



# What We Heard Report

Land Use Bylaw Renewal

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

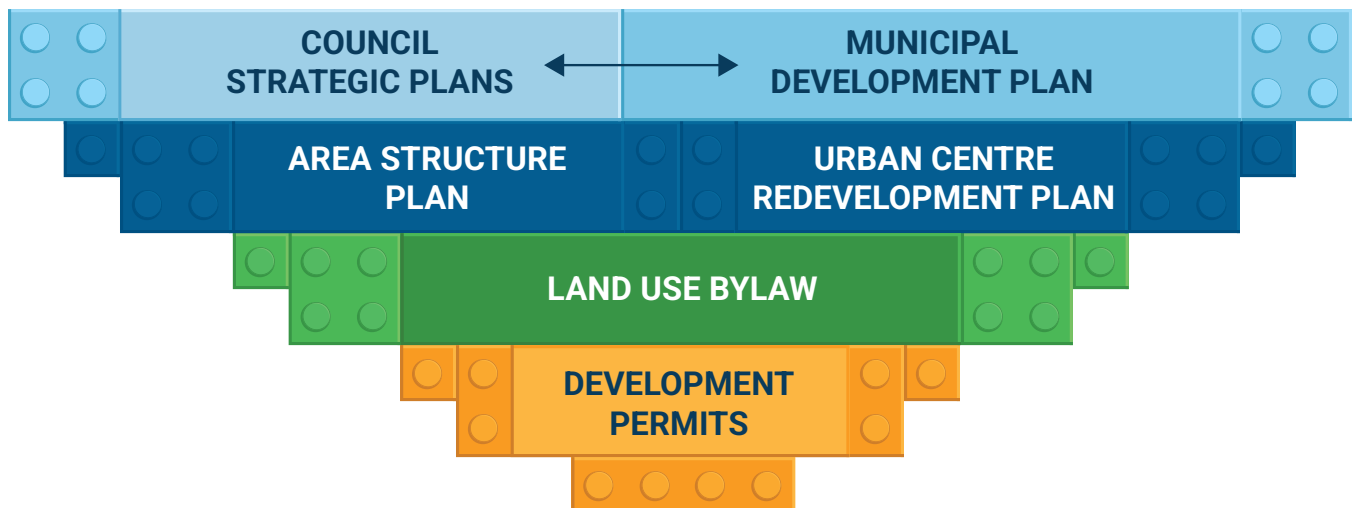
The Land Use Bylaw outlines specific rules to regulate how properties can be used and developed with land uses grouped into categories. These categories are referred to as "land use districts (zones)"—such as residential, commercial, industrial, or mixed-use—and they set standards for things like property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

The 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

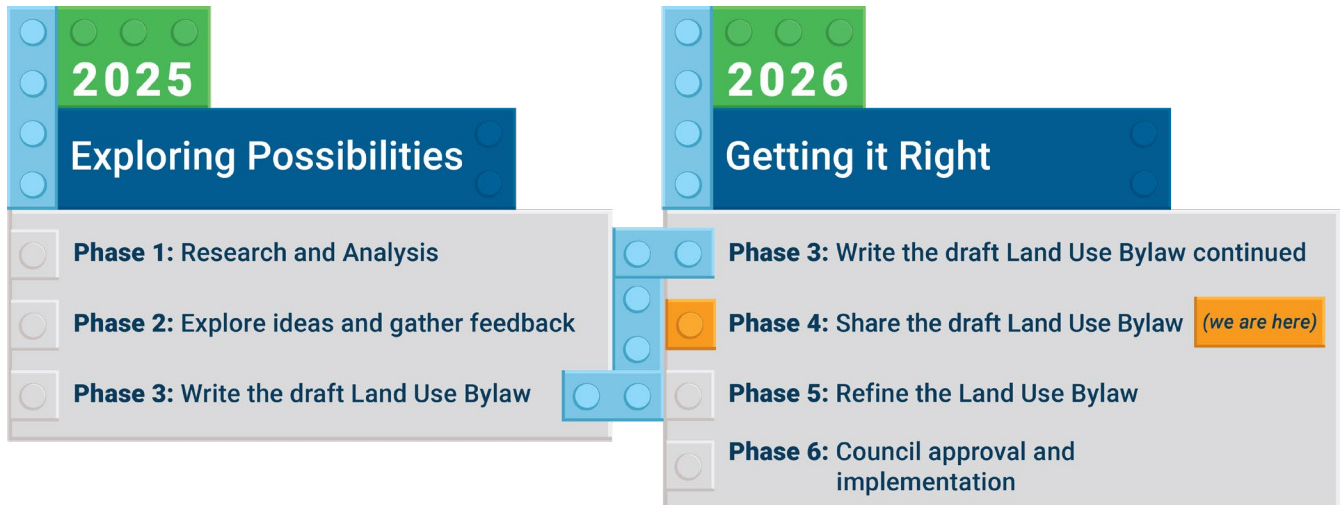


## About This Report

This report summarizes the public 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



## Key Takeaways

Key takeaways from the public drop-in sessions (virtual and in-person) and online survey include:



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



» **Parking:** Parking was identified as a key consideration and respondents supported maintaining existing parking requirements and expressed concern regarding reduced parking standards.



» **Neighbourhood Amenities:** Respondents were supportive of integrating additional amenities and services within residential neighbourhoods, particularly recreational facilities, restaurants, coffee shops, retail stores, and daycares, to improve convenience, walkability, and access to daily needs close to home.



» **Building Height & Transitions:** Moderate building heights and context-sensitive transitions between neighbourhoods were generally preferred, with respondents most supportive of mid-rise forms and taller buildings directed toward the Urban Centre and major corridors.

# Virtual Session

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## Overview

In April 2026, the City of Leduc hosted a virtual session as an engagement activity for the Land Use Bylaw Renewal project. The purpose of the virtual session was to share the proposed changes to the Land Use Bylaw and engage participants providing feedback on priority topics.

