



What is a  
Land Use Bylaw

Dayson  
DIALOG

# What We Heard Report

Land Use Bylaw Renewal

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

Public 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.

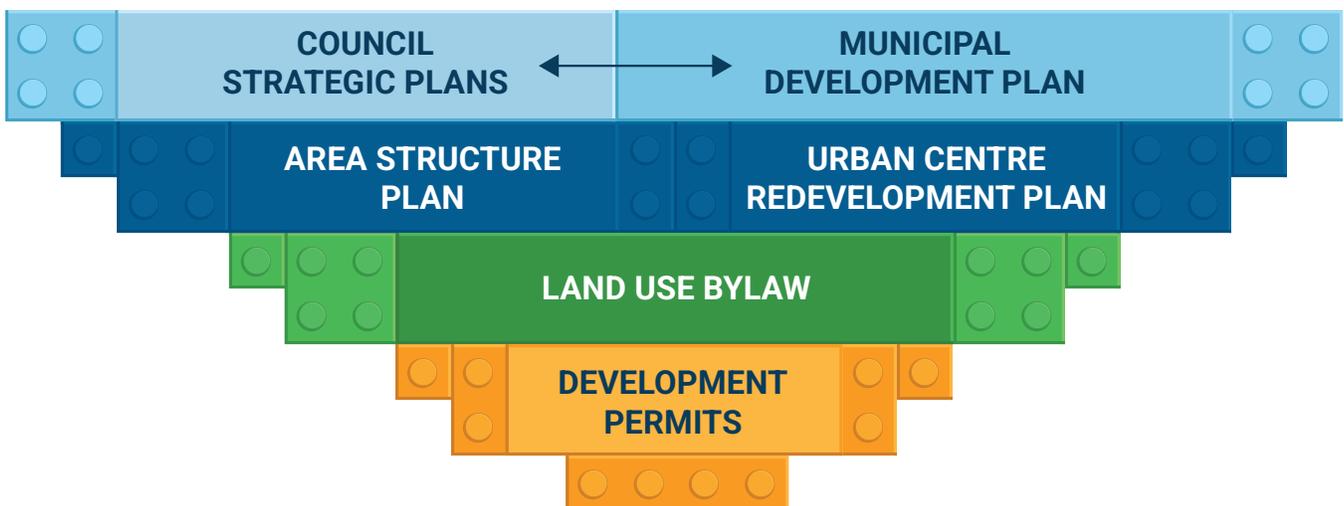
The Land Use Bylaw outlines specific rules to regulate how properties can be used and developed with land uses grouped into categories. These categories are referred to as "land use districts (zones)"—such as residential, commercial, industrial, or mixed-use—and they set standards for things like property 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

