



What We Heard Report

Land Use Bylaw Renewal

Exploring Possibilities | Phase 2 (November 2025 - January 2026)

Developer & Industry Engagement

Executive Summary

Land Use Bylaw Renewal

The City of Leduc is working towards a renewed Land Use Bylaw to modernize the City's approach to land use, simplify regulations, and support balanced growth across Leduc.

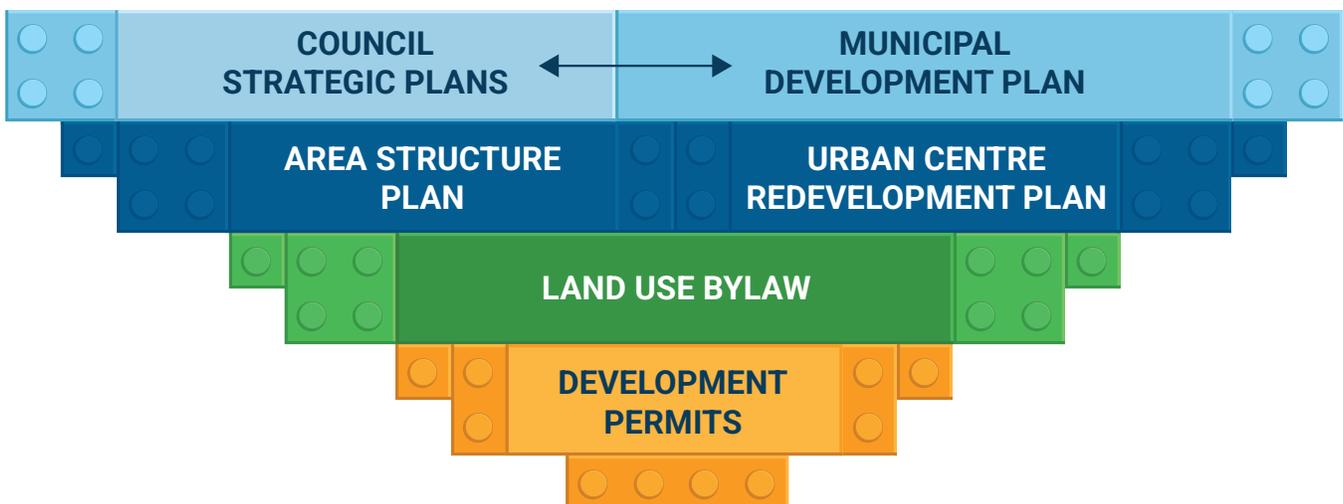
The Land Use Bylaw outlines specific rules to regulate how properties can be used and developed with land uses grouped into categories. These categories are referred to as "land use districts (zones)"—such as residential, commercial, industrial, or mixed-use—and they set standards for things like property lot sizes, where buildings can be placed, how tall, what size, and how many buildings can be built in addition to landscaping, signage, and parking.

The renewal is necessary to:

- » Align with the City's updated Municipal Development Plan (MDP), Area Structure Plans and the Urban Centre Redevelopment Plan.
- » Address housing demand and affordability and ensure sustainable development.
- » Make the bylaw easier to understand and apply for residents, builders, developers and City staff.

This project will extend into 2026 with many opportunities for the public to get involved—to provide ideas, concerns, and hopes for the future.