The virtual session was held on Tuesday, April 15, 2026 from 5:30 - 7:00 pm 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. In total, 20 people attended the online session.

The format of the virtual session was designed to build public understanding of the proposed changes, through a presentation given by the consultant team, gain insights on key topics through poll questions, and provide an opportunity for questions and comments.

During the consultant presentation, participants were prompted to respond to poll questions that were asked throughout. A total of four poll questions were asked. Question topics included:

- » Hybrid Form-based approach
- » Mix of uses in neighbourhoods
- » Built form regulations for multi-unit buildings in neighbourhoods
- » Building heights

Following the presentation, a question and answer period was held where participants were encouraged to submit questions or comments for discussion.

The recording of the online session is posted for public viewing on the project page at [www.leduc.ca/lub](http://www.leduc.ca/lub).

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# Feedback Summary

## Linking Building Size to Road Hierarchy

### What We Asked

- » The renewed Land Use Bylaw links the size of building to the size of street and context, since larger streets are wider they can accommodate larger buildings. For example, houses, duplexes, and townhomes are generally allowed on smaller local roads while apartments and mixed-use buildings are generally allowed on major roads. Do you agree with this approach to the renewed Land Use Bylaw? (14 responses)

### What We Heard

Most respondents (93%) generally agreed (strongly agreed or somewhat agreed) to tying the size of buildings to the size of the street and surrounding context. One (7%) respondent strongly disagreed with this approach.

## Mix of Uses in Residential Areas

### What We Asked

- » The renewed Land Use Bylaw still focuses on keeping incompatible land uses apart, however it allows for some mixing of uses so that businesses like coffee shops and doctors' offices can be in our neighbourhoods. Do you agree with this approach to the renewed Land Use Bylaw? (17 responses)

### What We Heard

The majority of respondents agreed that a mix of uses could be located within residential neighbourhoods, with 29% in strong agreement and 53% in somewhat agreement. A few respondents (12%) were neutral, while one respondent (6%) strongly disagreed to allowing a mix of uses in neighbourhoods.

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## Multi-Unit Buildings Regulations

### What We Asked

- » The renewed Land Use Bylaw proposes allowing up to four (4) dwelling units in residential and mixed-use districts to support affordability and housing variety to meet the needs of all residents. However, not all lots will be able to accommodate four (4) dwelling units due to requirements such as parking, setbacks, landscaping, and access. The regulations are designed to ensure the size and shape of a multi-unit building is consistent with the size and shape permitted for single detached houses. Do you agree with this approach?  
(16 responses)

### What We Heard

In terms of regulating multi-unit residential buildings in neighbourhoods with more than one dwelling unit, respondents provided mixed feedback. Where four (4) units could be accommodated in a multi-unit building, most respondents agreed to an extent, either strongly (31%) or somewhat agreed (25%). A few respondents (13%) were neither agreed or disagreed, while 31% of respondents somewhat disagreed. No respondents strongly disagreed with this approach.

## Established Neighbourhoods - Height

### What We Asked

- » Currently the maximum building height in the established neighbourhoods is 12.0m which could mean houses up to 3 storeys tall. What should the maximum building height be in established neighbourhoods?  
(17 responses)

### What We Heard

There was mixed feedback from respondents. Most respondents (47%) were supportive of determining building heights based on the street type (e.g., 2 storeys on a local street, 3 storeys on collector streets, and 4 storeys on arterial streets).

35% of respondents supported keeping the maximum building height at 3 storeys, and 24% supported lowering it to 2 storeys.

# Open House Sessions

## Overview

In April 2026, the City of Leduc hosted two in-person open house sessions as an engagement activity for the Land Use Bylaw Renewal project. The purpose of the open house sessions were to introduce the proposed draft changes to the Land Use Bylaw and gather targeted feedback on priority topics.

The public open house sessions were held on Saturday, April 18, 2026, during the day, and Tuesday, April 21, 2026, in late afternoon and early evening at the Leduc Civic Centre. 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. Over the two sessions, a total of approximately 60 people participated.

The open house sessions were designed to continue to build public understanding of what a Land Use Bylaw is and introduce the proposed draft changes to the Land Use Bylaw, facilitate discussion, and gain insights on topics relevant to residents.

During the drop-in sessions, participants were invited to circulate between different stations, where they could engage with a facilitator and share their thoughts and ideas through discussion and comments. 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 throughout the public engagement process, including comments provided during workshops, discussions, and engagement activities. Feedback has been grouped by topic area to reflect common themes, opportunities, and considerations identified by participants.

### Residential Districts

Participants shared a range of feedback related to housing choice, neighbourhood character, built form, and residential development standards.

Several participants expressed interest in exploring opportunities for tiny homes or alternative housing forms on public lands to support lower-income and attainable housing options. One participant also noted the importance of supportive housing services and suggested re-establishing a community and service hub that could provide services and safe overnight accommodations.

Some participants also supported permitting shipping containers (SeaCans) within residential areas where appropriately maintained and screened.

Discussion also highlighted the importance of parks and open spaces within neighbourhoods. One participant referenced the *Municipal Government Act* requirement for 10% municipal reserve dedication, noting that this reflects ongoing demand for accessible park and recreational spaces.

Questions were also raised regarding home-based businesses and the types of uses that may be permitted within residential neighbourhoods. Participants sought clarification regarding whether uses such as mechanics or welding services operating from garages would be permitted, particularly in areas adjacent to existing nuisance-generating uses such as rail corridors.

Participants also discussed neighbourhood design considerations, including:

- » Additional design requirements for corner lot homes, such as windows facing both street frontages
- » Greater consideration for bungalow and single-storey housing forms
- » Appropriate setbacks and spacing between homes
- » Support for reduced front setbacks to bring homes closer to the street and increase backyard space
- » Support for regulating building height based on street context and surrounding character

## Daily Amenities & Services

Participants supported integrating commercial and service uses within neighbourhoods, such as coffee shops, hair salons, pubs, and gas stations, to improve convenience and walkability. Many participants indicated a preference for distributing these uses throughout neighbourhoods rather than concentrating them in central commercial areas.