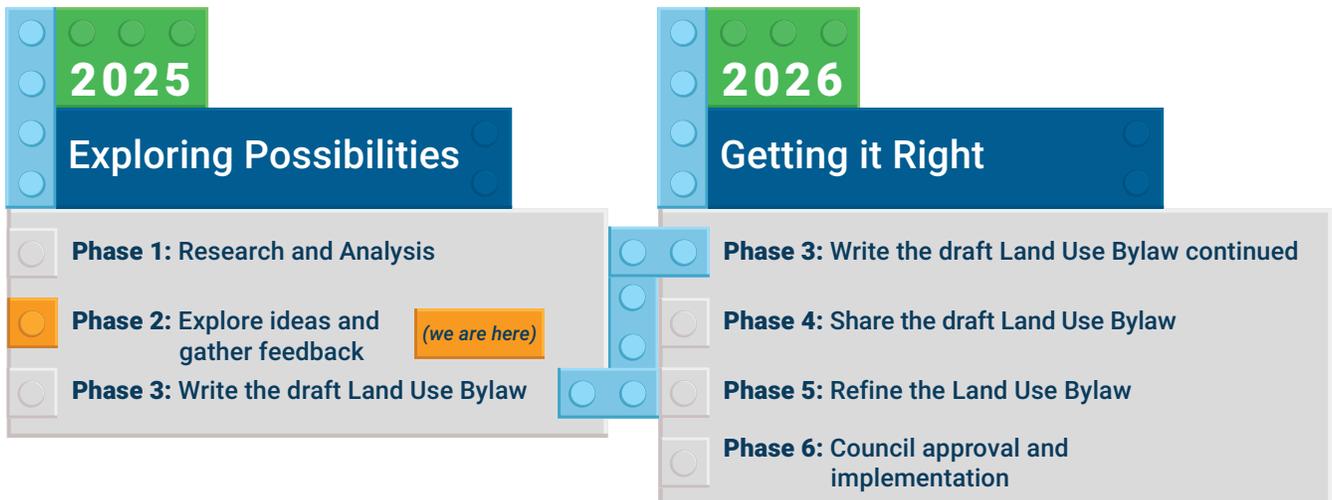


## About This Report

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 public drop-in session and online survey include:



- » **Housing Diversity:** Allowing more housing options and diversity in new neighbourhoods while limiting housing types to those that fit within the existing scale and character and with careful integration in established neighbourhoods.



- » **Parking:** Parking was identified as a key consideration for new development in both established and new neighbourhoods to ensure adequate parking is provided to mitigate impacts.



- » **Pedestrian Connections:** Improving walking connections through additional multi-ways, curb cuts, lighting, and traffic calming measures in neighbourhoods.



- » **Daily Amenities & Community Services and Amenities:** Increased access to commercial, service, and recreational, and public amenities within neighbourhoods.



- » **Parks and Open Space:** Desire for more and better maintained parks and open spaces in neighbourhoods for all ages.



- » **Transit:** Transit service improvements were desired, particularly increased regional connections to Edmonton and the surrounding municipalities.

# Drop-In Session

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## 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 public session was held on Saturday, November 15, 2025 during the day at the Leduc Recreation Centre and was open to the public. To promote participation, the event was shared through the City communication channels that included the City website, social media platforms, and email newsletters. Details were also shared with local media to amplify the awareness of the event. In total, approximately 30 people attended the session.

The format of the drop-in session was designed to build public understanding of what a Land Use Bylaw is, 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 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

