

People. Building. Community.

#### What We Have Heard - Public

##### Public generally supported:

- More housing options in new neighbourhoods
- Maintaining neighbourhood character and livability
- Sufficient parking
- Walkable communities
- Increased amenities within neighbourhoods
- Green space, mature trees, and parks
- Protection of Telford Lake and natural buffers
- Transit service improvements

# What We Heard Report

Land Use Bylaw Renewal

Sharing the Land Use Bylaw | Phase 4 (March - May 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.

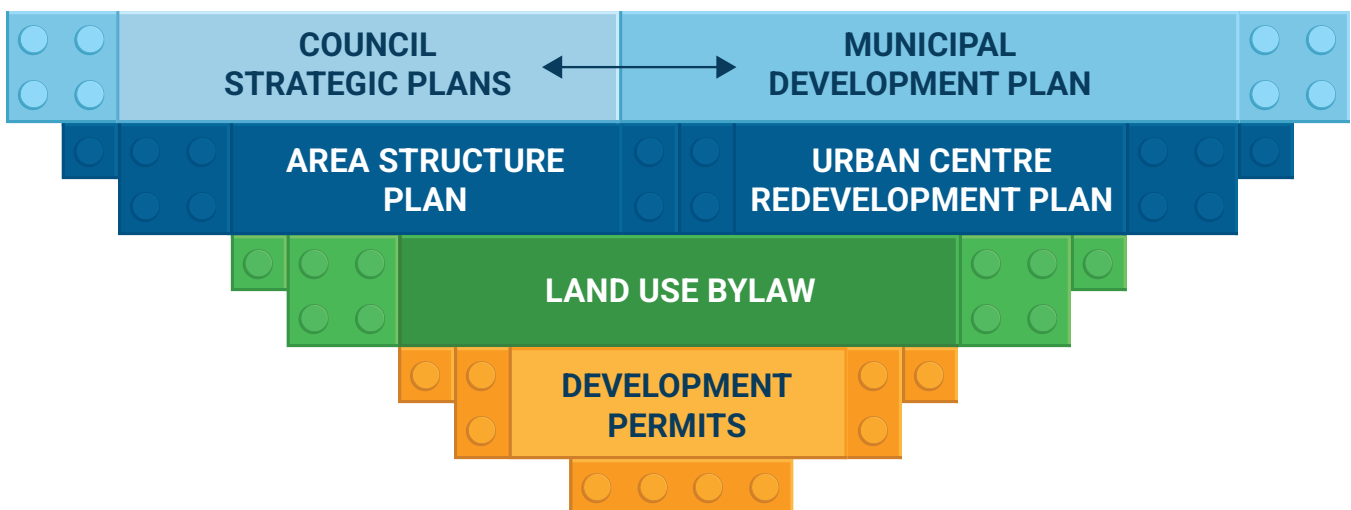
The Land Use Bylaw outlines specific rules to regulate how properties can be used and developed with land uses grouped into categories. These categories are referred to as "land use districts (zones)"—such as residential, commercial, industrial, or mixed-use—and they set standards for things like property 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 Municipal Development Plan (MDP), Area Structure Plans and the Urban Centre Redevelopment Plan.
- » Address housing demand and affordability and support sustainable development.
- » Make the bylaw easier to understand and apply for residents, builders, developers and City staff.

This project will extend into 2026 with opportunities for the public to be engaged and involved at different phases of the project.