Participants also expressed support for allowing daycare facilities within a broader range of locations throughout the city. Feedback noted the importance of locating daycares near parks, open spaces, and greenspaces where possible.

## Commercial Districts

Participants provided limited but targeted feedback regarding commercial areas and building scale.

One participant noted that the Southfork gas station appeared to be missing from the commercial district mapping.

Additional feedback focused on building height and density within the Crystal Creek west end commercial area. One participant felt that a proposed 26-storey building would be inappropriate for the area and suggested that a building height in the range of five to six storeys would be more suitable. It was also noted that higher-density development should remain focused within the Urban Centre and southeast portions of Leduc.

## Parking

Participants were asked whether the current parking requirements are functioning effectively and whether parking rates should be increased, decreased, or maintained.

Feedback indicated that townhouse developments with secondary suites are contributing to increased on-street parking congestion in some neighbourhoods, particularly where garages are not being used for vehicle parking. Participants referenced varying parking conditions across different areas of Leduc, noting mixed demand in South Telford, higher parking pressures around Southwick Park, and lower demand in Edgewater.

Discussion regarding commercial parking highlighted a range of perspectives. One participant suggested that commercial parking requirements should be based on building or lot size rather than varying by specific land use type or business activity, as is typical. Another participant emphasized the importance of incorporating bicycle parking amenities within commercial developments.

Overall, feedback indicated a general preference for requiring one parking stall per bedroom for secondary suites.



## Additional Considerations

Participants raised questions regarding how the renewed Land Use Bylaw will support sustainable building practices, energy efficiency, and long-term housing affordability.

Questions were also raised regarding alignment between the Land Use Bylaw Renewal and the Municipal Development Plan (MDP), including whether the growth nodes identified within the MDP are reflected within the proposed bylaw framework.



## Environmental Considerations

Participants emphasized the importance of environmental protection and ecological preservation throughout the city.

Feedback included support for:

- » Increased setbacks and buffers adjacent to environmental features
- » Exploring opportunities to use a portion of municipal reserve funding to expand setbacks and naturalized areas around Telford Lake
- » Strengthening protections for ecologically sensitive areas and natural systems

Participants specifically emphasized the ecological importance of Telford Lake and encouraged the City to recognize the lake as a significant natural asset rather than solely as stormwater infrastructure. Feedback highlighted the importance of protecting the long-term ecological health of the lake, preserving the environmental services it provides, and limiting additional development pressures — particularly within the North Telford area.

For industrial and commercial areas adjacent to Telford Lake, participants also suggested that fencing regulations should consider wildlife movement and ecological connectivity.

# Online Survey

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## Overview

In April 2026, 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 the proposed direction of key topics in the first draft of the Land Use Bylaw.

The survey was open for two weeks from April 20, 2026, to May 3, 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, 154 people responded to the survey.

The survey was designed to gain insights from the public on the regulation approach (i.e., hybrid form-based code) to the Land Use Bylaw, and specific topics relevant to residential neighbourhoods, such as building heights, parking, and permitted uses, and commercial areas.

The survey included questions on:

- » Neighbourhood character and consistent streetscape design
- » Scale of buildings based on road width and typology
- » Building heights in Established Neighbourhoods and Residential Urban District
- » Types of non-residential uses in residential areas
- » Scale and sizing approach of multi-unit buildings
- » Secondary suite parking requirements
- » Potential areas for parking reductions
- » Commercial parking requirements

Overall, the survey sought to understand resident sentiment on key topics, which will influence how residential and commercial areas will look and function in the future.

# Feedback Summary

## Neighbourhood Character - Built Form & Uses

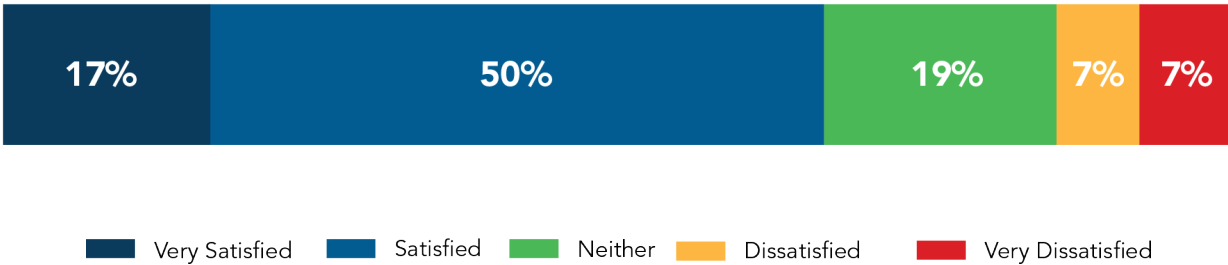
### What We Asked

- » The draft Land Use Bylaw considers how different uses can coexist by focusing on neighbourhood character and parking considerations. For instance, regulating the size, shape, and character of buildings is aimed at creating a consistent, walkable, and attractive streetscape that feels residential, even when non-residential uses are present. Do you agree with this approach?

### What We Heard

Overall, the majority (67%) of respondents were supportive (very satisfied and satisfied) of this approach. A smaller portion of respondents were neutral (19%) or not supportive (14%; dissatisfied and very dissatisfied).

*Overall Satisfaction with Neighbourhood Character Approach*



## Building Scale & Road Hierarchy

### What We Asked

- » The draft Land Use Bylaw links the size of building to the size of street. Larger streets are wider and carry more transit and traffic; therefore, they can accommodate larger buildings and more dwellings. For example, houses, duplexes, and townhomes are allowed on smaller local roads while apartments and mixed-use buildings are allowed on wider roads. For example, the yellow areas on this map show parcels located next to local roads. These areas would allow smaller-scale homes, such as a single-detached house, duplex, and townhouse. The black cross-hatched areas labeled “Major” are along wider roads, which would support larger buildings like apartments, neighbourhood commercial uses, or mixed-use buildings. Do you agree with this approach?

