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PROPOSED LUB AMENDMENTS

City of Beaumont

FINAL REPORT

August 2023





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EXECUTIVE SUMMARY

This report, as directed by City Council in January 2023, considers policy and regulatory Options to address street parking congestion, limiting the number of “additional” dwelling units (ADUs) in neighbourhoods, prohibiting “zero lot line”, “tiny”, and “mobile homes”, and adjusting parking requirements for ADUs and home-based businesses (HBBs).

These changes were first considered in 2022, after the City of Beaumont conducted a review of its Land Use Bylaw (LUB). On January 24, 2023, Council requested Administration prepare “a report which provided information on the feasibility and impacts of increasing parking requirements in residential districts, decreasing the number of permitted additional dwelling units, and an overview of current standards for home-based businesses”. Council requested that the report contain Options, implications, and recommendations related to these concerns.

After Council’s request, the following actions were undertaken:

1. Administration contracted ISL Engineering and Land Services Ltd. (ISL) in February 2023 to assist in the preparation of the report, and
2. ISL:
 - a. reviewed existing regional and municipal policies, bylaws, and regulations,
 - b. conducted comparative research to identify techniques to manage street parking, and
 - c. met with members of the local development industry and residents.

Conducting this work, ISL confirms that:

- the City of Beaumont’s Municipal Development Plan (MDP) and Land Use Bylaw (LUB) are innovative, and its strategic planning and policy documents support the creation of a resilient, diverse, and inclusive city.
- the City’s policy documents and LUB want to create a city that provides a range of housing types for different household incomes, is compact, and consists of efficiently planned neighborhoods designed for a multi-modal transportation network.
- municipalities within the region are encouraging more housing choices within neighbourhoods and recognize that parking congestion comes with increased density.
- local developers and builders advise that ADUs and zero-lot line homes are in-demand and will continue to be in demand to support household incomes. They also advise that zero-lot line homes, if prohibited, would create economic hardships for the industry, and they would take their business to other municipalities.
- residents are concerned with ADUs and zero-lot line homes due to parking congestion, proximity to neighbours, and lack of privacy.

The recommendations presented in this report support the City’s vision and its innovative policies and regulations, considered comments from City Administration, builders and developers, and residents, follow professional land use planning best practices, and, where possible, compared against the practices of surrounding municipalities. In summary, this report recommends minor changes to the MDP, amendments to the LUB, an update to a City process by showing driveways on the tentative plan of subdivision, prohibiting opposing front residential driveways where zero-lot line homes are provided, pairing driveways to increase usable on-street space for parking, and reducing the number of ADUs from 3 of 2. This report does not recommend prohibiting zero-lot line homes. See Recommendation 9 for a summary of recommended options.

Introduction

In the spring and summer of 2022, the City of Beaumont conducted a LUB Engagement project. The project included comparative research, an existing practice and policy review, and considered potential LUB amendments for parking requirements, additional dwelling units, zero-lot-line housing products, and signage applications. In addition, community engagement on the same topics were conducted. 518 residents of Beaumont responded through a series of workshops, an online survey, a phone-in line, and multiple interviews. A summary of that project is included in a “What We Learned Report” (Intelligent Futures, October 2022), and its findings included the following:

1. Administration reported that addressing parking concerns by increasing the supply of off-street parking does not align with MDP policies,
2. Administration’s recommendation to conduct a parking study, to verify residents’ concerns, was not carried by Council, who advised that solutions are needed, and
3. Administration advised that addressing parking concerns by reducing land use density is subject to EMRB density targets and therefore need to be carefully considered.

The Report, with its summary of the extensive engagement effort undertaken by the City and Intelligent Futures and resident concerns about on-street parking, ADUs and HBBs, led Council to a motion and request for action by Administration.

Council Motion

On January 24, 2023, Council directed Administration to prepare “a report which provided information on the feasibility and impacts of increasing parking requirements in residential districts, decreasing the number of permitted additional dwelling units, and an overview of current standards for home-based businesses.” The report would include Options, implications, and recommendations related to the following 8 Items:

1. Addressing congestion of street parking and encouraging parking in garages and alleviating street congestion,
2. limiting additional dwelling units,
3. limiting additional dwelling units for front-attached garage product to one,
4. limiting additional dwelling units for rear-detached garage product to two and requiring one be a garage suite,
5. disallowing further zero lot line homes,
6. disallowing further tiny homes or mobile homes,
7. adjusting the amount of parking for additional dwelling units to one parking stall per bedroom, and
8. limiting the number of business-related vehicles allowed for home-based businesses.

Land Use Bylaw Report: Request for Estimates

The effort to prepare the report began in February 2023. Since then, City Administration and ISL have:

1. considered the Intelligent Futures Report (2022)
2. conducted an extensive review of the region’s and City’s strategies and policies to determine if Council’s 8 Items were in conflict.
 - a. This review is detailed in a policy matrix and was submitted to the City in March 2023.
 - b. The following documents were considered: Edmonton Metropolitan Region Board Growth Plan (EMRBGP), Intermunicipal Planning Framework (IPF), Council’s Strategic Plan (SP), Municipal Development Plan (MDP), Centre Ville Area Redevelopment Plan (ARP), Area Structure Plans (ASP), Neighbourhood Structure Plans (NSP), Transportation Master Plan (TMP), Social Master Plan (SMP), Environmental Master Plan (EMP), Age Friendly Strategy (AFS), Affordable Housing Strategy (AHS), and Winter City Master Plan (WCMP), and Land Use Bylaw (LUB).
 - c. All LUB residential districts were reviewed, Conventional Neighbourhood (CN) District, Integrated Neighbourhood (IN) District, Mature Neighbourhood (MN) District. However, we were advised by Administration to focus on newer neighbourhoods, meaning the CN District and the IN District. Through our analysis we identify the CN District as the focus of attention, see Item 3 below, because it represents a significant part of Beaumont and where the most ADUs and HBBs are located.

