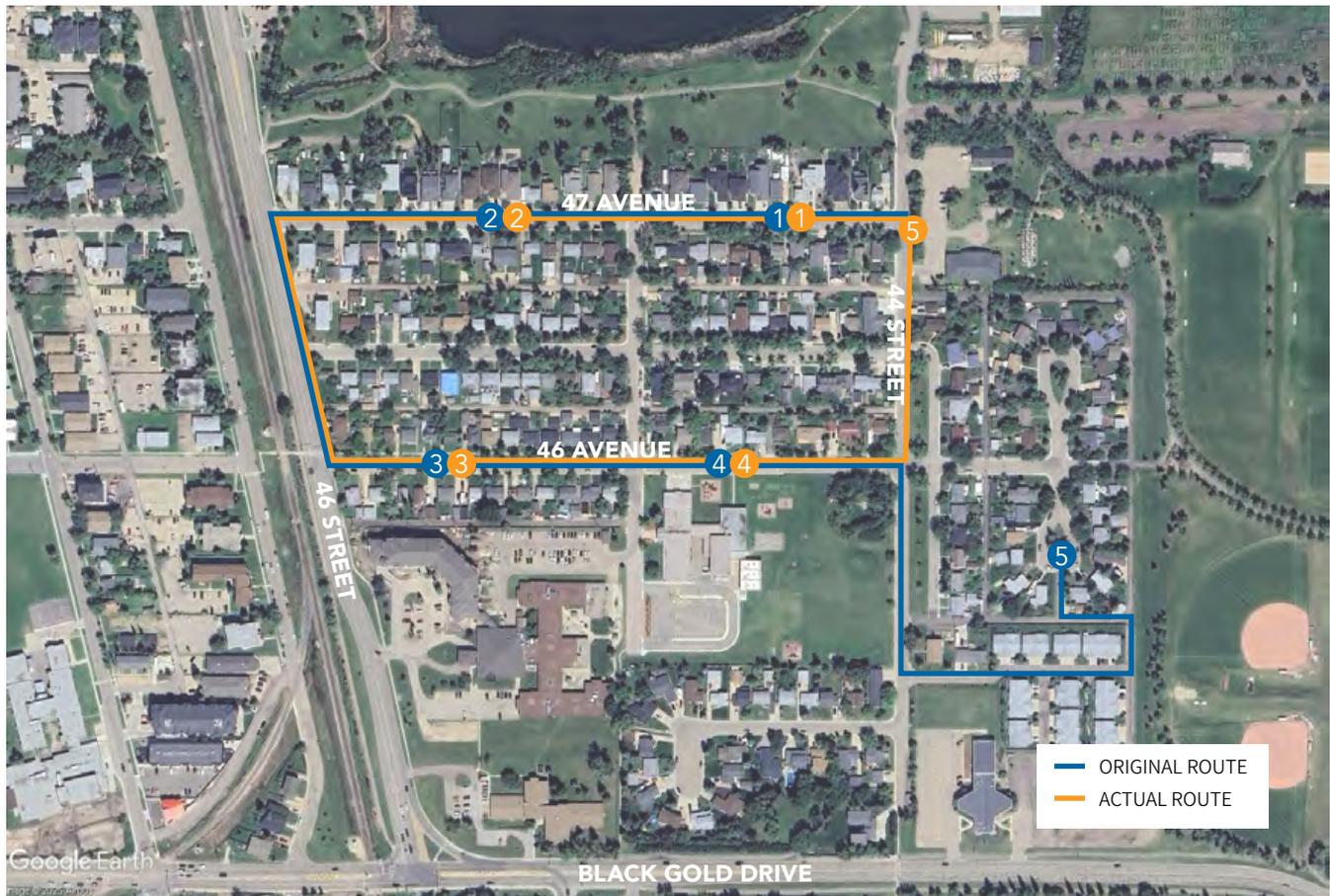
On July 30, 2025, a walking tour was held in the South Telford neighbourhood, with a total of 22 participants. Five stops were selected to highlight different building types and to discuss how they contribute to the overall look and feel of the neighbourhood.