City of Leduc Planning Hierarchy

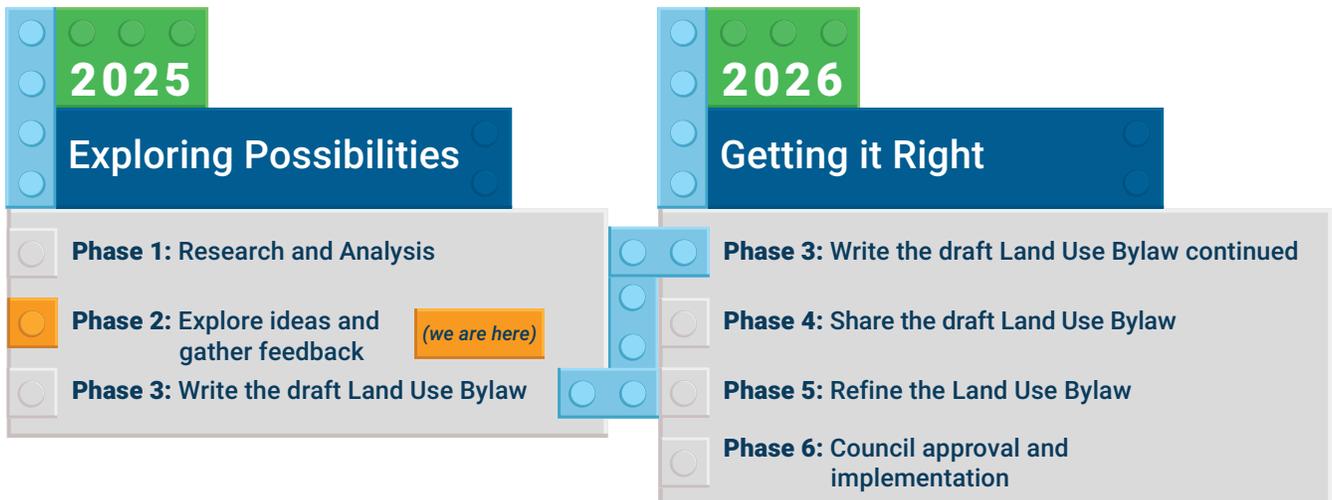


About This Report

This report summarizes the public engagement completed during Phase 2 of the City of Leduc Land Use Bylaw Renewal project.

The intent of this engagement was to introduce the Land Use Bylaw Renewal project and gather public 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



Key Takeaways

Key takeaways from the drop-in session and survey include:



- » **More Simple and Flexible Land Use Bylaw:** There was a strong desire for a simplified Land Use Bylaw with fewer zones that use height modifiers to allow for greater flexibility to respond to changing housing market conditions and support a wider range of housing forms.



- » **Reduce Development Barriers:** The primary barriers to development were building design, maximum density, lot width, and parking regulations.



- » **Reduce Parking Requirements:** Strong support for reducing parking standards to provide design flexibility and improve affordability.



- » **Improve Laneway & Corner Site Design Regulations:** Improve site design regulations to better align setback, corner cut, and laneway standards to recognize corner conditions.



- » **Balance Amenity Requirements and Affordability:** Reassess amenity and landscaping requirements to reduce burden and support affordability.



- » **Reduce and Clarify Secondary Suite Regulations:** Reduce parking barriers and increase clarity on regulations for secondary suites.

Drop-In Session

Overview

In November 2025, the City of Leduc hosted an interactive drop-in session as an engagement activity for the Land Use Bylaw Renewal project. The purpose of drop-in session was to introduce the Land Use Bylaw Renewal project and engage residents in considering how Leduc's residential neighbourhoods are shaped by the Land Use Bylaw.

A development industry and business community session was held on Thursday, November 13, 2025 during the day at the Civic Centre.

To promote participation, the City sent email invitations based on development industry, business licenses, and building permit contact information and email lists.

In total, approximately 20 people attended the session.

The format of the drop-in session was designed to facilitate discussion and gain insights on topics relevant to the residential neighbourhoods.

During the drop-in session, participants were directed to different stations, where they could engage with a facilitator and share their thoughts and ideas through discussion, comments, and photos. Each station discussed a specific topic with related prompts. Station topics included:

- » Neighbourhood characteristics
- » Established neighbourhoods
- » New residential neighbourhoods
- » Employment opportunities
- » Amenities
- » Parking and Transit
- » Opportunities and considerations for future development

At both the established and new residential neighbourhood stations, interactive, 3D printed models were available. Participants were encouraged to design their own neighbourhood block based on housing forms for both an established and new residential community context.