- d. The City of Beaumont's MDP and its LUB are visionary and innovative. These documents are recognized in the region for being so. They, along with City Council's Strategic Plan, describe Beaumont as a resilient, diverse, and inclusive city. A city that provides a range of housing types for different household incomes, is compact, and consists of efficiently planned neighborhoods designed for a multi-modal transportation network. A policy direction that restricts the vision and innovation inherent in the MDP would necessitate amendments.
- e. The City's supporting policy documents, like the Centre Ville Area Redevelopment Plan, its area and neighbourhood structure plans, Transportation Master Plan, Social Master Plan, and Environmental Master Plan, support the MDP vision of Beaumont, and meet the Edmonton Metropolitan Region Board Growth Plan requirements.
3. Met with City Administration to understand where on-street parking congestion concerns are originating and confirm the location of ADUs and HBBs within the City. The concerns are in the developing neighbourhoods of Dansereau Meadows, Eaglemont Heights, Forest Heights, Place Chaleureuse and Triomphe Estates, which are zoned Conventional Neighbourhood (CN) District. The location of ADUs and HBBs are shown in [Map 1](#) and [Map 2](#), which correspond to the location of on-street parking concerns [in](#) the CN District.
4. Conducted a limited public engagement program. Given the breadth of engagement conducted in the spring and summer of 2022. The City and ISL sent invitations to 60 identified stakeholders for interviews. In response to requests, we met with 9 people by conducting 4 interviews with representatives from local developers and builders, the Edmonton Regional Home Builders Association, and the Urban Development Institute, and two landowners/home-based business owners. A summary and compilation of those interviews was provided to City Administration on July 5, 2023.

This report presents:

1. Each of Council's 8 Items. It also provides 20 Options to the Items. The Options were selected based experiences in other municipalities, existing MDP policies, an interpretation of what Council requested, a consideration of the feedback we received from developers, builders, and residents, and professional judgement.
2. The implications of each Option are measured on a yes/no scale. The more "no's" an Option receives, the better the better overall score that Option receives. The following implications are considered:
 - a. Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?
 - b. Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?
 - c. Are amendments to the MDP (or Council's Strategic Plan) required?
 - d. Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?
 - e. Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?
 - f. Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?
 - g. Does this increase the risk of illegal ADUs?
 - h. Does this increase the number of non-conforming uses created?
 - i. Does this increase the number of staff required to facilitate increased enforcement?
 - j. Does this impact development cost?
 - k. Does this create development uncertainty?
3. Any MDP amendment identified within this report is not required to receive a Regional Evaluation Framework review, as per Section 4.2.b and 4.2.c of Ministerial Order No. MSD:088/20.
4. An estimated cost and timeframe to implement the proposed Option.
5. Each section of the report is dedicated to one of Council's 8 Items. At the end of each section a summary of Options and our recommendation is presented. In some instances, no changes are recommended. The final section of the report provides a summary of the recommendations.



The recommendations provided in this report describe LUB actions to address Council's 8 Items, as this was the focus of the Request for Estimates and confirmed during our project start-up meeting on February 8, 2023. However, there are also non-LUB actions that may be taken to address the issues described by Council. For example, the City could enforce regulations and ticket those in contravention, institute an on-street parking program to limit on-street parking, and/or increase public transit/multi-modal transit opportunities to reduce the reliance on vehicles. Or those non-LUB actions may be combined with the MDP and LUB focused recommendations of this report.

Item 1: Addressing congestion of street parking and encouraging parking in garages and alleviating street congestion

During the LUB Engagement project in 2022, residents advised City Council and Administration that developing neighbourhoods, such as Dansereau Meadows, Eglemont Heights, and Place Chaleureuse, do not provide adequate on-street parking, which results in on-street parking congestion. This was also confirmed by City Administration at the outset of project, advising that most resident concerns originate from these neighbourhoods. These neighbourhoods are zoned Conventional Neighbourhood (CN) District. The primary issue for on-street parking congestion, whether in Beaumont or throughout the Edmonton region, can be any one of the following: neighbourhoods are filled with workers and service trucks who are building streets, sidewalks, infrastructure systems and dwellings, residents not using their garages or driveways for parking, the limited amount of space between driveways, the number of vehicles leased or owned by a property owner, and/or the lack of convenient and reliable driving alternatives such as carpooling, transit or commuter cycling. Interestingly, during our interviews with local builders, one stated “the hardest part for builders and developers is the lack of transit. One-vehicle families need transit. Transit will reduce parking issues and is a selling point for communities”.

Current CN District regulations require a minimum lot width of 6 m, allow up to 4 dwelling units per lot, and 1 parking stall/dwelling unit over 75 m².

Non-LUB Options

To encourage parking on driveways or in garages, rather than on-street, the City could undertake non-LUB Options, such as:

1. enforce regulations and ticket those in contravention.
2. shorten the duration a vehicle can be parked in one spot from the current 72 hours.
3. institute an on-street parking program to limit on-street parking.
4. provide an education program about the importance of parking on-site rather than on-street.
5. encourage carpooling, active modes, and transit use through grants or reward programs. Reward programs can come in the form of property tax credits for the number of vehicles registered/dwelling or grant opportunities for non-automobile use. However, these programs are typically offered by state or provincial level governments, except for the cities of Chicago, Phoenix, and San Francisco and others, who have reward programs for transit users.
6. develop municipal programs, i.e. garage clear-outs, snow removal assistance.
7. increase public transit/multi-modal transit opportunities to reduce the reliance on vehicles.

These non-LUB Options primarily focus on getting drivers to park on-site, rather than on-street through behavioral changes (i.e. ticketing, education, carpooling, rewards, perks and/or programs), and some physical infrastructure changes (i.e. increasing public transit/multi-modal transit opportunities). A study summarized by theconversation.com in April 2022 confirmed that behavioral changes can have a lasting effect on reducing car reliance and increasing non-automobile transit. The non-LUB Options listed above may be combined with the LUB Options of this report.

