



October 11, 2024

St. Albert City Council
City of St. Albert
5 St. Anne Street, St. Albert, AB
Canada, T8N 3Z9

Re: Public Hearing Input for Land Use Bylaw BL-24-024

Dear Mayor and Members of St. Albert City Council,

BILD Edmonton Metro is a non-profit organization representing over 500 companies in the building and development industry. Our members are committed to shaping our region to ensure more people and businesses choose to live, invest, and thrive here.

We appreciate the efforts made to engage with our industry and the progress made to modernize the Land Use Bylaw (LUB). However, we cannot fully endorse the proposed bylaw as currently presented by the administration. While there have been steps forward, several key issues remain unaddressed to the extent we had hoped. Addressing these matters is essential for aligning current market demand with St. Albert's regulatory framework.

Requested Changes

To move toward consensus, we have outlined below the changes our membership has identified as necessary for support of the bylaw:

1. **Dwelling (single detached) Lot Widths:** Lot widths for single detached dwellings with zero lot-line pockets should be reduced to 20 to 22 feet (from the current recommendation of 24 feet).

2. **Street-Oriented Townhouse Lot Widths:** Smaller pockets on street-oriented townhouse lots should have lot widths reduced to 12 to 14 feet (from the current recommendation of 16 feet).
3. **Parking Reductions for Narrow Units:** The parking reduction policy for units that are 16 feet or narrower in the LUB should also apply to townhouses in Midtown, supporting diverse housing options and maximizing the use of limited urban space.
4. **18-Foot Garages:** Garages with a width of 18 feet should be considered sufficient to accommodate two parking spaces.
5. **18-Foot Pocket Parking Requirements:** For lots that are 18 feet wide, the requirement should be only one off-street parking space.
6. **Parking Reductions Consistency:** Parking ratios for all Dwelling (townhouse-complex) should be 1.5 stalls per dwelling unit. We recommend standardizing these ratios for consistency.
7. **Density Bonusing for Midtown:** We recommend incorporating site density bonuses in all high-density residential districts to maintain consistency throughout the bylaw.

To assist City Council with possible changes, BILD Edmonton Metro has provided Attachment 1 with specific amendments that could be made to the bylaw. Each is designed to be clear and actionable, providing a path forward to address our key concerns while maintaining the integrity of the overall proposed bylaw. We have discussed all the items listed in detail with the City of St. Albert Administration.

We remain committed to working collaboratively with the City of St. Albert to achieve a bylaw that not only addresses our concerns but also supports sustainable growth, economic development, and an enhanced quality of life for residents. We value our ongoing partnership with the City and are confident that together we can reach a balanced solution that provides a



choice in homes for residents and ensures St. Albert is a viable option for newcomers to the region.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Butterfield", written in a cursive style.

Lindsey Butterfield, RPP
Vice-President, Government Relations & Policy
BILD Edmonton Metro

CC: Office of the City Clerk
Bill Fletcher, CAO, City of St. Albert
Mike Yochim, Chair of the St. Albert Regional Working Group
Kalen Anderson, CEO, BILD Edmonton Metro



**ATTACHMENT 1:
Proposed Amendments to Land Use Bylaw BL-24-024**

To facilitate the adoption of these changes, BILD Edmonton Metro has drafted the following proposed motions for Council’s consideration:

Zero Lot Line:

- Motion to **remove** 5.3 11(a) “Zero lot-line dwellings with front vehicle access shall not exceed 25.00% of the total number of dwellings on lands governed by an ASP, ARP, or Neighbourhood Plan.”
- Motion to **remove** 5.3 11(d) “Zero lot-line lots with front vehicle access, within the SLR District, shall not be placed across from a dwelling (apartment), dwelling unit above a non-residential use, or a dwelling (townhouse – complex).”
- Motion to **remove** 5.3 11(c): “Lots developed with a zero lot-line within the SLR District shall be located only on one side of a public roadway. The other side of the public roadway shall be: (i) lane-oriented land uses; or (i) Public Park District.”
- And **replace** it with: “Lots developed with a zero lot-line within the SLR District shall not be located fronting each other on both sides of a public roadway. “

Lot Widths in Single Detached Product:

- Motion to **remove** 5.3 (4) (b): “Notwithstanding subsection (a), the minimum lot width for a dwelling (single detached) developed with a zero lot-line is:
 1. 8.90 m on an interior lot; and
 2. 12.20 m on a corner lot”
- And **replace** it with: “Notwithstanding subsection (a), the minimum lot width for a dwelling (single detached) developed with a zero lot-line is:
 1. 7.6 m on an interior lot; and
 2. 11.00 m on a corner lot”

Lot Width on Townhouse Sites:

- To **remove** 3.54 (4) (a): “The minimum lot width for a dwelling (townhouse - single) is:
 1. 4.90 m per townhouse (interior unit);
 2. 6.15 m per townhouse (end unit) on an interior lot;
 3. 7.90 m per townhouse (end unit) on a corner lot in the LLR district; or
 4. 8.90 m per townhouse (end unit) on a corner lot in the MDR District.”
- And **replace** it with: “The minimum lot width for a dwelling (townhouse - single) is:
 1. 3.60 m per townhouse (interior unit);
 2. 4.85 m per townhouse (end unit) on an interior lot;
 3. 6.60 m per townhouse (end unit) on a corner lot in the LLR district; or
 4. 7.60 m per townhouse (end unit) on a corner lot in the MDR District.”

Parking:

- **Amend** 4.4 (3) (a) to add text in italics: “two stalls per dwelling unit *and one stall per dwelling unit for units less than 5.48m in width.*”
- **Amend** 4.4 (1) (b) from: “Within a double-width vehicle garage there exists an unobstructed space with a minimum depth of 5.80 m and a minimum width of 5.80 m (measured from the finished interior dimensions).”
- To **replace** the second dimension to 5.20 m and read: “Within a double-width vehicle garage there exists an unobstructed space with a minimum depth of 5.80 m and a minimum width of 5.20 m (measured from the finished interior dimensions).”