Feedback Summary

Neighbourhood Characteristics

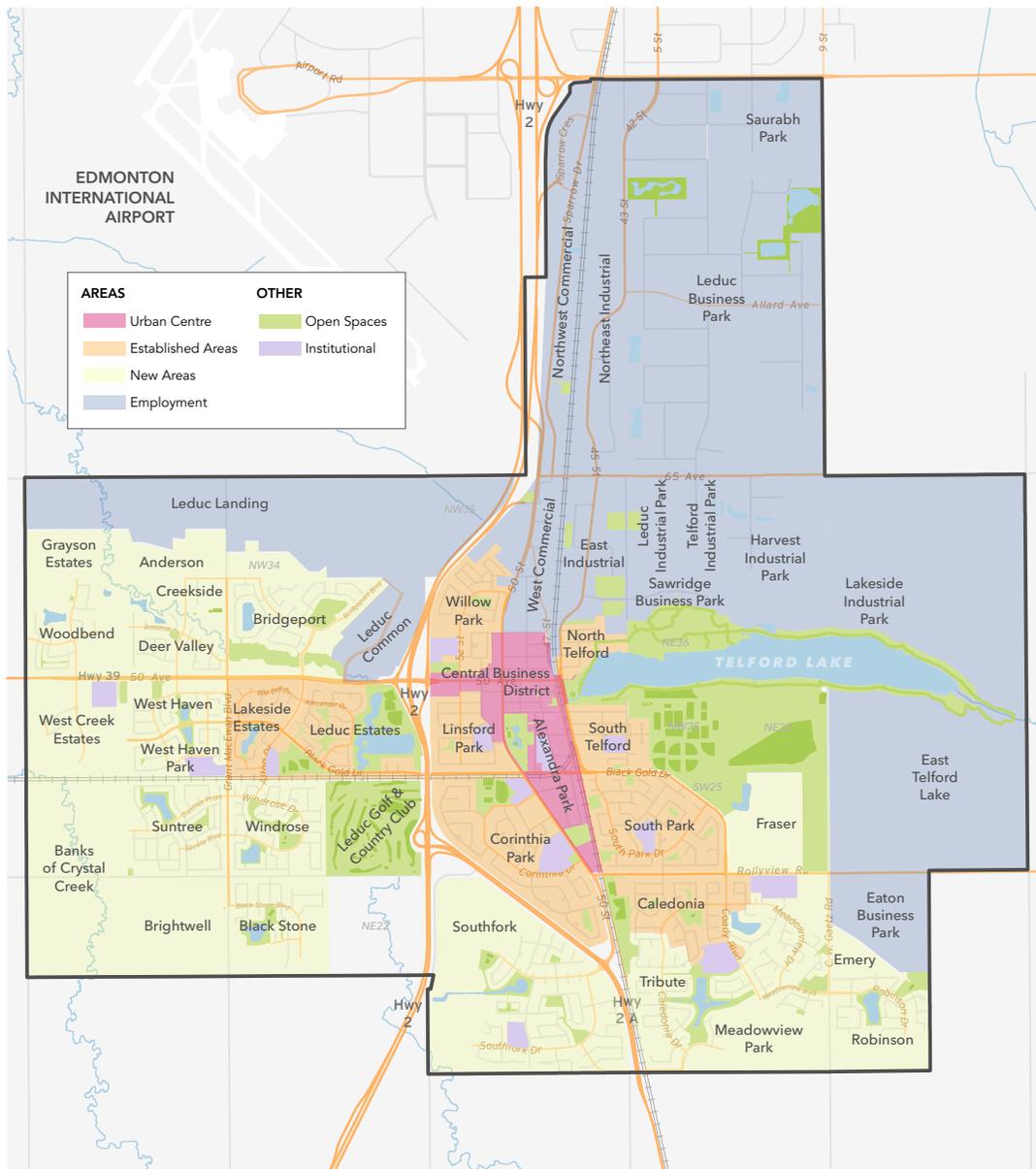
What We Asked

- » What characteristics of Leduc's neighbourhoods do you value most?

What We Heard

Participants provided limited feedback, and generally commented on appreciating the convenience of living close to daily needs and the sense of community.