City of Leduc Planning Hierarchy

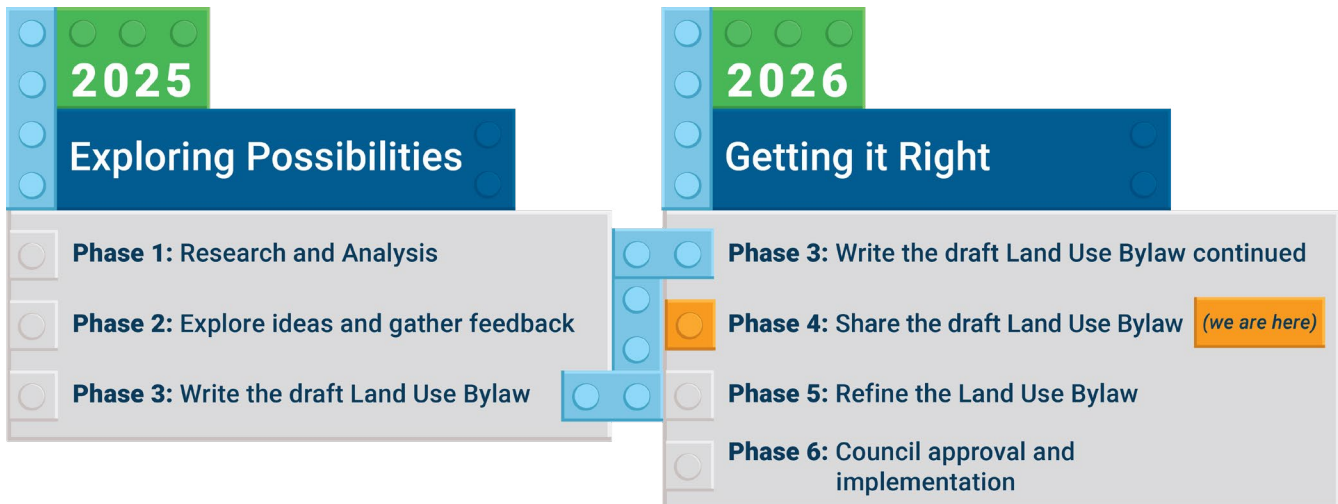


## About This Report

This report summarizes the development industry engagement completed during Phase 4 of the City of Leduc Land Use Bylaw Renewal project.

The purpose of this phase of engagement was to share the proposed draft changes to the Land Use Bylaw and gather feedback to help inform revisions and refinements in Phase 5. Input collected through this process will help shape a renewed Land Use Bylaw that aligns with the City's long-term vision, growth objectives, and community aspirations.

## Timeline



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## Key Takeaways

Overall, industry participants were generally supportive of the direction of the draft Land Use Bylaw, particularly the move toward a hybrid form-based approach, greater housing flexibility, and reduced lot dimensions. Feedback focused largely on greenfield development, including implementation considerations, development feasibility, servicing implications, and the need for additional clarity and guidance to support consistent application of the regulations. Participants emphasized the importance of balancing flexibility and innovation with practical considerations related to infrastructure, market realities, and development certainty.

# Industry Workshop

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## Overview

The City of Leduc hosted an in-person development industry workshop on Friday, March 13, 2026, during the day at the Leduc Civic Centre. The purpose of this workshop was to introduce the proposed draft changes to the Land Use Bylaw and provide an opportunity to gather targeted feedback on priority topics.

To promote participation, the City sent email invitations to land developers and consultants with projects in Leduc, and to BILD Edmonton Metro, a non-profit organization representing the land development industry.

In total, approximately 20 people attended the session.

The workshop was designed to inform and build understanding of the proposed draft changes, facilitate discussion, and gain insights on topics relevant to development. A presentation was provided by the consultant team, followed by an open house format with topic-specific engagement stations.

During the open house portion, participants were invited to circulate between different stations, where they could provide comments and engage with a facilitator to share feedback. Each station discussed a specific topic with related prompts. Station topics included:

- » Major highlights and changes overview
- » Land Use Map and Land Use Chart
- » Residential Districts
- » Industrial Districts
- » Commercial Districts
- » Other Districts
- » Parking

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## Feedback Summary

The following section summarizes feedback received during the presentation, facilitated discussions, and open house activities. Comments have been grouped by topic area to reflect common themes and considerations raised by participants.

### Hybrid Form-Based Code

Participants generally expressed support for the proposed hybrid form-based approach and recognized its potential to provide greater flexibility while supporting improved urban design outcomes. Several participants noted that the approach aligns well with existing Outline Plan processes, which often already incorporate form-based planning principles.

Questions and discussion focused on:

- » Clarification regarding permitted housing forms on Local and Minor streets, particularly townhouse developments
- » How height modifiers would be applied within different contexts and street typologies
- » Integration between the proposed bylaw framework and the Outline Plan process

### Residential

#### Dwelling Unit Definition

Participants noted that the proposed *Dwelling Unit* definition may unintentionally exclude certain housing arrangements, such as studio apartments, and recommended revising the wording to improve clarity and inclusiveness.

### Four Units per Lot

Participants were generally supportive of permitting up to four units per lot within residential and mixed-use districts. Discussion focused on implementation considerations, including when and how unit counts would be evaluated and approved throughout the planning process.

Participants also identified concerns related to infrastructure capacity, servicing requirements, and how overall unit counts would be tracked over time. It was noted that these changes may influence how future neighbourhoods are planned and serviced, particularly where infrastructure may need to accommodate higher build-out scenarios.

Industry representatives emphasized the importance of providing additional guidance related to servicing assumptions and long-range neighbourhood design considerations. Outline Plans were noted as an example of servicing and infrastructure analysis at the early planning stages.