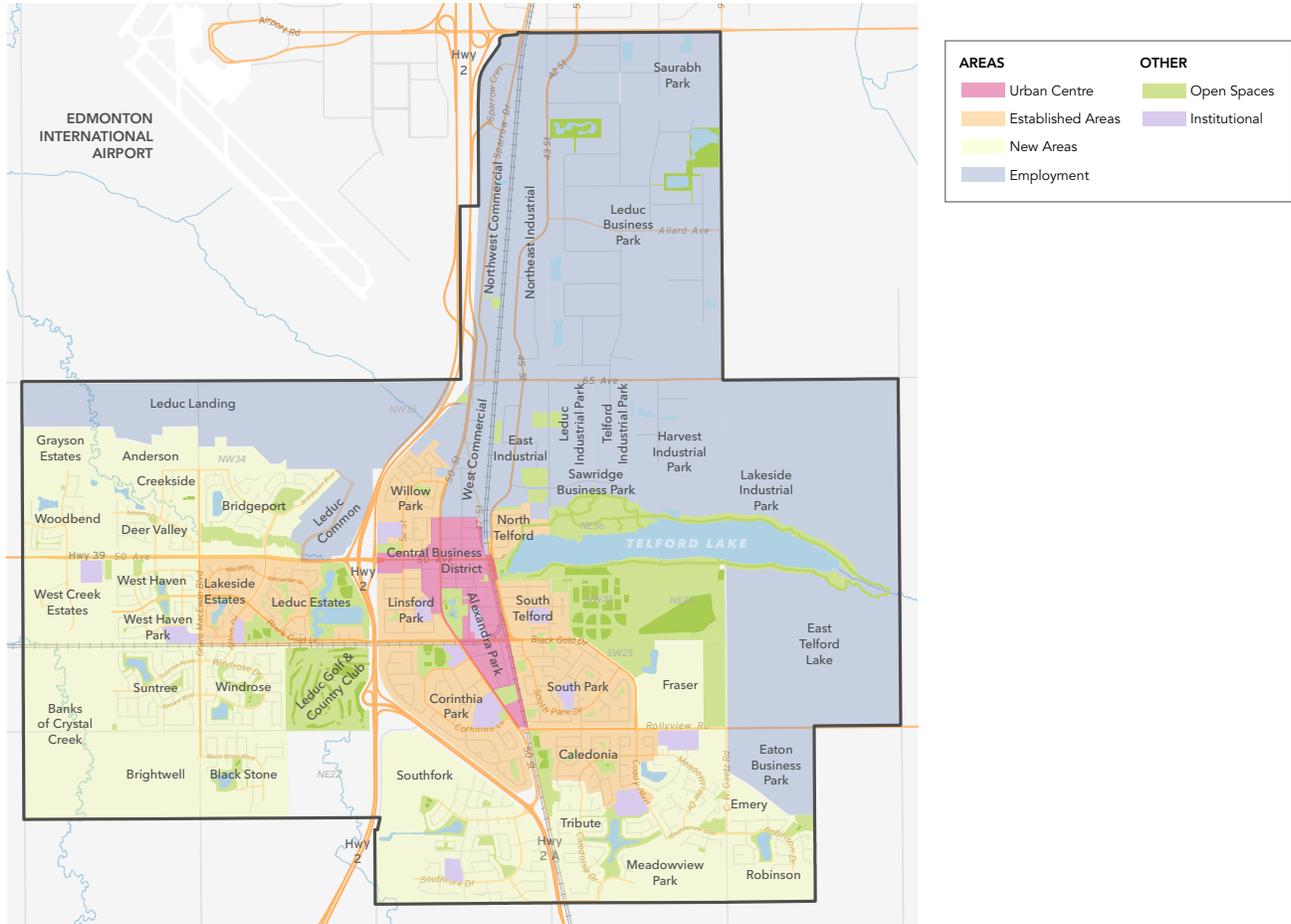
- » What characteristics of Leduc's neighbourhoods do you value most?

### What We Heard

Participants emphasized the importance of Telford Lake as a recreational and gathering space in Leduc, and recommended establishing wider buffers to protect its environmental and ecological function, prevent development from encroaching, and maintain public access.

Participants valued having good access to daily needs including shops, amenities and schools and multi-ways. Residential lots with sizable front, side, and rear yards and located on wide streets was valued by a number of participants. Southfork was identified as a well-planned community with good amenities. Providing adequate parking to support future growth was emphasized as important. Lastly, small- and mid-scale multi-unit buildings, such as fourplexes and five-storey apartments, with adequate parking were identified by some participants as an appropriate form of density when located appropriately.

City of Leduc's Neighbourhoods and Other Areas



## Established Neighbourhoods

### What We Asked

- » What is needed to support more complete and livable communities in established neighbourhoods?

### What We Heard

Participants emphasized the need for infrastructure improvements, thoughtful housing change, and better access to amenities to support more complete and livable communities.

There was mixed feedback provided on housing diversity and redevelopment in established neighbourhoods. Many participants supported varied housing types and increased density within neighbourhoods, while others would prefer to see denser forms only located on major streets, block ends, or along neighbourhood edges. In both scenarios, there was common agreement that density and more mixed-uses are needed to maintain existing communities, however it needs to be thoughtfully and carefully integrated into neighbourhoods to mitigate negative impacts. Participants from established neighbourhoods emphasized the value of larger lots and spacing between homes, when compared to newer residential communities, where lots were seen as smaller and homes located closer together.

Secondary suites, including basement, garden, and garage suites, were generally supported, while some participants were opposed; parking was identified as the main concern. More senior's housing options was emphasized as a growing need in communities.