City of Leduc's Neighbourhoods and Other Areas



3D Models of Participants Established Neighbourhoods



New Neighbourhoods

What We Asked

- » How can new neighbourhoods best balance livability, affordability, and design quality?



What We Heard

Participants expressed support for flexible zoning that accommodates changing housing market conditions. Many favoured a simplified framework with fewer zones, supplemented by height modifiers rather than specialized zones. Reducing reliance on direct control zones was also suggested.

Participants encouraged greater flexibility in zoning, including reducing or removing minimum requirements for parking, lot widths, and depths to better accommodate a range of housing types. Compact four-unit townhouses, particularly narrow housing units 12–14 feet wide, with rear parking were widely supported. Medium and large lots were also seen as important to support aging households seeking ground-level housing, such as bungalows with attached garages.

Participants provided interest in flexible site access and laneway regulations, including fronting development or providing rear access on collector roads, and allowing driveway encroachments into corner cuts. For corner lots, participants suggested reduced front yard setbacks as corner cuts and setbacks creates a non-standard building envelope resulting in reduced unit sizes and irregular shaped units.

Feedback emphasized the need for road designs that balance on-street parking with traffic flow to prevent frequent stopping. Participants suggested more flexible design regulations for new communities, including specifically for example, rear-attached garage configurations for townhouses to preserve usable front yards.

Participants requested clearer definitions of soft and hard landscaping and requirements that achieve community objectives without overburdening developers. Many participants noted that off-site amenity space requirements for townhouses negatively effects affordability.

3D Models of Participants New Neighbourhoods



Other Land Uses

What We Asked

- » What types of employment opportunities would you like to see in Leduc? Where?
- » What types of amenities would you like to see in Leduc? Where?



What We Heard

Participants expressed interest in providing a broader mix of local employment opportunities that are integrated within neighbourhoods. Incorporating commercial, employment, and residential uses within a mid-rise, mixed-use building form was seen as an appropriate way to provide this mix of uses. Lastly, permitting employment-supportive housing in employment and industrial areas, such as near Saurabh Park, was also suggested.

Locating purpose-built daycare facilities within residential areas, rather than just in the downtown, was supported by many participants. In particular, there was preference for locating daycare facilities near parks.

Participants also suggested enhancing amenities around Telford Lake, such as incorporating play elements and eating establishments (e.g., cafe, restaurant) around the lake to attract more visitors.

Transportation

What We Asked

- » What should we consider about parking in Leduc?
- » What should we consider about public transit in or to/from Leduc?
- » What else should be considered?

What We Heard

Participants noted both the Leduc Estates and Leduc Commons neighbourhoods have sufficient parking, specifically, but identified a parking shortage in new higher-density residential areas. Recommendations included staggering and mixing narrow lot housing with single detached dwelling housing to mitigate street parking and requiring two parking spaces for single-detached dwellings. Parking requirements for medium- and high-density housing were suggested to be based on need rather than established parking standards. In the downtown area, participants highlighted challenges with congestion and parking availability due to the redevelopment of parking lots and high volume of parked vehicles near daycares during pick-up/drop-off times. For commercial uses, participants suggested flexible parking standards that are based on individual business needs and supported opportunities for shared parking.

Participants expressed a need for expanded transit options to Edmonton, Devon, and Beaumont, with all-day service, including city-wide bus connections to regional service. Some participants suggested that households near transit may require fewer parking spaces, allowing for reduced parking requirements.

Lastly, participants noted a need for improved bike delivery infrastructure and additional garbage cans along multi-use trails.

Additional Feedback

What We Asked

- » What else should be considered?

What We Heard

Participants suggested incorporating the following additional community amenities in Leduc:

- » 24-hour internet café or restaurant
- » Bumper boats on Telford Lake
- » Emergency dog and cat food dispensers
- » Skating rink with music
- » Outdoor fairs
- » All-ages, non-alcoholic dance hall

Participants noted an over-concentration of daycares in the downtown area. With regards to development, participants supported simplified residential zoning and faster development processes. Construction considerations included addressing above-ground power utility issues in the downtown area and requiring alleys to be paved and maintained.