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## Height

Feedback indicated support for permitting building heights up to four storeys within Residential General areas with a Minor designation. Participants also noted that taller built forms may be appropriate where integrated into the internal structure of a neighbourhood and supported through thoughtful neighbourhood design.

## Landscaping

Participants identified challenges with achieving the current 35% landscaping requirement, noting that it has been difficult to achieve on many development sites and has resulted in Direct Control districts in some cases. Participants indicated that landscaping requirements closer to 20%–25% are more typical and achievable.

Potential solutions discussed included:

- » Establishing different landscaping requirements based on development type
- » Using minimum landscaped area requirements for fee-simple developments
- » Applying plant count requirements for larger apartment or multi-unit developments
- » Allowing flexibility where developments are adjacent to parks or open spaces to reduce duplication of amenity functions

Participants also noted that narrow lot developments can create practical limitations for tree planting and landscaping requirements. Some participants further noted that some homeowners prefer flexibility in determining landscaping treatments for their property.

## Lot Widths

Participants generally supported reduced lot width requirements in principle and recognized the flexibility these changes could provide for housing diversity and affordability. Participants noted more specific comments could be provided when the specific lot widths are made available.

## Tower Separation

Many participants felt that the proposed minimum 35 metre tower separation requirement between high-rise forms and the residential or historic main street districts was excessive relative to other higher-density urban contexts across Canada. It was suggested that tower separation requirements apply beginning at the sixth storey rather than the fourth storey to better align with six-storey wood-frame multi-unit developments.

## Setbacks and Stepbacks

Questions were raised regarding the proposed front setback range of 3–5 metres and stepback requirements in the Residential Urban District. Clarification was provided that these directions originated through the Urban Centre Area Redevelopment Plan to support transitions between buildings and enhance the streetscape environment.

## Uses

Participants suggested modifying sales centres on Local roads to be permitted rather than discretionary, noting that show homes are typically lower-density housing forms such as single detached and duplex developments.

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## Commercial

### General Commercial District

A participant suggested increasing landscaping requirements for auto-oriented commercial developments to improve site design and overall visual quality.

### Mixed-Use District

A participant noted that portions of the proposed Mixed-Use district permitting heights up to 26 storeys may require further review relative to Airport Zoning Regulations (AZR) and Obstacle Limitation Surface (OLS) restrictions in certain areas.

## Industrial

Limited feedback was received regarding industrial districts, as most workshop participants were primarily involved in residential and commercial development sectors.

Participants generally noted that the existing industrial districts are functioning well and suggested that revisions remain limited in scope. Additional comments included:

- » Re-evaluating district boundaries
- » Concerns that rail-related uses within the Special Industrial District may not be realistic
- » Support for the proposed Medium Industrial definition as broad and easy to interpret
- » Consideration for allowing religious assembly and private school uses within the Light Industrial District.

## Parking

### Bicycle Parking

Participants noted that proposed bicycle parking rates are most appropriate for multi-unit developments where residents may not have access to private garages. Feedback generally supported maintaining the existing rate of 0.25 spaces per unit or a minimum of five spaces.

Participants also requested additional guidance and clarification regarding bicycle parking requirements and expectations.

### Residential Parking

Participants generally indicated that the current residential parking rates align with market expectations and resident demand. Participants noted that parking reductions may be appropriate in specific contexts, including:

- » Affordable housing developments
- » Sites located near transit
- » Higher-density or mixed-use areas

Some participants also noted that requiring one parking stall per bedroom for secondary suites may exceed anticipated parking demand in some contexts.

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## Commercial Parking

Participants cited a neighbouring municipality's commercial parking approach as a positive example, particularly its more flexible loading requirements (i.e., allowing loading from the front).

Discussion also focused on the benefits of shared parking arrangements between complementary commercial uses, which can improve parking efficiency and reduce the need for duplicated parking supply where peak demand occurs at different times.

Participants noted that parking requirements for patios can be challenging due to the seasonal nature of patio operations. Participants also emphasized the importance of context-specific parking requirements within different urban contexts, recognizing that parking solutions for Main Street areas may differ significantly from suburban commercial centres such as Leduc Commons.

# Conclusion

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## Next Steps

These insights will be used by the project team to inform the next iteration of the draft Land Use Bylaw. Input received from participants will be considered by the project team as refinements are made to the proposed regulations to support practical, sustainable, and community-oriented growth and development within the City of Leduc.

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.

## Garage 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.