### What We Heard

Most respondents (62%) supported this approach, including:

- 13% who strongly agreed
- 49% who agreed

A smaller portion of respondents were neutral (16%), while 23% disagreed with the approach, including:

- 14% who disagreed
- 9% who strongly disagreed

Overall, feedback suggests general support for aligning building scale and intensity with roadway hierarchy and surrounding context.



Figure from survey identifying Non-Major and Major designated parcel locations.

## Established Neighbourhoods - Height

### What We Asked

- » The draft Land Use Bylaw has maintained the maximum building height allowed in the established neighbourhoods at 12.0 m. This means a house can be built up to 3 storeys tall. What should the maximum building height be in established neighbourhoods?

### What We Heard

Responses indicated mixed perspectives with 41% of respondents supported maintaining a maximum height of three storeys, and 40% supported reducing the height to two storeys.

A small portion (7%) of respondents provided other suggestions including:

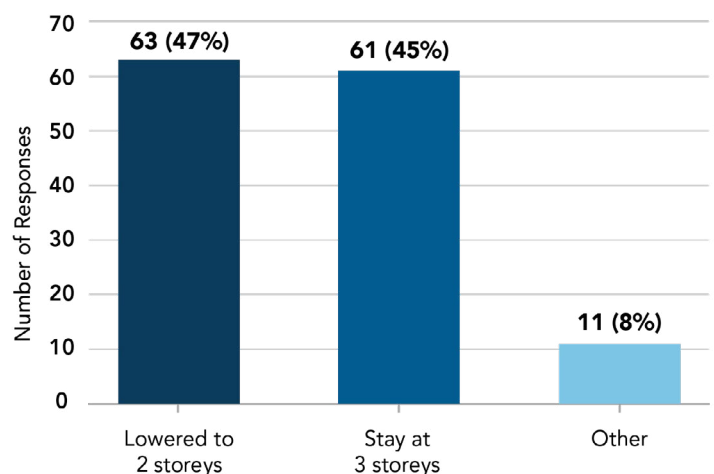
- » Allowing heights up to four storeys
- » Permitting two storeys within neighbourhood interiors and up to four storeys along major roads
- » Allowing taller buildings where neighbouring properties provide support
- » Limiting development to single-storey bungalow forms
- » Maintaining flexibility in height provided adequate parking is available

Respondents noted concerns that buildings three storeys and higher can appear crowded, negatively impact neighbourhood character, and contribute to parking pressures. Others indicated that building height was less of a concern where sufficient parking is provided. Some respondents expressed support for taller buildings where accompanied by high-quality architectural design.

Additional comments suggested that taller built forms should generally be directed toward separate or newer neighbourhood areas rather than integrated into existing low-density subdivisions characterized by two storey homes.

Concerns were also raised regarding potential impacts of redevelopment on mature street trees and stormwater management systems.

### Maximum Height within Established Neighbourhoods



## Established Neighbourhoods (Major Designation) - Height

### What We Asked

» As an example, there are a few places within the established neighbourhoods where development faces a major road, see map below. Since the major road may support a larger development (apartments, neighbourhood commercial uses, or mixed-use buildings), a slight building height increase could be allowed up to 15.0 m or 4 storeys. What should the maximum building height be in the identified areas shown in the black cross-hatch?

Additional comments indicated a range of perspectives, including:

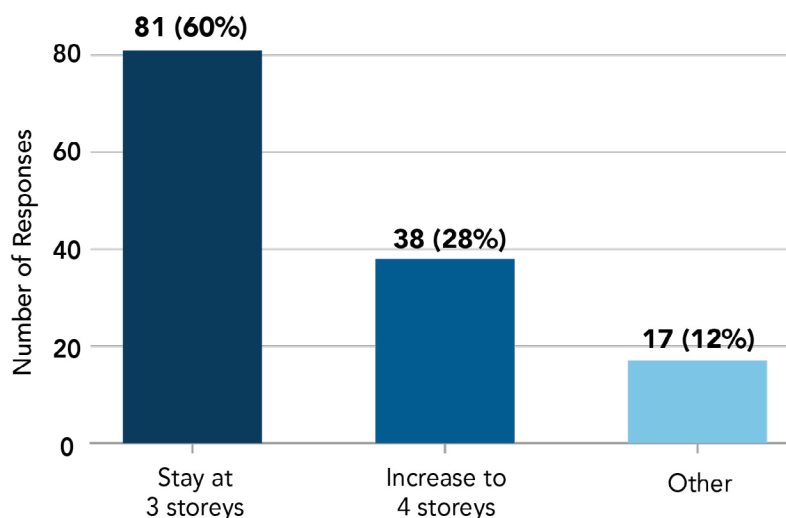
- » Support for limiting heights to two storeys
- » Recognition that site-specific context should guide appropriate building height
- » Consideration of parking, privacy, views, and surrounding development when evaluating taller buildings
- » Concerns regarding increased traffic congestion associated with additional density

One respondent expressed support for heights up to six storeys.

### What We Heard

Most respondents (60%) were not supportive of increasing the maximum height and preferred maintaining the current three storey limit. Approximately 28% supported increasing building heights to four storeys.

*Maximum Height along Major Roads within Established Neighbourhoods*



## Residential Urban District - Height

### What We Asked

- » The draft Land Use Bylaw includes a new residential district (Residential Urban). Residential Urban provides a diverse range of housing options that establish more dense residential areas within the Urban Centre, close to surrounding commercial and Urban Services uses. This district is intended to serve as a transition district to the established neighbourhood and from larger mixed-use Urban Centre developments. What height should be allowed in this District to support transition from high-rise buildings (over 12-storeys) in the Urban Centre to low-rise (up to 3-storeys) in Established Neighbourhoods?