When increased density was considered by participants, ensuring enough on-site parking is provided was the main concern raised.

A number of existing challenges with laneways were noted, including issues with snow clearing, drainage, lighting, and damage to rear driveways from snowplows.

Many participants suggested that additional multi-way connections to commercial areas and park spaces are needed. Increased park maintenance and management was also noted as a need to address overgrown fields, litter, and undesirable behaviours that occur in park spaces.

Providing flexible landscaping regulations in the Land Use Bylaw was recommended to provide residents with more options that consider long-term maintenance, pesticide use, costs, and water use.



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## New Neighbourhoods

### What We Asked

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

### What We Heard

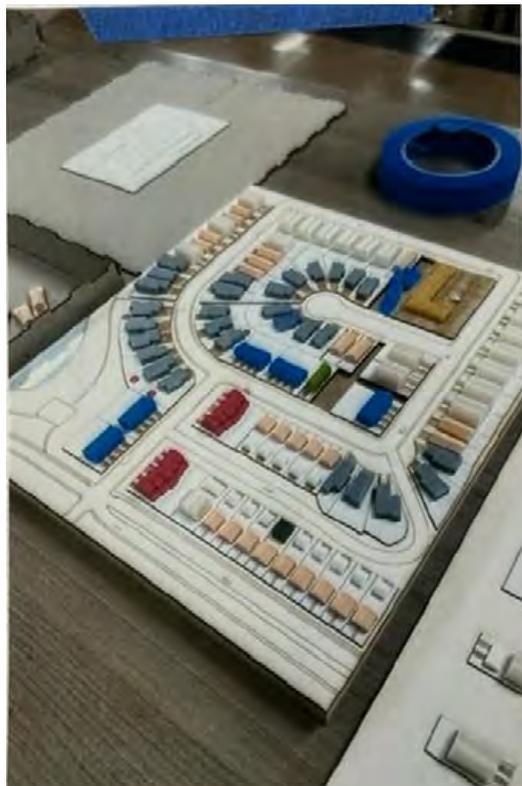
Participants were supportive of varied types of housing built form to provide more housing options and increase affordability. These built forms included secondary suites, townhomes, multi-residential and seniors housing. Zero-lot line development was less preferred. Participants highlighted the need for regulations to mitigate the impacts of multi-residential development on adjacent development. An apartment complex in Woodbend was identified as a specific example where the development was perceived to have negatively impacted adjacent dwellings due to its height and setbacks, and where its proximity to a traffic circle was perceived to affect traffic conditions. Some participants expressed concern over houses in new neighbourhoods being located too close together, citing snow storage and fire safety as particular concerns.

Participants suggested increasing the width of laneways as they are seen as being generally overcrowded and too narrow for vehicles to enter and exit garages easily.

Providing additional commercial uses in new residential areas to support walkable communities was supported, with some participants suggesting establishing more than one commercial node per neighbourhood.

Participants emphasized the importance of Telford Lake and supported wider buffers and setbacks to prevent development encroachment and preserve public access. Participants also noted the need for improved lighting in playgrounds.

### 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 new employment opportunities in technology and AI. It was suggested to allow more employment uses within neighbourhood commercial nodes. Lastly, some participants would like to see additional employment opportunities for youth.

New or additional amenities identified by participants included community gardens with lighting, lawn bowling, campgrounds, exhibition grounds (e.g., Camrose) for concerts and other events, bookstore, bar, and youth recreation facilities. A participant recommended the City to complete a natural assets inventory of all parks and open spaces to quantify their value. Lastly, participants emphasized protecting existing parks and open spaces, with specific mentions of Telford Lake.



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## 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

Feedback on parking indicated that parking in Leduc is generally sufficient, however, proactive measures were suggested when considering future growth, such as wider streets to provide street parking and EV infrastructure (i.e., charging stations).