The map below shows the planned route and the actual stops made, as guided by participant discussion.

South Telford is one of Leduc's oldest neighbourhoods, located along the west banks of Telford Lake. The neighbourhood is characterized by a mix of heritage bungalows and infill development, including duplexes and apartment-style condominiums. Some newer developments specifically accommodate downsizers and seniors, contributing to a broader range of housing options within the community.

South Telford provides an example of considerations relevant to the renewed Land Use Bylaw, particularly for mature neighbourhoods where redevelopment and infill may influence the existing character and housing diversity.

South Telford Walking Tour Route



Housing Redevelopment

What We Asked

- » What are your thoughts on the redevelopment along 47 Avenue?
- » During redevelopment, what elements of the built form are important to consider (e.g., building sizes, height, design, construction impacts, trees, parking)?

What We Heard

Participants generally noted the variety of newly constructed single-detached dwellings along 47 Avenue. Several commented on the range of architectural designs and landscaping, and observed that flexibility in design allows for greater variety and a more distinctive streetscape compared with past developments where design requirements led to uniform housing.

For residential parcels backing onto Telford Lake, participants raised concerns about maintaining public access to the lake. City staff confirmed that these lands are designated as Municipal Reserve and are protected from development.

Participants also noted that new dwellings would be most compatible when building heights are consistent with existing 1- and 1.5-storey homes in the neighbourhood. A few participants shared observations about fruit-bearing trees, including fruit dropping onto sidewalks as a consideration for future planting or maintenance.



Small Multi-Unit Housing

What We Asked

- » What are your thoughts on the existing multi-unit housing?
- » Do you support having different types of housing throughout the neighbourhood?
- » How and where would you like to see additional multi-unit housing, if at all?

What We Heard

Participants generally noted that the existing multi-unit housing, including a fourplex at Stop 2, is compatible with the neighbourhood. Several participants observed that the fourplex, at two storeys in height, is similar in scale to a duplex and does not dominate the surrounding area. Feedback indicated that small multi-unit housing developments, such as duplexes or fourplexes, may be considered most appropriate when they are no taller than two storeys and similar in scale to existing homes. Some participants noted that multi-unit housing may not be appropriate in all cases and should be limited where possible.

Several participants suggested that multi-unit housing could be located on corner lots or that the number of multi-unit developments within a two-block area should be considered. It was noted that, in the vicinity of Stop 2, there are currently two apartments and three duplex units. The primary concern identified by participants was ensuring adequate on-site parking to minimize impacts on street parking and surrounding properties.

Large Multi-Unit Housing

What We Asked

- » What are your thoughts on the existing large multi-unit housing?
- » What kind of buffer space around larger buildings is helpful to maintain compatibility with the neighbourhood?

What We Heard

Participants discussed the Salem Manor seniors housing complex as an example of large multi-unit housing. Several noted that the development is currently compatible with the neighbourhood, in part because it is a seniors housing complex with residents who generate minimal traffic and noise. Participants also observed that the building is located on the periphery of the neighbourhood and has a substantial setback from adjacent single-detached homes.

Some participants indicated that if the building were a condominium or rental development with a broader range of residents, concerns about increased traffic and noise could arise. Regardless of the current use, a few participants noted that the building's height and proximity to adjacent single-detached dwellings could create impacts such as shadowing or overlook. Feedback suggested that additional landscaping or buffer space could help address these effects and enhance compatibility with surrounding homes.

Residential Near Commercial Driveways, Garages, & Parking

What We Asked

- » What are your thoughts on driveways, garages, and parking in the neighbourhood?
- » Are there issues with street parking, particularly near new developments or on one side of the street?

What We Heard

Participants noted that traffic and parking are influenced by East Elementary School, particularly during parent drop-off and pick-up times, with some vehicles blocking driveways or using the Salem Manor parking lot. A Kiss-and-Go area has recently been established for drop-offs and pick-ups. Some participants suggested potential solutions, such as a roundabout or designated bus zones. Others observed that parking on 46 Avenue is generally manageable, with congestion occurring only briefly during peak times.