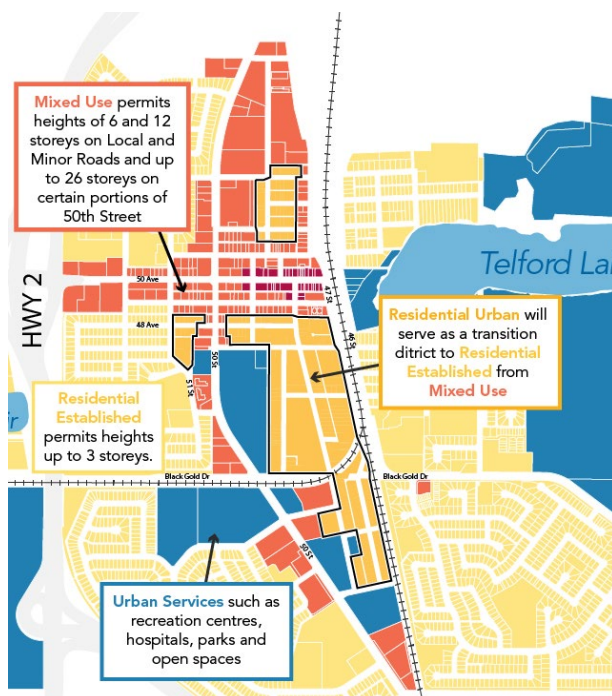
### What We Heard

The largest portion of respondents (49%) supported a maximum height of six storeys to support the transition of building heights from the Urban Centre to the surrounding Established Neighbourhoods.

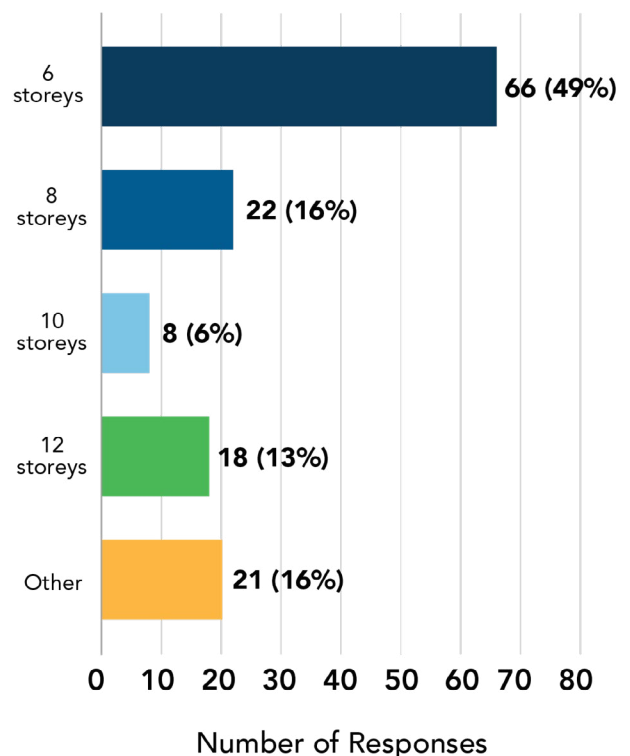
Smaller portions of respondents supported eight storeys (16%), ten storeys (6%), and twelve storeys (13%).

Additional comments suggested preferred maximum heights ranging between two and six storeys. A few respondents noted that Leduc should not support high rise buildings, while others noted that high rise buildings should primarily be located in the Urban Centre or in new neighbourhoods.

Figure from survey identifying the Residential Urban District



Building Height within Residential Urban District



## Daily Amenities & Community Services

### What We Asked

- » In Phase 2, we heard from residents that they would like increased access to commercial, service, recreational, and public amenities within neighbourhoods. Do you agree or disagree with the following uses being allowed in residential areas?