LUB Options to implement this Item are presented below:

- Option 1: No change to current regulations.
- Option 2: Minimize driveway widths at the property line.
- Option 3: Show driveways on the tentative plan of subdivision.
- Option 4: Prohibit opposing front residential driveways.
- Option 5: Pair driveways.

OPTION 1 – NO CHANGE TO CURRENT LUB REGULATIONS

The broad goal of the Edmonton Metropolitan Region Board Growth Plan, and the City’s MDP, TMP, and LUB is sustainability and inclusivity. In many municipalities, on-street parking congestion is considered a tolerable inconvenience as they move toward a goal of carbon reduction, less reliance on personal vehicles, reduced driving speeds, and a densely connected urban form.

The City’s LUB is innovative. It implements an innovative MDP. The LUB is also designed to meet residential density targets, encourage a range of housing Options within neighbourhoods, and meet Council’s Strategic Plan for sustainable and inclusive neighbourhoods. The CN District implements these policy directions with minimum lot widths of 6 metres (m), allowing up to 4 dwelling units per lot, and 1 parking stall per dwelling unit over 75 m². So, if the LUB meets region and local policy goals, why change it? However, residents may perceive inaction negatively, and existing complaints about on-street parking congestion may continue.

By opting for no change to the current LUB regulations, Council will follow regional and municipal policy direction and accept on-street parking congestion as a cost to meet other municipal goals.

This Option has no implications based on project metrics and scores highly in the “No” column as a result, see Table 1 below. If the City pursues this Option, it should communicate this decision to the public. The cost and timeframe to implement this decision is \$5,000 to prepare materials, and 2 months to design and launch the material. The City could also implement one or more of the non-LUB Options identified on page 8 of this report. Costs for the non-LUB Options should be determined after further discussions.

Table 1: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council’s Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?		√
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	0	11

Implementation Cost

Prepare Communications Materials: \$5,000

Implementation Time (Months)

Estimated time to implement this Option: 2

OPTION 2 – TAPER DRIVEWAY WIDTHS AT THE PROPERTY LINE

In the CN District, taper driveways to a maximum width at the front property line. A tapered driveway, shown in the illustration below (Google Maps, Jensen Lakes, St. Albert, narrows at the property line). Narrowing of the driveway allows for on-site parking, while reducing the amount land required for driveways and increasing the amount of land for on-street parking.



There are various ways to implement tapered driveways, such as a fixed driveway width, by property width, or based on the number of parking stalls. Reviewing driveway width in other LUBs netted the results shown in the table below.

Municipal LUB	Maximum Driveway Width
City of Beaumont	The CN District requires driveways no wider than the garage and allows lot widths of 6 m.
City of Fort Saskatchewan	6.2 m at the property line and shall not exceed the width of the garage at any point on the property.
City of Edmonton	4.3 m for a single-space garage car. 3.7 m multiplied by the number of spaces for 2-parking space garages or larger. In either case, driveways must not exceed the width of the garage.
City of St. Albert	5.5 m at the front property line for lots less than 11.5 m 7.5 m at the front property line or the garage width for lots wider than 11.5 m, whichever is lesser.

For this Option, like other municipalities, the City can maintain the CN District’s current requirement that driveway widths must not exceed the width of the garage at any point on the property. However, the City can also taper the driveway at the property line to the width it considers reasonable, i.e. one or two car widths. Implementing a maximum driveway width at the property line should be expected by the development community as they exist in many other municipalities in the region. However, during our engagement meetings developers, builders, and residents did not favor a change to driveway widths.

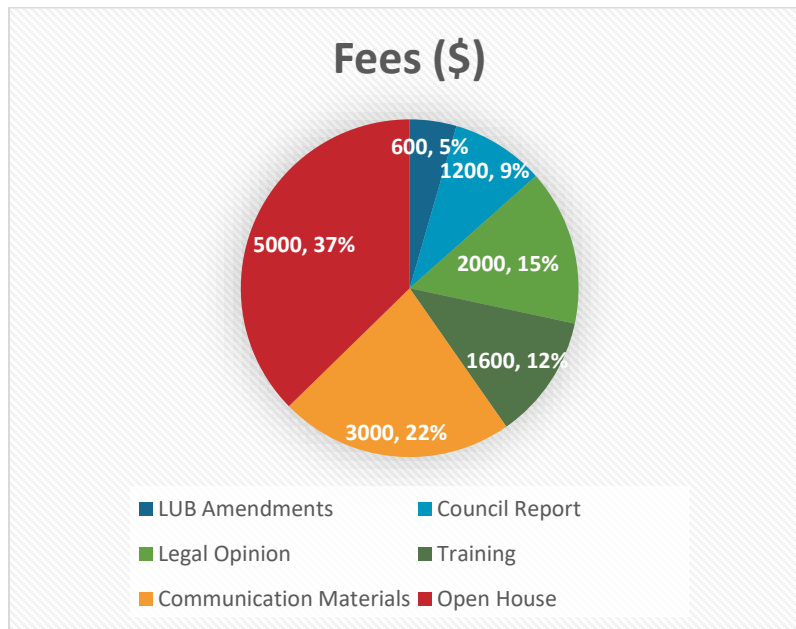
Implementing this change requires an amendment to Section 3.3.8 of the CN District, to specify driveway tapers. It would also require Council and Administration to prepare the LUB amendment, council report, conduct a legal review, train staff on the new regulation, prepare communication materials to address concerns about the new regulations, and host an open house to share the new regulations with the public and developers, and a public hearing.

This Option has three “Yes” implications out of 11 based on project metrics, see Table 2 below. As a result, it compares poorly to the other Options for this Item. Based on the number of “Yes” implications, the City should not pursue this Option. In addition, the cost and timeframe to implement this decision is \$13,400 and 8 months, see below.