Enforcement of parking regulations for home-based businesses was also raised. Participants observed vehicles sometimes extending into sidewalks, and in some cases, parked on front lawns. Some participants suggested that motorhomes should not be permitted to park on residential streets. Ensuring adequate on-site parking for each dwelling was noted as important to limit street parking and maintain accessibility.

Participants also discussed laneway garages, emphasizing the need for setbacks to preserve usable backyard space. Laneways should be paved and wide enough to accommodate vehicle access, garbage collection, and snow removal. Street parking near local parks was highlighted as another consideration, particularly during large events such as Canada Day celebrations and sports tournaments.

Feedback on boulevards was mixed. Some participants noted that boulevards provide a buffer between the sidewalk and street, enhancing pedestrian comfort and safety, supporting the tree canopy, and providing shade. Others observed that boulevards create additional maintenance responsibilities for adjacent property owners, including mowing and snow removal. Participants also emphasized that streets should be designed with sufficient width to accommodate traffic flow, emergency vehicles, buses, and on-street parking where appropriate.

Neighbourhood Character

What We Asked

- » What features contribute to the uniqueness of South Telford?
- » What types of new development would be appropriate in the neighbourhood (e.g., new homes, suites, apartments/condos)?

What We Heard

Participants highlighted several features that contribute to the character of South Telford, including the variety of architectural styles and the mix of housing ages, predominance of 1- and 1.5-storey homes, and the overall low scale and density of the neighbourhood. Mature, tree-lined streets with landscaped yards and boulevards were noted as defining elements, as was the neighbourhood's proximity to Telford Lake, nearby parks, and the surrounding pathway network.

Regarding new development, participants generally expressed a preference for maintaining South Telford as a low-rise, single-detached neighbourhood, with only limited consideration of multi-unit housing. Feedback emphasized the importance of preserving the existing scale, character, and streetscape in future development.

Other Discussion Points

During the walking tour, participants raised additional observations about neighbourhood elements and features not covered by the stops. Several participants suggested traffic calming measures, particularly along 46th and 47th Avenues, noting that weekend traffic increases due to park and Telford Lake access. Street and alleyway maintenance was also discussed, with attention to paving schedules, including the alleyway between 46th Avenue and Salem Manor. Participants highlighted sidewalk conditions, noting aging and cracked sidewalks and a lack of curb ramps, as well as concerns regarding above-ground utilities, such as power lines.

Participants also asked questions about existing regulations and requirements. These included parking requirements for multi-family residential developments, landscaping standards, including the use of rocks and turf, and regulations for single-detached dwelling garages, particularly regarding attached versus detached garages. Questions were also raised about why two-storey dwellings are permitted but second-floor suites above garages are not, and whether garden suites are allowed in the neighbourhood.

Key Takeaways

Community engagement through walking tours in Linsford Park and South Telford provided valuable insights into the character, strengths, and priorities of these mature neighbourhoods. Participants shared feedback on housing types, streetscapes, neighbourhood character, local amenities, multi-unit housing, infill development, commercial uses, and parking, as well as broader concerns such as traffic, sidewalks, utilities, and public access to parks.

Key takeaways from these tours include:

- » A preference for maintaining the existing scale and character of the neighbourhoods, with low-rise, single-detached housing as the primary form
- » Support for sensitive infill and small multi-unit housing on designated lots, where compatible with surrounding homes.
- » Considerations for streets, parking, and traffic, including setbacks, laneway design, and parking management.
- » The value of preserving mature landscaping, tree-lined streets, and overall neighbourhood character while supporting sustainable development.
- » Balancing housing needs and development opportunities with long-term livability, safety, and visual appeal.

Next Steps

These insights will be used by the project team to inform the next steps in the Land Use Bylaw renewal, along with technical studies, analysis, and best practices to help draft bylaw regulations that support practical, sustainable, and community-oriented development.

For more information about the project and additional opportunities for participation in public engagement activities, please visit the project website:

leduc.ca/lub