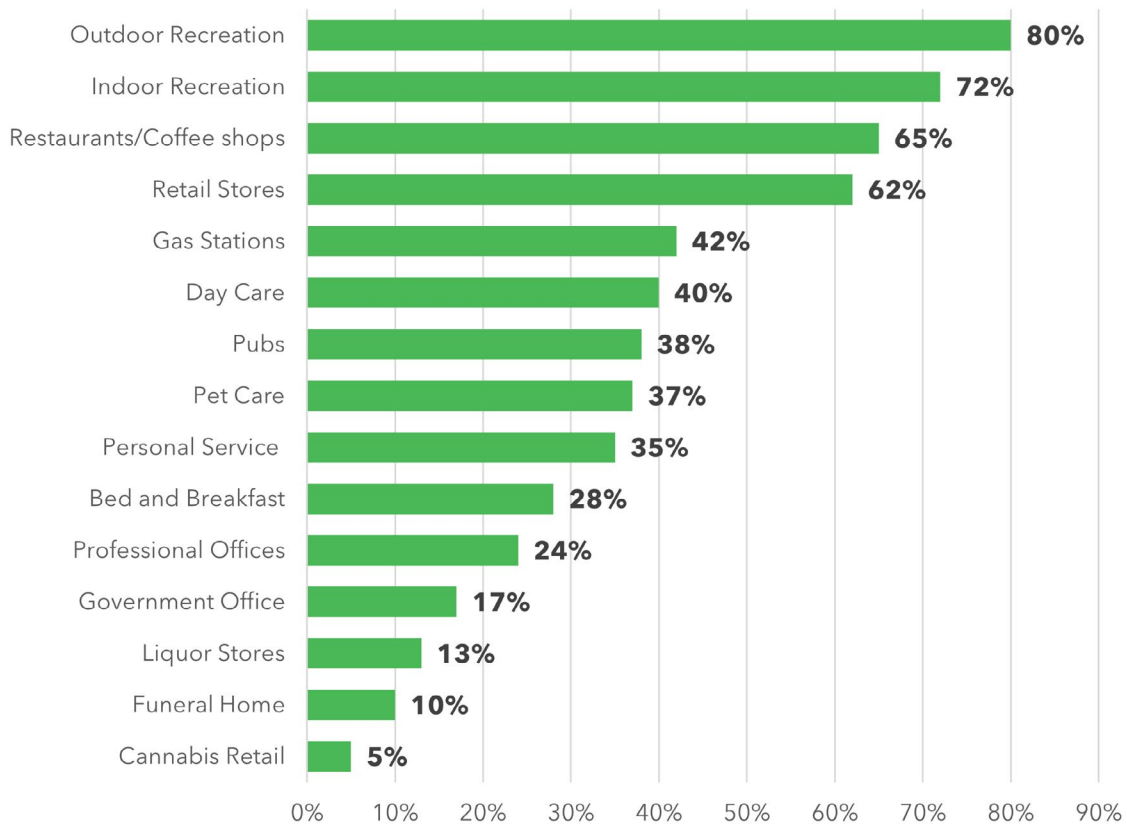
### What We Heard

Respondents were very supportive of integrating outdoor recreation facilities (82%), indoor recreational facilities (72%), restaurants and coffee shops (65%), and retail stores (62%) in residential areas.

There was less but moderate support (35% - 42%) for gas stations, day cares, pubs, pet care, and personal service uses.

Respondents were not supportive (5% - 28%) of allowing bed and breakfast establishments, professional offices, government offices, liquor stores, funeral homes, and cannabis retail.

Support for Daily Amenities & Community Services in Residential Areas



## Multi-unit Housing Built Form

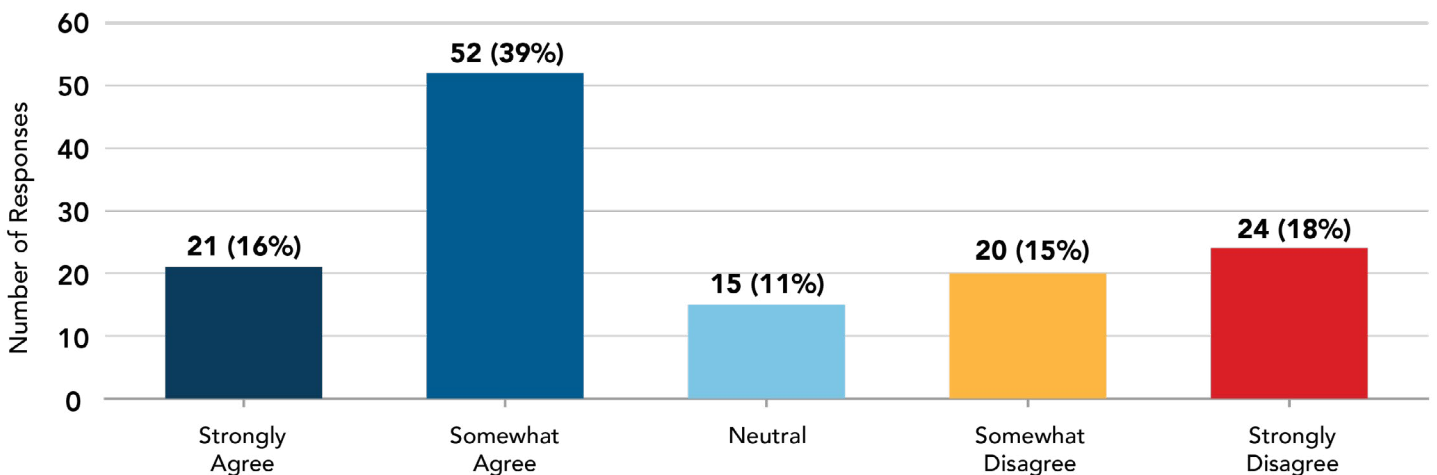
### What We Asked

- » In Phase 2, we heard from residents that they support more housing options and variety in new neighbourhoods while limiting housing types to those that fit within the existing scale and character and with careful integration in established neighbourhoods. The draft Land Use Bylaw proposes allowing up to four (4) dwelling units in residential and mixed-use districts to support affordability and housing variety to meet the needs of all residents. Any suite options would count toward the 4-unit maximum. However, not all lots will be able to accommodate four (4) dwelling units due to requirements such as parking, setbacks, landscaping, and access. The regulations are designed to ensure the size and shape of a multi-unit building are consistent with the size and shape permitted for single detached houses. Do you agree with this approach to support housing variety in the renewed Land Use Bylaw?

### What We Heard

Slightly more than half (55%) of survey respondents expressed support for this approach, while a smaller portion were not supportive (33%) or neutral (11%).

*Support for Up to Appropriately Sized Multi-unit Buildings in Residential and Mixed-Use Districts*