Table 2: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council's Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?	√	
Does this impact development cost?		√
Does this create development uncertainty?	√	
Total	3	8

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

OPTION 3 – SHOW DRIVEWAYS ON THE TENTATIVE PLAN OF SUBDIVISION

In advance of development permits in the CN District (and other districts if deemed necessary), require applicants to show the location of residential driveways on their tentative plan of subdivision. This change provides the Subdivision Authority an opportunity to identify on-street parking issues at an early stage of the development process and increase the available curb space for on-street parking. The City currently requires driveways to be shown on engineering drawings at the time of endorsement, after subdivisions have been approved.

The cities of Edmonton and Fort Saskatchewan require driveway locations to be provided at the time of endorsement, which occurs after subdivision approval. However, Strathcona County requires applicants to show the location of driveways on their tentative plan of subdivision. The City of Beaumont requires shadow plans for the Integrated Neighbourhood (IN) District to show the location of lanes and roads.

Implementing this change requires an amendment to Section 5.9.1 of the LUB, to specify that driveway locations must be shown on the tentative plan of subdivision. It would also require Council and Administration to inform staff, the public, and developers of the new regulations, and address concerns about the new regulations.

This Option may increase development costs because design work may occur before engineering drawings are completed and may create development uncertainty as developers/builders will wait for driveway location approvals.

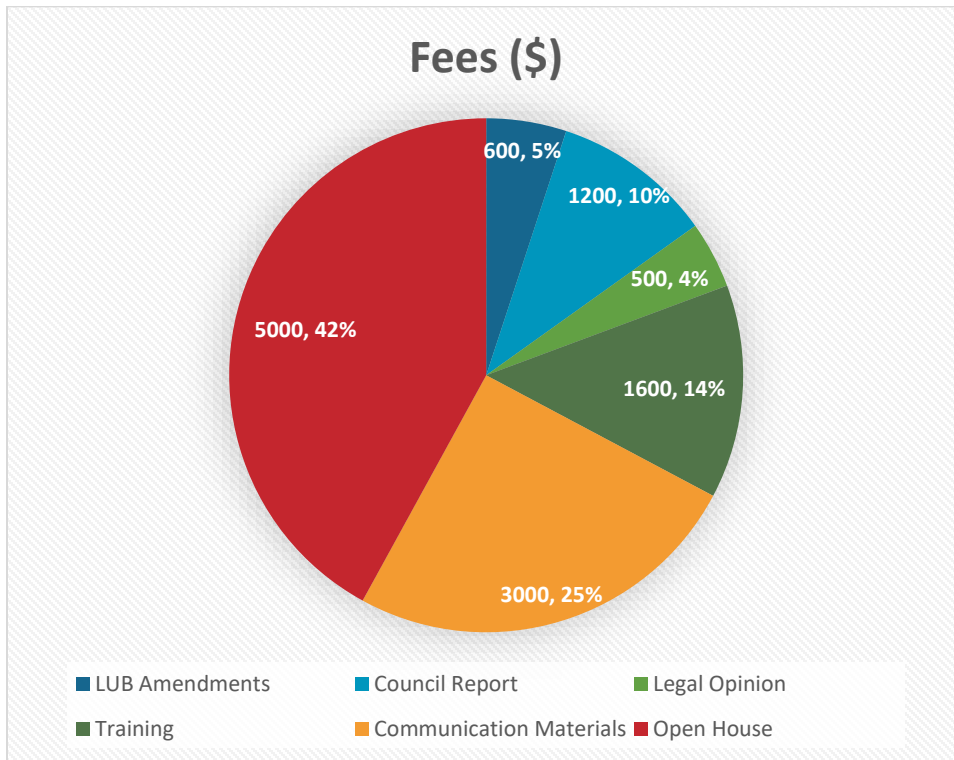
This Option has two “Yes” implications out of 11, see Table 3 below. Despite these implications this is a low risk Option with high return. The cost and uncertainty with this Option are perceived to be low, and there is great promise in seeing driveways on a tentative plan of subdivision because it shows the City how many on-street parking stalls will be provided on a street. This Option should be considered, particularly since the cost and timeframe to implement this decision is \$11,900 and 8 months, see below.

Table 3: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council’s Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?		√
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?	√	
Does this create development uncertainty?	√	
Total	2	9



Implementation Cost (\$)

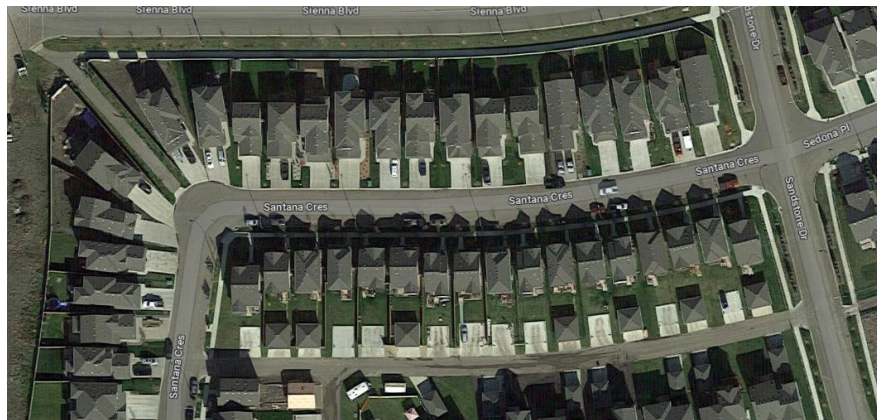


Implementation Time (Months)

Estimated time to implement this Option: 8

OPTION 4 – PROHIBIT OPPOSING FRONT RESIDENTIAL DRIVEWAYS

In the CN District, limit dwellings with front driveways to one side of the street and require the other side to have rear lane access, as shown in the photo below (Google Maps, Sienna Park, Fort Saskatchewan). This neighbourhood design allows on-street parking one on side of the street. Lots with rear lanes should be narrower to accommodate increased density and offset the cost to construct lanes, and have a reduced front yard setback and increased rear yard setback to accommodate a rear detached garage.