Survey

Overview

At the end of November 2025, the City of Leduc released an online survey as an engagement activity for the Land Use Bylaw Renewal project. The purpose of survey was to engage with contractors, builders, and the development industry to garner feedback on the current Land Use Bylaw and identify potential aspirations, priorities, and areas of focus for the renewed bylaw.

The survey was open for two weeks from November 28, 2025 to December 12, 2025.

To promote participation, the City sent email invitations to contractors that submitted building permit applications between 2024 and 2025 and to BILD Edmonton to distribute to their members.

In total, 28 people responded to the survey.

The survey was designed to gather input from industry professionals on their experience with and priorities for the current and renewed Land Use Bylaw, respectively. Questions focused on both general familiarity with the bylaw and more detailed feedback on regulation topics and renewal priorities.

The survey included questions on:

- » Respondents' familiarity with and frequency of use of the current Land Use Bylaw.
- » Types of development respondents primarily work on.
- » Experiences using the Land Use Bylaw, including positive and negative development outcomes.
- » Regulation topics that present barriers to development, such as building height, density, parking, setbacks, and landscaping.
- » Priorities for the renewed Land Use Bylaw, including clarity, sustainability, streamlining, flexibility, and design quality.
- » Parking regulations for different residential development types.
- » Additional comments and feedback.

Overall, the survey sought to balance high-level perspectives on the Land Use Bylaw with detailed feedback on topics or specific regulations that influence development feasibility.

Feedback Summary

General

What We Asked

- » How familiar are you with the current Land Use Bylaw?
- » How often do you refer to the Land Use Bylaw?
- » What type of development do you primarily work on?

What We Heard

The majority of respondents (86%) indicated they are familiar with the current Land Use Bylaw, while a smaller portion (14%) reported having little to no familiarity.

Most respondents use the Land Use Bylaw occasionally, with 39% stating they refer to it sometimes. Another 25% use it often, and only 3% rely on it all the time. Approximately one-third of respondents (32%) rarely or never consult the bylaw.

Respondents primarily work on residential projects, with single detached dwellings being the most common type of development, followed by multi-unit housing. Commercial development ranked next, with industrial, mixed-use, and other forms of development mentioned less frequently.

Land Use Bylaw User Experience

What We Asked

- » Describe your experience using the Land Use Bylaw that led to positive and/or negative developments outcomes. Please include any examples or specific sections of the Land Use Bylaw, as necessary.

What We Heard

Participants generally found the Land Use Bylaw easy to navigate and expressed overall satisfaction with its structure. Leduc's Land Use Bylaw was noted as being more permissive than Edmonton's Zoning Bylaw in supporting secondary suites. Respondents appreciated the chart format for site development regulations and highlighted that Leduc's Land Use Bylaw is more concise compared to other municipalities. The use of four to five key residential zones was seen as a strength, as it avoids unnecessary complexity and makes the bylaw more manageable to understand.

Several concerns were raised regarding the current Land Use Bylaw. Respondents felt that it does not adequately support entry-level housing, such as smaller and narrower housing forms, which currently require Direct Control (DC) zoning. There was a strong desire for updates that allow greater housing variety and choice. The review process was described as lengthy, and many regulations were perceived as restrictive, discouraging investment. Edmonton's Zoning Bylaw was cited as a positive example of relaxing regulations to encourage development.

Specific development regulations were criticized for being unclear and overly complex, often requiring cross-references to other sections. Many regulations were found to be wordy and convoluted. Lot sizes and site requirements were also flagged for needing updates to accommodate denser housing typologies. Parking and landscaping standards were considered outdated, with suggestions that landscaping for townhouses should not be regulated.

Parking requirements for secondary suites were identified as a major issue. Current parking standards require two primary parking stalls plus an additional stall for a secondary suite, creating challenges for multiple types of housing forms to be able to accommodate a secondary suite. Respondents recommended relaxing these standards to allow only two primary stalls, enabling more lots to accommodate secondary suites. Rear-detached garages were also criticized for requiring parking pads, negatively impacting lot layouts and green space provision.