## Parking - Secondary Suites

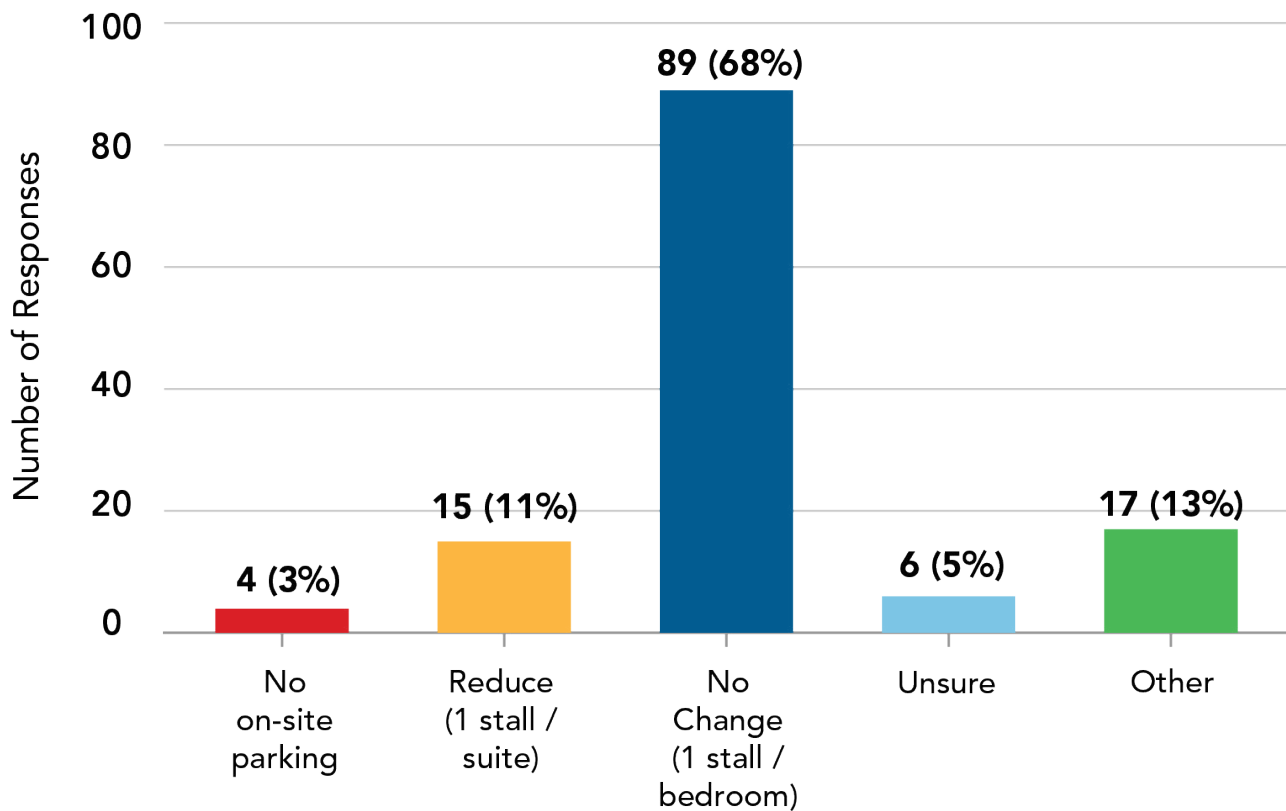
### What We Asked

- » The draft Land Use Bylaw has maintained the minimum amount of parking required on-site in residential districts, which are: one (1) parking stall per bedroom for suites (such as garage suites, secondary suites or garden suites) and two (2) parking stalls per main dwelling unit. What is your preference for secondary suite parking?

### What We Heard

The majority of respondents (68%) preferred that the parking rate for secondary suites remains unchanged where one parking stall per bedroom is required.

*Secondary Suite Parking Rate Preference*



## Parking - Reductions to Support Affordability

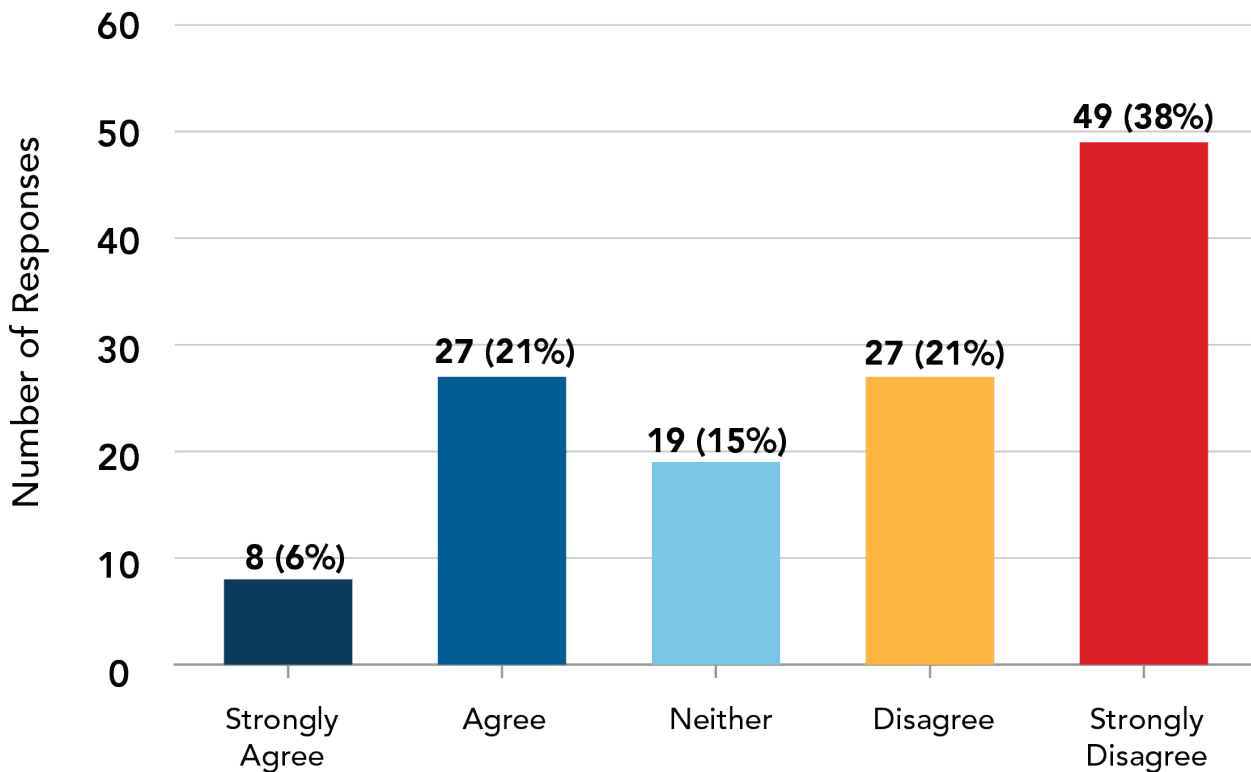
### What We Asked

- » To provide design flexibility and support affordability where it makes sense, the project team is exploring ways to reduce on-site parking requirements in areas with access to curb-side parking, fixed transit routes, and for suites and apartments. This approach allows residents, developers, and businesses to determine the amount of parking needed as those needs change over time. Do you agree with this approach?