The City of Fort Saskatchewan prohibits single-family dwelling with front driveways from facing each other. This is a relatively new practice and, when implemented, the City received little to no negative response from developers. In response to developer comments, the City reduced front setbacks to create a larger backyard for garages and rear lane access.

In a similar, but not the same, manner, Beaumont’s Integrated Neighbourhood (IN) District restricts the location of dwellings with front attached garages to 60% of the District. The remaining 40% must have rear lanes. However, this requirement is not location specific and allows driveways to oppose one another.

Implementing this Option requires an amendment to Section 3.3.4 of the CN District, to specify driveway locations and a change in lot width, and front and rear yard setbacks for lots with rear detached garages. It would also require Council and Administration to inform staff, the public, and developers of the new regulations, and address concerns about the new regulations. During our engagement meetings, developers and builders advised they would see this as “...a very restrictive design, and hard to plan and design”.

This Option may increase development costs as rear lanes are required, which adds infrastructure costs. However, narrower lots can increase density and offset the cost of lanes.

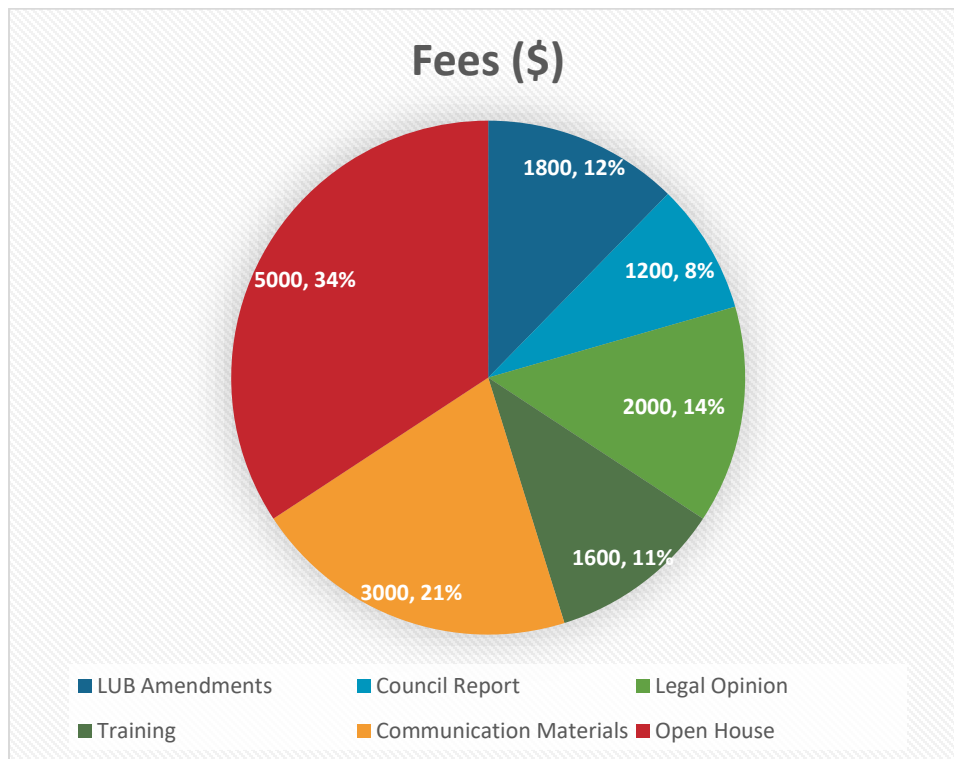
This Option has three “yes” implications out of 11 based on project metrics, see Table 4 below. Based on the number of “Yes” implications, the City should not pursue this Option. In addition, the cost and timeframe to implement this decision is \$16,400 and 8 months, see below.

Table 4: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council’s Strategic Plan) required?		√

Implication	Implication Score	
	Yes	No
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?	√	
Does this create development uncertainty?	√	
Total	3	8

Implementation Cost (\$)

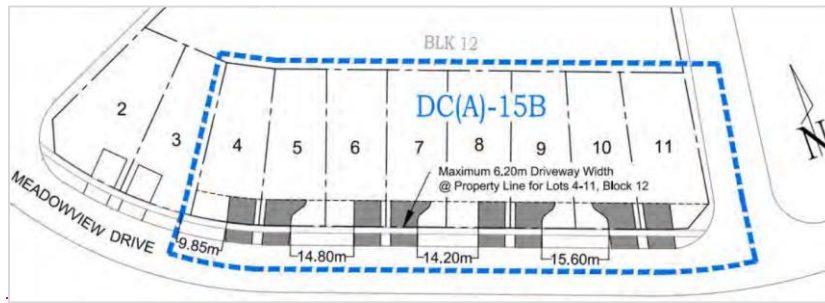


Implementation Time (Months)

- Estimated time to implement this Option: 8

OPTION 5 – PAIR DRIVEWAYS

In the CN District, require driveways with front attached garages to be arranged in pairs, with curb space maintained between each driveway pair to provide an on-street parking space, as shown in the drawing below (Sienna Park, Fort Saskatchewan). The space between driveway pairs could be universal or based on lot width. Pairing driveways allows on-street parking to occur on both sides of the street with parking spaces between driveways.



Currently the LUB does not require pairing or a minimum separation distance between driveways. However, the LUB considers street parking in parking calculations where the curb frontage is a minimum of 6 m per stall. This distance is instructive as it can be used to create the needed on-street parking separation between driveways¹.

The City of Fort Saskatchewan requires driveway pairs and a minimum separation between driveways to maximize on-street parking in the Direct Control (DC(A)-15) District. This is a relatively new practice and, when implemented, the City received no negative response from developers. The City also reduced front setbacks to create a larger backyard for garages and rear lane access.