Garage size was another concern. Builders noted that most clients expect at least a double-car garage (minimum 18 feet wide or 5.5 m). For housing forms with a front-attached garage, a minimum building pocket size of 22 feet would be required to accommodate both a garage and sidewalk. Snow storage regulations were also seen as unnecessary, limiting design options.

Two major priorities for builders when selling homes are providing a double-car garage and secondary suites that are accessed through a side-entry stairwell.

One specific regulation was noted for being unclear on what the threshold is to meet the regulation requirement, as the definition for landscaping has changed from only soft landscaping to both soft and hard landscaping. This regulation is:

22.3.5.1: Residential Multi-Unit Developments shall have a minimum 35% of the Site landscaped.

Development Barriers

What We Asked

- » Which Land Use Bylaw regulation topics do you feel may present the greatest barrier to development and warrant consideration as part of the Land Use Bylaw renewal process?

What We Heard

Respondents identified building design, maximum density, lot widths, and parking regulations as the greatest barriers to development. Other regulations, such as building height, minimum density, landscaping, and setback requirements, were noted as moderate barriers. Site coverage, signage, snow storage, and waste management regulations were considered to have the least impact on development.

Current lot width regulations are restrictive and limit the ability to provide more diverse housing forms and better accommodate market changes. Specifically, respondents noted challenges on being able to provide more narrow housing forms or providing a variety of housing forms with a double-car garage, either located at the front or rear. For example, to provide for a double-car garage (18 feet in width), lots with a rear-detached garages should have a minimum lot width of 18 feet, while front-attached garages should require at least 22 feet to accommodate the garage and sidewalk. Build new garage additions were also noted as challenging under current regulations.

Parking and snow storage were highlighted as critical considerations for builders. Respondents suggested that snow storage should not be regulated, as it creates limitations for parking design. Similarly, landscaping requirements were cited as a barrier, with some respondents noting that these standards have been a reason for development permit refusals. Parking regulations for secondary suites were also described as difficult to accommodate, and many participants recommended reducing or eliminating these requirements.

Another concern was the inconsistency between imperial measurements used by the industry and metric measurements in the bylaw. Rounding discrepancies after conversion can create issues, for example, a double-car garage is typically 18 feet wide (5.49 m), but the bylaw requires a minimum of 5.5 m.

Setback regulations, particularly on corner lots, were described as overly restrictive, pushing homes far back on the lot and significantly reducing backyard space. Respondents expressed a desire for a variety of lot sizes and widths to accommodate both smaller and larger dwellings. Setback and site coverage requirements were also noted as challenges for building larger homes (1,500–2,000 sq. ft.) with double or triple garages. While maximum and minimum density requirements were mentioned, most respondents indicated no concerns as long as the current minimum of two units remains unchanged.

Land Use Bylaw Priorities

What We Asked

- » Looking ahead, what should be prioritized in the renewal of the Land Use Bylaw?

What We Heard

For the renewal of the Land Use Bylaw, respondents identified flexibility as the top priority, followed by clarity, streamlining, design quality, and sustainability. Flexibility was emphasized to allow for adaptation to changing market conditions and accommodating a variety of housing typologies that meet diverse demographic needs.

Respondents noted challenges with the current bylaw, particularly the difficulty of obtaining development permits when standards are not met. Many expressed interest in having opportunities to pursue variances to address these issues. The development process was also described as cumbersome, with numerous steps creating delays.

Participants suggested reducing front yard setbacks to allow for larger backyards, which would improve green space and lot drainage. This change would also influence parking regulations, as rear detached garages would be pushed further back on the lot.