In terms of public transit, participants noted the limited convenience and coverage of current transit services, particularly for travel to Edmonton and surrounding areas. Suggested improvements included clearer information on On-Demand and specialized services (e.g., HandiBus), additional signage (particularly for On-Demand stop locations), benches and shelters at key locations (e.g., the hospital), and the provision of future park-and-ride facilities.

Mobility and walkability were recurring themes. Participants noted that some areas are difficult to walk, highlighting the need for improved pedestrian infrastructure.

The importance of active mobility was also emphasized, with participants suggesting that improved perceptions of safety could encourage greater use of trails. Accessibility was identified as a key consideration, with requests for accessible curb cuts at intersections to better support people of all ages and abilities.

Participants expressed strong support for additional green areas while noting the high quality of Leduc's existing trail network and green spaces. Participants expressed a desire to see this standard maintained in new neighbourhoods.

Traffic safety was also raised, with the use of traffic light cameras suggested as a measure to encourage safer intersection clearance.

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## Additional Feedback

### What We Asked

- » What else should be considered?

### What We Heard

Parks and open spaces were identified as a priority, with feedback emphasizing the need for more and larger greenspaces, including naturalized areas, that serve all residents not just schools. Participants emphasized the importance of being able to access parks from the street, noting that parks located internally are often not perceived as public. It was recommended to establish community garden and upkeep volunteer groups to support the City with maintenance. Opportunities for community gathering, such as events, public spaces, and volunteer-maintained gardens, were also seen as important for fostering active lifestyles and social connections.

Mobility and safety concerns were raised, including the need to establish traffic calming measures on key streets and to integrate urban design principles that enhance pedestrian safety, supporting safer streets and more walkable communities. Other suggestions included providing lighting in laneways and installing sound barriers along busy roads.

Feedback on housing included concerns about houses in new areas being built too close and challenges with snow storage on pie shaped lots. Prefabricated homes were requested to not be defined as a mobile/manufactured home and providing apartment-only zones or zones for specific housing forms in the renewed Land Use Bylaw were suggested. Participants raised concerns about the regulation of short-term rentals (e.g., AirBnBs), specifically regarding parking impacts, the loss of potential residential units, and implications to insurance.

Providing public spaces and venues to support events that bring the community together was important to participants. Participants noted examples of events in surrounding communities, such as movie nights for kids or Oilers game screenings.

Providing more clear public notices for development and rezoning applications, and more community engagement on planning topics was noted. Participants also emphasized the importance of establishing partnerships with other levels of government and non-profits to support community needs, such as healthcare, schools, and colleges.

# Survey

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## Overview

In December 2025, the City of Leduc released an online survey as an engagement activity for the Land Use Bylaw Renewal project. The purpose of the survey was to engage with the public to garner feedback on what they love about Leduc and what matters most as the City plans for the future through the Land Use Bylaw Renewal.

The survey was open for a month from December 16, 2025 to January 16, 2026. To promote participation, the event was shared through the City communication channels that included the City website, social media platforms, and email newsletters. In total, 200 people responded to the survey.

The survey was designed to gain an understanding and gather insights from the public on topics relevant to residential neighbourhoods.

The survey included questions on:

- » Respondent household demographics
- » Valued neighbourhood characteristics
- » Housing types in established and new neighbourhoods
- » Complete and livable community priorities in established neighbourhoods
- » Livability, affordability, and design priorities in new neighbourhoods
- » Amenities and preferred locations
- » Employment and commercial opportunities
- » Parking and transit

Overall, the survey sought to balance high-level perspectives on the Land Use Bylaw with detailed feedback on topics that will influence how and where residents live in Leduc in the future.

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# Feedback Summary

## Demographics

### What We Asked

- » What kind of neighbourhood do you live in?
- » What is your age?
- » What is your household size?
- » What are your household characteristics?