The City of St. Albert requires driveways of lots less than 12.2 m wide to provide on-street parking spaces. In those cases, a minimum of one on-street parking stall (a minimum 6.3 m) shall be provided for every two lots.

Implementing this Option requires an amendment to Section 3.3.8 of the CN District, to specify driveway pairing and the space required between pairs. Specific regulations for the pairing and spacing can be defined if Council selects this Option. During our engagement meetings, a developer advised this type of change would require engineering sensitivity to “drainage issues, (require) swales between lots...(and potential) issues between neighbours”.

This Option has two “Yes” implications based on project metrics, see Table 5 below. It would create non-conformities and may increase storm water management design costs at the engineering stage. The non-conformities can be addressed through variances at the time of development permit, and the increased engineering costs should be limited as engineering for stormwater is part of the design process. This Option should be considered as the cost and timeframe to implement this decision is \$15,200 and 8 months, see below.

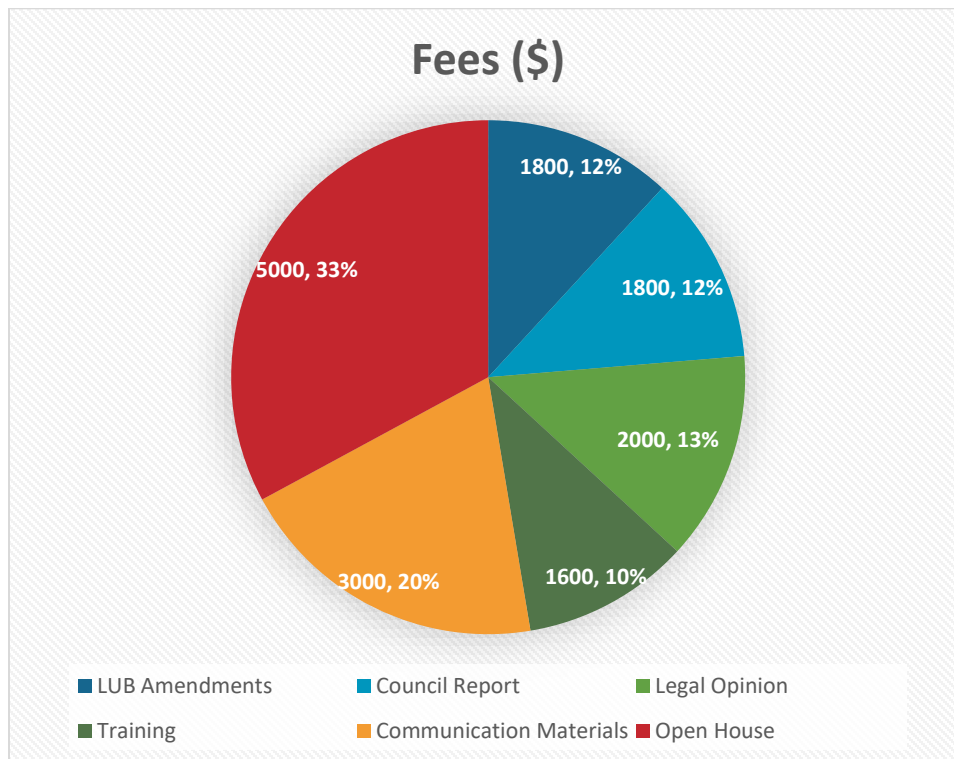
Table 5: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council’s Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√

¹ The Alberta Traffic Safety Act requires parked vehicles maintain 1.5 m from the access to the driveway. The City is not permitted to reduce this distance as it is a requirement within the Act.

Implication	Implication Score	
	Yes	No
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?	√	
Does this create development uncertainty?		√
Total	2	9

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

Recommendation 1

We recommend pursuing Options 3, 4, and 5, if Council wishes to make LUB amendments to address on-street congestion. These Options have similar implication scores. However, Option 3 requires a focus on design so that driveway locations can be identified prior to development permit to provide sufficient on-street parking spaces. This is a preventative and gentle way to introduce changes, is followed by other municipalities, and has the least cost in comparison to the remaining Options. Options 4 and 5, are stronger. They will regulate where a driveway will be located, without compromise (except, where variances are requested). Any changes to the LUB, related to Options 3, 4, and 5 should be vetted through local developers and builders.



Table 6: Summary of Options, Implication Score, and Implementation Cost and Time

Option	Implication Score		Cost (\$)	Time (months)
	Yes	No		
1: No change to current regulations.	0	11	5,000	2
2: Minimize driveway widths at the property line.	3	8	13,400	8
3: Show driveways on the tentative plan of subdivision.	2	9	11,900	8
4: Prohibit opposing front residential driveways.	3	8	16,400	8
5: Pair driveways.	2	9	15,200	8

Item 2: Limiting Additional Dwelling Units (ADUs)²

Additional dwelling units, or ADUs, are commonly understood as basement suites, garage suites, and garden homes. The City accommodates this form of development in new and existing neighbourhoods by allowing dwelling units in residential districts (garage suites in the Dansereau Meadows neighbourhood is shown in the photo below). ADUs provide housing Options for renters, additional revenue for landowners, and diversify the City's housing stock. However, with ADUs there is a potential loss of on-street parking, privacy, greenspace, and sunlight when these units are developed. In Beaumont, Council has proposed to limit ADUs to address these concerns.



The Edmonton Metropolitan Region Board Growth Plan (Policy 4.2.1 & 4.2.2) encourages a range of housing Options, innovation, and requires a minimum residential density within Beaumont's neighbourhoods. The Growth Plan also requires residential growth to occur through intensification of built-up urban areas and along transit corridors, while the balance of the growth will be in new residential neighborhoods. The City of Beaumont meets these requirements through its MDP by encouraging a mix of all residential types including ADUs within neighbourhoods (Policy 3.5.1), and the LUB accommodates these uses in its three residential district, Conventional Neighborhood (CN) District, Integrated Neighborhood (IN) District, and Mature Neighborhood (MN) District.