Parking

What We Asked

Please indicate your level of agreement with the following statement:

- » For residential developments (single detached, duplex, townhouse), the Land Use Bylaw requires a minimum of two parking stalls per dwelling. A reduction in the number of required parking stalls would reduce barriers to development and/or facilitate greater opportunity for innovation.
- » For suite developments (garage, garden, secondary suite), the Land Use Bylaw requires a minimum of one parking stall per bedroom. A reduction in the number of required parking stalls would reduce barriers to development and/or facilitate greater opportunity for innovation.
- » For multi-unit residential development (apartments), the Land Use Bylaw requires a minimum of one parking stall per bedroom, and two parking stalls per two or more bedrooms. A reduction in the number of required parking stalls would reduce barriers to development and/or facilitate greater opportunity for innovation.

What We Heard

The majority of respondents (65%) agreed or strongly agreed that a reduction in required parking would reduce development barriers and facilitate more innovation, while a small portion of respondents were neutral (15%) or disagreed and strongly disagreed (20%).

Most respondents (70%) agreed or strongly agreed that a reduction in the number of required parking stalls for secondary suites would reduce development barriers and facilitate innovation, while a small portion of respondents were neutral (15%) or disagreed (15%). No respondents strongly disagreed.

The majority of respondents (65%) agreed or strongly agreed that a reduction in the number of required parking stalls for multi-unit residential development would reduce development barriers and facilitate innovation, while a small portion of respondents were neutral (10%) or disagreed (25%). No respondents strongly disagreed.

Additional Feedback

What We Asked

- » Do you have any additional comments or suggestions with respect to the Land Use Bylaw renewal process?

What We Heard

Participants generally agreed that the Land Use Bylaw is in good condition; however, noted several key sections require updates to ensure greater flexibility and adaptability to evolving market demands.

Parking emerged as a primary area of concern. Feedback included establishing a standard parking rate of four spaces per dwelling (two on-site rear parking spaces and two street parking spaces). Respondents also noted that larger multi-residential projects would benefit from reduced parking requirements, which would improve site design flexibility and enhance affordability. Additionally, a reduction in parking stall widths was suggested.

Flexibility was emphasized again in relation to allowing for a variety of lot sizes and site coverage.

Participants expressed a preference for fewer standard zones. A Zoning Bylaw from another municipality was cited as a strong example, as it uses a limited number of zones combined with height modifiers to provide clarity on housing forms and density.

One participant proposed the following simplified zoning categories:

- » Low Density Residential: Single detached dwellings (regular and zero-lot line), side-by-side or front-back duplexes
- » Medium Density Residential: Townhouses, apartments (up to four storeys), or cluster housing
- » High Density Residential: Four- to six-storey apartments
- » Mixed-Use

Finally, participants highlighted the high demand for legal basement suites and recommended a clear, detailed process for establishing them to better inform homeowners and contractors.

Conclusion

Key Takeaways

Key takeaways from the drop-in session and survey include:



- » **More Simple and Flexible Land Use Bylaw:** There was a strong desire for a simplified Land Use Bylaw with fewer zones that use height modifiers to allow for greater flexibility to respond to changing housing market conditions and support a wider range of housing forms.



- » **Reduce Development Barriers:** The primary barriers to development were building design, maximum density, lot width, and parking regulations.



- » **Reduce Parking Requirements:** Strong support for reducing parking standards to provide design flexibility and improve affordability.



- » **Improve Laneway & Corner Site Design Regulations:** Improve site design regulations to better align setback, corner cut, and laneway standards to recognize corner conditions.



- » **Balance Amenity Requirements and Affordability:** Reassess amenity and landscaping requirements to reduce burden and support affordability.



- » **Reduce and Clarify Secondary Suite Regulations:** Reduce parking barriers and increase clarity on regulations for secondary suites.

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

Glossary

Amenity Area

(a) In a residential development, an indoor and/or outdoor space provided for active or passive recreation and enjoyment of the occupants. Such space may be private or communal, and owned individually or in common.

(b) In a non-residential development, space provided for active or passive recreation and enjoyment of the public during the hours the development is open, owned and maintained by the development owners.

Building Envelope

The three-dimensional space on a site within which a building may be constructed, defined by setbacks, height limits, lot coverage, and other applicable development standards.