### What We Heard

Respondents are distributed nearly evenly between established neighbourhoods (48%) and new neighbourhoods (44%). The remaining respondents (8%) live in the Urban Centre, outside the City of Leduc, or preferred not to specify.

Survey participants represent a broad range of ages, from 18 to over 65 years. The largest age group was 35–44 years (27%), followed by 45–54 years (19%), 55–64 years (18%), 65 years and over (17%), and 25–34 years (14%). Respondents aged 18–24 accounted for 1%, while 4% preferred not to disclose their age.

Household sizes varied, with two-person households comprising the largest share (40%). This was followed by households with four or more people (30%), three-person households (17%), and one-person households (9%). An additional 4% of respondents preferred not to specify household size.

Most respondents (72%) reported having household members aged 13–64. Nearly one-third (30%) indicated the presence of children aged 12 and under, while 25% reported having household members aged 65 and over.

This demographic distribution suggests that respondents are primarily from family households with children or from households that include older adults.

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## Neighbourhood Characteristics

### What We Asked

- » What characteristics of Leduc's neighbourhoods do you value most? Please rank the following items in order of importance where at the top is most important, and each number thereafter is less important than the one before it.
- » Are there any other characteristics of Leduc's neighbourhoods you value?

### What We Heard

The most valued characteristic of Leduc's neighbourhoods by respondents is green space (parks, mature trees), followed by quality services (snow removal, maintenance, garbage removal) and wide streets. Building size (design, height, lot), ample parking, variety of housing options, and easy access to amenities such as pathways, parks and recreation facilities were also identified as important. Proximity to community facilities (library, hospital, school), and goods and services (retail, gas stations, restaurants, day cares) were ranked lower, indicating that it is more important to respondents on how neighbourhoods feel and function day-to-day over convenience and access to daily needs.

Further to these values, respondents also valued opportunities that provide for socializing, gatherings, and events for all ages.

Respondents repeatedly noted that established neighbourhoods exemplify many of these valued characteristics, including large lots, notable spacing between houses, wide streets, mature trees, and lower-scale housing. In contrast, newer neighbourhoods were often described as crowded, visually uniform, and lacking in mature landscaping, generous lot sizes, and appropriately sized street that support parking and winter driving conditions.

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## Established Neighbourhoods

### What We Asked

- » What is needed to support more complete and livable communities as established neighbourhoods evolve over time? Please rank the following items in order of importance where at the top is the most important and each number thereafter is less important than the one before it.
- » Do you have any other suggestions to support the evolution of established neighbourhoods?
- » What mix of housing is needed to support variety and options as established neighbourhoods evolve over time? (Select all that apply)

### What We Heard

Respondents expressed strong support for maintaining the character of established neighbourhoods while limiting infill. Highly valued characteristics in established neighbourhoods included large lots, mature trees and green space, walkable streets and connected pathways, wide roadways with on-street parking, and quiet, low-density communities.

Respondents placed the highest importance on ensuring adequate parks and open space are provided to support a more complete and livable community in established neighbourhoods, followed by the preservation of mature trees. Adequate parking was also highly valued. Providing a range of housing types and a range of businesses and employments were ranked as the least important.

Respondents also noted that expanding existing community services including schools and libraries and establishing walkable communities was also important.

In established neighbourhoods, respondents indicated the strongest support for housing forms that fit within the existing scale and character. Preferred housing types includes single-detached homes, duplexes, secondary suites where adequate parking can be provided, and housing that supports seniors and aging in place. Many respondents were less in favour of multi-unit housing forms – townhouses and apartments – citing negative impacts to neighbourhood character (particularly large lots with low-rise housing), overcrowding, parking and traffic impacts, and inadequate infrastructure as the main concerns. Overall, most respondents indicated that housing change in established neighbourhoods should be gentle, context-sensitive, and designed to blend with surrounding homes.

A small number of respondents were supportive of infill development in established neighbourhoods to provide choice of housing. Infill development was supported if it was appropriately integrated and suitable to the neighbourhood scale and character.