### What We Heard

The majority of respondents (58%) were not supportive (strongly disagreed or disagreed) of allowing parking reductions.

*Preference for Parking Rate Reduction to Support Affordability*



## Parking - Commercial Use Rates

### What We Asked

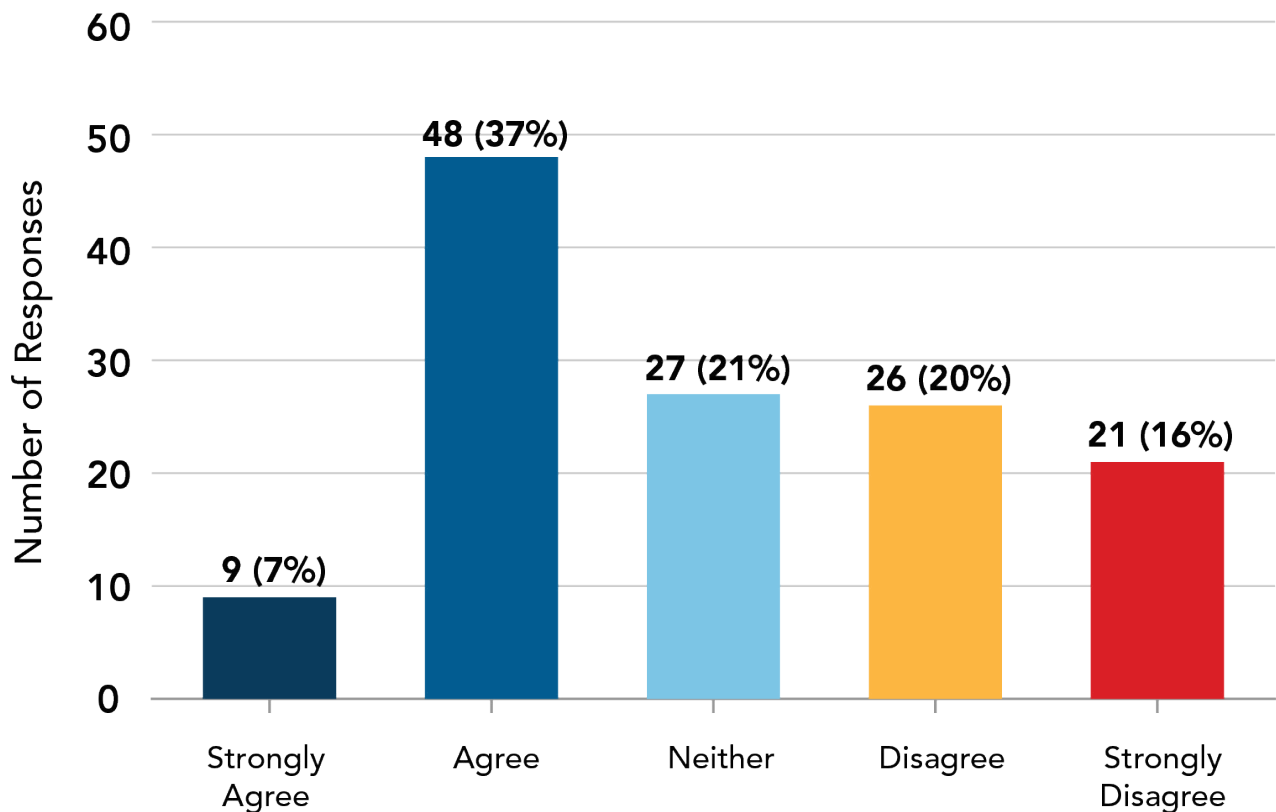
- » To improve consistency and support commercial tenants that change over time, the project team is exploring ways to simplify on-site parking requirements in commercial areas. The draft Land Use Bylaw proposes a single, standard parking ratio for all commercial uses. Parking would be based on the size of the building, rather than the type of business operating within it. For example, a requirement for 1 stall per XX m<sup>2</sup> of building lot coverage would be the same for a retail store, office, and a restaurant. Do you agree with this approach?

### What We Heard

Overall, 46% of respondents generally agreed (strongly agreed or agreed) with simplifying the commercial parking requirements to more standard rate based on floor area, while 36% generally disagreed (strongly disagreed (16%) and disagreed (20%)) and 21% were neutral.

Among the respondents, 13 indicated that they own or operate a business in Leduc. Of these respondents, 46% generally disagreed (strongly disagree and disagree) with simplifying the parking approach to number of spaces based on floor area, while a smaller 38% agreed to this approach.

Commercial Parking Rate Preference



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## Demographics

### What We Asked

- » What is your age?
- » What neighbourhood do you live in?
- » Do you rent or own your home?
- » What type of dwelling do you live in?
- » Do you own or operate a business in the City of Leduc?

### What We Heard

Survey respondents represent a broad range of ages, from 25 to over 65 years. The largest age group was 65 years and over (31%), followed by 55–64 years (21%), 45–54 years (17%), 35–44 years (17%), and 25–34 years (7%). 7% of respondents preferred not to disclose their age. No respondents were 24 years or younger.

Most survey respondents (94%) identified as residents of Leduc, while 7% live outside the city. Among respondents that live in Leduc, 61% live in a newer neighbourhood, while 35% live in established neighbourhoods, and 3% preferred not to specify which neighbourhood they live in.

Most survey respondents (90%) own their home, while 7% rent their own home, and 3% have another living arrangement, such as renting within their family home.

The majority of survey respondents (84%) live in a single detached dwelling. Smaller portions live in a duplex (9%) or in a multi-unit building (6%), including tri- or fourplexes, townhouses, or apartments).

Most respondents (90%) indicated they do not own or operate a business in Leduc. Of the 13 respondents who identified as business owners or operators, most live in Leduc, while only two respondents either live outside Leduc or did not specify which neighbourhood they live in.

# 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, following the refined draft Land Use Bylaw, 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.