Building Separation

The minimum distance between two buildings on adjoining parcels of land.

Compatibility

The characteristics of different uses, activities, or designs that allow them to be located near or adjacent to each other in harmony. Factors affecting compatibility include building height, scale, mass, and bulk; pedestrian and vehicular circulation, access, and parking; landscaping, lighting, noise, odor, and architectural style. Compatibility does not require sameness but emphasizes sensitivity to the character of existing development.

Corner Cut

A triangular portion of land at a roadway intersection where nothing is erected, placed, planted, or allowed to grow in a way that obstructs the sightlines of motorists or pedestrians entering or leaving the intersection.

Curb Ramp

A sloped transition built into a curb, sidewalk, or boulevard to provide accessible, smooth passage between the sidewalk and the roadway for pedestrians, bicycles, wheelchairs, strollers, and other mobility devices.

Density

The overall average number of dwelling units per net residential hectare within a development.

Direct Control Zone

A zone in which the development standards, permitted uses, and other regulations are specifically tailored for a particular site and approved by the development authority or council, allowing discretion beyond standard zones.

Frontage

The length of a street boundary measured along the front lot line.

Garages Suite

A dwelling located, containing separate cooking, sleeping, and sanitary facilities, above a detached garage or attached to the side or rear of a detached garage. Garage suites are accessory to a principal single detached or side-by-side duplex dwelling.

Garden Suite

A single-storey dwelling, containing separate cooking, sleeping, and sanitary facilities, located in a separate building from the principal single detached dwelling.

Height Modifier

A label applied to a site on the Zoning Map that specifies an adjustment or exception to the standard maximum building height set out in the bylaw. Height modifiers indicate that particular development regulations apply to the site, allowing for flexibility beyond the base zoning requirements.

Lot Depth

The horizontal distance measured from the front lot line to the rear lot line of a site.

Lot Width

The horizontal distance between the side lot lines of a site.

Massing

The three-dimensional bulk of a building, including its height, width, and depth.

Manufactured Home

A prefabricated, transportable, detached dwelling unit.

Mid-Rise

A building of moderate height, typically between 4 and 8 storeys, that is taller than low-rise buildings but shorter than high-rise structures.

Mixed Use

Development that combines two or more different land uses, such as residential, commercial, office, or institutional, within a single building or site.

Multi-Unit Housing

A residential building containing three or more dwelling units, with each unit having separate living accommodations, entrances, and facilities.

Narrow Lot Housing

A residential dwelling type designed to fit on a lot with a reduced width, generally 12-14 feet wide, less than a standard single detached dwelling lot.

Secondary Suite

A dwelling within, and accessory to, a principal dwelling, containing separate cooking, sleeping, and sanitary facilities, where the entrance is separate from the entrance to the principal dwelling, either from a common indoor landing or directly from the exterior of the structure.

Setback

The minimum horizontal distance between a property line and the nearest portion of the finished exterior wall of a building or structure, as specified in this bylaw.

Small-Scale

Residential development that is modest in height, massing, and scale, and is typically ground-oriented or low-rise dwelling forms.

Snow Storage

An area provided for storing snow and ice removed from private residential driveways, typically on pie-shaped lots.

Townhouse

A building containing three to six dwelling units, each with direct access from the ground level and separated from adjacent units by a vertical wall.

Variance

An authorized alteration or exception to a regulation prescribed in the Land Use Bylaw, granted by the development authority or board.

Yard

A portion of a site unoccupied by buildings or structures over 1.0 m above grade, except for specifically permitted encroachments and accessory developments. Yards may contain boundary fences.

Yard, Front

The portion of a site abutting the front lot line, extending across the full width of the site, between the front lot line and the nearest wall of the principal building.

Yard, Rear

The portion of a site abutting the rear lot line, extending across the full width of the site, between the rear lot line and the nearest wall of the principal building.

Zero Lot Line Structure

A structure with at least one wall on the lot line, which may include footings, eaves, and gutters encroaching onto an adjoining lot under an easement for encroachment and maintenance.