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## New Neighbourhoods

### What We Asked

- » How can new neighbourhoods best balance livability, affordability, and design quality? Please rank the following items in order of importance where at the top is the most important and each number thereafter is less important than the one before it.
- » Do you have any other suggestions for how new neighbourhoods can best balance livability, affordability, and design quality?
- » What mix of housing is needed to support variety and options for residents in new neighbourhoods? (Select all that apply)

### What We Heard

To create new neighbourhoods that balance livability, affordability and design quality, respondents ranked quality park spaces, range of housing types, and multiway connections to parks and open spaces as the most important considerations.

Key expectations for new neighbourhoods to support liveability include adequate on-site and on-street parking, wider streets that are welcoming and function well in winter, usable yards, adequate spacing between housing, tree planting, and high-quality, varied architectural design.

Many respondents expressed concern about narrow lots, zero-lot-line housing, and small frontages, noting that these lot widths and spacing causes neighbourhoods to feel overcrowded, creates parking issues and limits the size of yards for household use. New neighbourhoods were frequently described as feeling overcrowded and lacking visual variety, with homes characterized as “cookie-cutter.” Respondents emphasized the importance of spacing between homes, street widths that allow for parking, and neighbourhood layouts that feel open and functional. Some respondents also noted concerns over street widths and design and the ability to support emergency and service vehicles.

Acceptable housing forms in new neighbourhoods include single-detached homes, duplexes, townhouses, and low-rise apartments in appropriate locations. Survey results indicate that support remains strongest for single-detached housing, followed by senior housing and duplexes. Townhouses, suites (secondary, garage, and garden), and apartments up to four storeys received moderate support, while higher-rise apartments (up to six-storeys) received limited support overall. In contrast to established neighbourhoods, respondents were more supportive of townhouses than suites in new neighbourhoods. Where suites are provided, respondents emphasized the need for adequate parking to be accommodated on the property.

Housing variety in new neighbourhoods of low- and mid-rise forms that support families, seniors, and long-term livability were supported by respondents, while emphasizing that higher-density forms should be limited, carefully located, and designed with adequate parking, green space, and buffering to not compromise neighbourhood character or functionality.

Respondents emphasized that new neighbourhoods should function as complete communities from an early stage. Priorities included multi-way connections and access to parks and green spaces. There was strong interest in ensuring that community amenities such as parks, schools, and recreation spaces are delivered early in the development process, rather than deferred until later phases.

Respondents also highlighted the importance of providing multiple neighbourhood accesses and expanded bus routes and frequency to new neighbourhoods.

Overall, feedback indicates that new neighbourhoods are expected to accommodate growth and housing choice while maintaining the qualities that residents value most about Leduc neighbourhoods, those found in established neighbourhoods.

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## Employment Opportunities

### What We Asked

- » What types of employment opportunities would you like to see in Leduc? (Select all that apply)
- » Where would these businesses be most suitable?

### What We Heard

Survey respondents expressed strong support for a diverse range of employment opportunities that contribute to a complete and resilient local economy. The highest levels of support were for essential services such as health care, childcare, personal services, and professional offices, followed closely by restaurants, cafés, and entertainment uses. Neighbourhood-scale commercial nodes were also well supported, reflecting interest in having services and jobs closer to where people live. Arts, culture, and recreation-related employment received moderate support.

Industrial and vehicle-centric businesses generally received lower levels of support, particularly where these uses could create conflicts with residential areas. In addition to business type, respondents emphasized the importance of expanding local business opportunities and supporting inclusive employment, including opportunities for youth and people with disabilities.

Preferred locations for employment uses included existing business parks, downtown, commercial corridors, and neighbourhood edges. While some respondents expressed openness to having commercial uses within neighbourhoods, there was a clear overall preference for concentrating employment in commercial areas and mixed-use corridors. Limited support was expressed for locating employment uses deep within residential neighbourhoods, underscoring the importance of appropriate siting, compatibility, and thoughtful land use transitions.