The City's Municipal Development Plan (MDP) encourages intensification of its established neighbourhoods and supports the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) density requirement of 35 du/nrha in new neighbourhoods. Limiting density in any form, i.e., limiting ADUs would move away from the compact and dense urban form required by the MDP and would trigger an MDP amendment. ADUs are a relatively easy path to achieve the EMRBGP and MDP targets because it does not require large-scale redevelopment. Thus, changes in ADUs would make it harder for the City to achieve this goal. Additionally, decreasing or removing ADUs hinders the opportunity to provide greater diversity and affordability. In summary, this Item conflicts with several MDP policies.

Since 2019, when the new LUB was approved, the City has received 68 applications for ADUs (8 for garage suites, and 60 for basement suites). The location of ADUs in Beaumont is shown in [Map 1](#) and corresponds to the CN District, which will be the focus of this Item.

LUB Options to implement this Item are presented below:
 Option 1: No change to current regulations (allow 3 ADUs).
 Option 2: Limit ADUs to 2 per dwelling (instead of 3).
 Option 3: Make ADUs Discretionary.

² The term 'Additional Dwelling Units' (ADUs) was employed in Council's official motion, and therefore is being used throughout this report. This term is not defined in the LUB as most housing typologies are identified as "Dwelling Units". Instead, the LUB groups similar land use types into one land use. This approach focuses on the form of buildings and the relationship of buildings to each other and public space to create a stronger sense of community character, and to promote walkability, transit-friendly development, and more compact settlement patterns. In addition, the LUB does not differentiate between principal dwellings and any ADUs. This is a key feature of the City's LUB, as it supports flexibility in development, which has gained the City of Beaumont a reputation of being an innovative community.

OPTION 1 – NO CHANGE TO CURRENT REGULATIONS (ALLOW 3 ADUS)

In many municipalities around the region, ADUs are considered a way to provide “gentle density”. Gentle density typically refers to new or infill development that complements neighbourhood character and can include anything from an ADU to four, five and six-plex developments, as shown in photos below (Whistler Centre of Sustainability, Planetizen). Adding housing units through gentle density can make use of existing servicing and infrastructure, increase the number of homes available in existing areas, and bring down average housing prices. Gentle density is Beaumont’s approach to meet Growth Plan targets, implementing MDP policies to create a resilient, diverse, and inclusive City that provides a range of housing types for different household incomes, is compact, and consists of efficiently planned neighborhoods designed for a multi-modal transportation network. Its an approach that provides an alternative to exclusively developing at the edges of the City.



The LUB implements the MDPs vision to increase neighbourhood densities. It allows for 4 dwelling units on a lot. This is typically expressed as a single-family dwelling and 3 ADUs per lot (the previous LUB allowed 1 ADU per lot). If the LUB meets region and recently approved strategic goals and policies, why change it? By opting for no change to the current LUB regulations of 3 ADUs per lot, Council will follow regional and municipal policy direction and recognize that existing complaints about on-street parking congestion may continue.

During the engagement sessions in the 2022, Intelligent Futures reported that survey respondents were not supportive of ADUs because of parking congestion, dense neighbourhoods, and noise concerns. In our 2023 engagement sessions for this project, developers and builders advised ADUs (garage and basement suites) were in high demand.

This Option has no implications based on project metrics and scores highly in the “No” column as a result, see Table 7 below. In addition, there is no cost or timeframes needed to implement this Option.

Table 7: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council's Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√



Implication	Implication Score	
	Yes	No
Does this increase the number of non-conforming uses created?		√
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	0	11

Implementation Cost

Prepare Communications Materials: \$0

Implementation Time (Months)

Estimated time to implement this Option: 0

OPTION 2 – LIMIT ADUS TO 2 PER DWELLING (INSTEAD OF 3)

The LUB allows 4 dwelling units per lot. This dwelling arrangement would present as 1 single-family dwelling and 3 ADUs. This Option limits the maximum number of 3 ADUs to 2, which would typically present as 1 single-family dwelling and 2 ADUs³.

Limiting the number of ADUs to 2 per lot would likely diminish the number of vehicles making trips to and from that lot. This would address, in part, the on-street parking congestion issues expressed by residents. However, it would also reduce the number of available rental properties in Beaumont, limits the diversity and equity Council strategically aims to achieve, and reduces the housing range desired by the MDP.

Policy 4.5.1, 4.8.2 and 4.9.11 of the MDP describes that the City will provide a diversity of housing and affordable housing Options that contribute to housing choices for future residents by supporting the development of secondary suites and ADUs. Reducing secondary suites and ADUs would not equate to the City “supporting the development of ADUs.” As a result, minor amendments to the MDP would be required. In this case, the policy direction of the MDP is maintained, however the implementation of the number of ADUs has changed slightly. Council should be aware that requiring fewer secondary suites and ADUs on a site encourages a less dense built environment, rather than the compact, walkable, and transit oriented urban form as identified by the EMRB Growth Plan, Council’s Strategic Plan, and the City’s MDP and TMP.

During our engagement sessions for this project, developers and builders advised that ADUs (garage and basement suites) were in high demand. In contrast to Council’s Strategic Plan, the MDP, and developer and builder comments, Intelligent Futures reported that survey respondents in 2022 were not supportive of ADUs because of parking congestion, dense neighbourhoods, and noise concerns. Recognizing the need for a compromise between increased density and resolving on-street parking congestion, one builder advised, “Resolve it to 2 ADUs...In Edmonton you are only allowed a garage suite or a basement suite. Transit in Edmonton supports more dwelling units on a site”.