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## Amenities

### What We Asked

- » What types of active or passive amenities would you like to see in Leduc (e.g., playgrounds, community gardens, multi-way)?
- » Where would these amenities be most suitable in Leduc?

### What We Heard

Respondents identified a strong desire for a range of public amenities that support recreation, connection, and everyday use. Frequently requested amenities included multi-use pathway connections, green spaces such as playgrounds, community gardens, and spray parks, as well as nature parks and treed areas. Dog parks, sports fields and courts, picnic areas, and informal seating such as benches were also commonly identified. Several respondents additionally expressed interest in another recreation centre to serve a growing population

Across responses, residents emphasized that amenities should be distributed throughout the city rather than concentrated in a limited number of neighbourhoods. Newer neighbourhoods in the southeast and southwest areas of Leduc were repeatedly identified as underserved, with respondents noting a lack of nearby recreational and community amenities.

## Transit

### What We Asked

- » If applicable, how would you describe your experience with the transit routes from home to your destination (e.g., work, school)?

### What We Heard

Residents generally reported low use of transit overall. On-demand transit services were described as inconsistent, with respondents suggesting that additional buses and improved reliability could increase usability. Many noted that current routes and service hours do not align well with commuter needs, particularly for work and school travel.

Winter conditions were also identified as a factor reducing transit feasibility and reliability. While residents expressed appreciation for existing service to Edmonton, several indicated a desire for increased frequency. Views on transit expansion varied, with some residents seeing value in improving transit options, while others felt that too many resources are provided for a service that is underutilized.

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## Parking

### What We Asked

- » How would you describe your experience with parking in your neighbourhood? Please include the neighbourhood and the area mentioned.
- » How would you describe your experience with parking in commercial areas in Leduc? Please include any location you wish to share.

### What We Heard

Feedback related to parking indicates that challenges tend to be localized and context-specific rather than city-wide. While some residents reported few parking issues, others identified recurring pressures in newer neighbourhoods, specific commercial areas, or at certain times of day.

Residential parking experiences varied by neighbourhood age and design. Older neighbourhoods were generally described as functioning well, with wider streets and lots, and larger driveways accommodating on-street parking more easily. In contrast, residents in newer neighbourhoods reported more frequent challenges, including congested streets, parking spillover associated with secondary or basement suites, narrow road widths, and safety concerns during winter conditions.

Commercial parking was generally viewed as adequate in many parts of the city, including Leduc Common and several other commercial areas. However, downtown parking was frequently identified as limited and challenging, with some respondents noting that parking constraints may negatively affect local businesses. While parking was seen as sufficient for casual trips (i.e., strolling along 50th Avenue), residents expressed concern about the lack of convenient parking. Parking along 50th Avenue also raised safety concerns as drivers need to backing onto a busy street with limited visibility.

Specific locations were highlighted as particularly challenging, where parking was described as difficult and drivers experienced congestion, confusing signage, and parking lots that felt undersized during busy periods.

# Conclusion

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## Key Takeaways

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



» **Housing Diversity:** Allowing more housing options and diversity in new neighbourhoods while limiting housing types to those that fit within the existing scale and character and with careful integration in established neighbourhoods.



» **Parking:** Parking was identified as a key consideration for new development in both established and new neighbourhoods to ensure adequate parking is provided to mitigate impacts.



» **Pedestrian Connections:** Improving walking connections through additional multi-ways, curb cuts, lighting, and traffic calming measures in neighbourhoods.



» **Daily Amenities & Community Services and Amenities:** Increased access to commercial, service, and recreational, and public amenities within neighbourhoods.



» **Parks and Open Space:** Desire for more and better maintained parks and open spaces in neighbourhoods for all ages.



» **Transit:** Transit service improvements were desired, particularly increased regional connections to Edmonton and the surrounding municipalities.

## 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](http://leduc.ca/LUB)

# Glossary

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## 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.

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### **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.