This Option has five “Yes” implications out of 11 based on project metrics, see Table 8 below. As a result, it compares poorly to the other Options for this Item. The Option would require an amendment to MDP and LUB (i.e. deleting “4 dwelling units per lot” and adding “3 dwelling units per lot”), and the City should inform staff, the public, and developers of the new regulations to address concerns about the decision and new regulations. Based on the number of “Yes” implications, the City should not pursue this Option. However, this Option recognizes the calls for change from residents, and still accommodates 2 ADUs on lot. The cost and timeframe to implement this decision is \$13,300 and 8 months, see below.

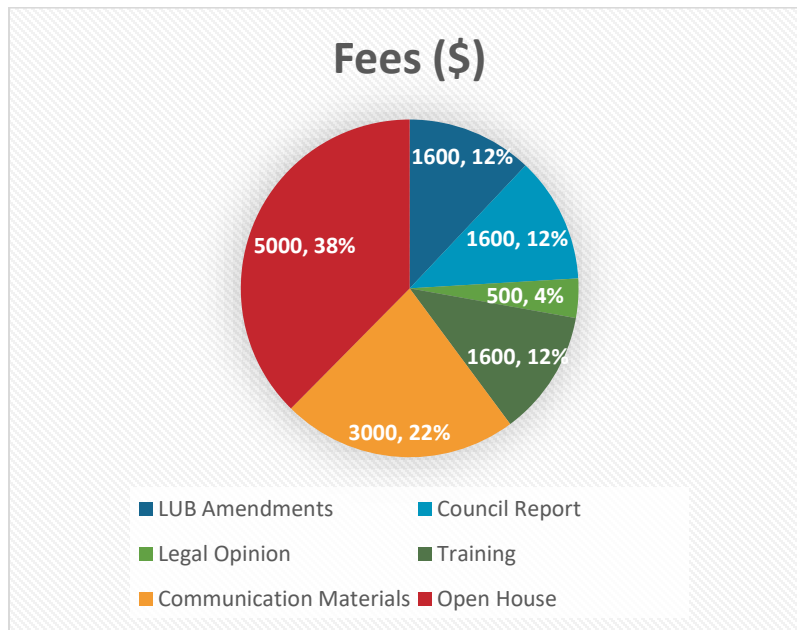
Table 8: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?	√	
Are amendments to the MDP (or Council’s Strategic Plan) required?	√	
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√

³ If the City wanted to aggressively limit ADUs, they could further reduce them to 1 ADU per lot. However, the results presented in this Option would be similar, i.e., conflicts with the Strategic Plan and MDP policies, increases illegal ADUs, non-conforming uses, and the need for enforcement.

Implication	Implication Score	
	Yes	No
Does this increase the risk illegal ADUs?	√	
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?	√	
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	5	6

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

OPTION 3 – MAKE ADUS DISCRETIONARY

ADUs are currently a permitted use within the LUB. This means they are allowed throughout Beaumont, provided they are listed as a permitted use and meet all regulations. This Option proposes to make ADUs a discretionary use rather than permitted. Discretionary uses give the City’s Development Authority (DA) the opportunity to approve or refuse a development permit application, if the development does not conform to a statutory plan, is not compatible with adjacent land uses, or meet development regulations.

Making ADUs discretionary will give the DA an opportunity to determine land use compatibility, forecast future conditions before allowing additional ADUs, and impose land use requirements as conditions of approval. Or the DA may refuse the application for an ADU. This approach will increase the DAs regulation of ADUs and may limit on-street congestion, however it may reduce the number of available rental properties and limits the diversity Council strategically aims to achieve.

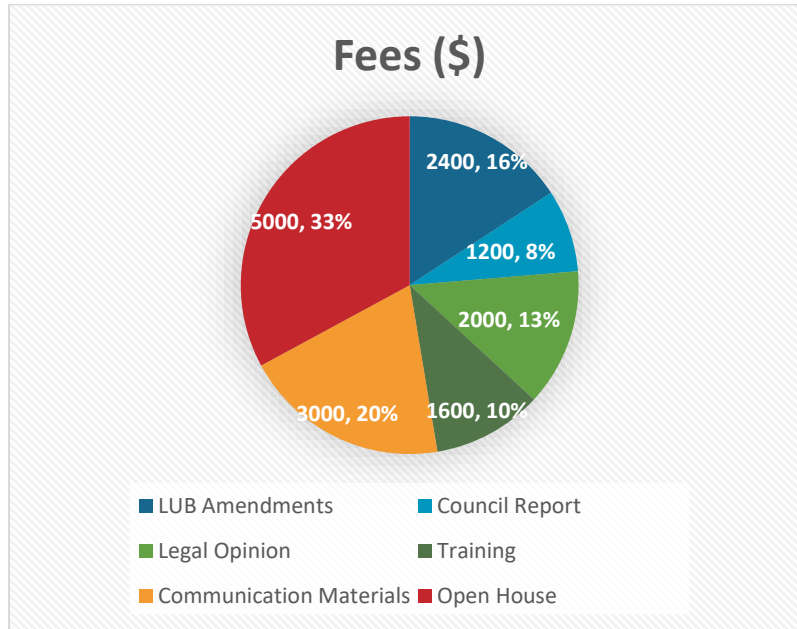
As mentioned in the previous Option, Policy 4.5.1, 4.8.2 and 4.9.11 of the MDP describes that the City will provide a diversity of housing and affordable housing Options that contribute to housing choices for future residents by supporting the development of ADUs. In this case, making ADUs discretionary would not equate to the City “supporting the development of ADUs.” As a result, major amendments to the MDP would be required because the policy direction of the MDP is changed. Like the previous Option, Council should be aware that allowing fewer ADUs promotes a less dense built environment, rather than the compact, walkable, and transit oriented urban form as identified by the EMRB Growth Plan, Council’s Strategic Plan, and the City’s MDP and TMP.

This Option has five “Yes” implications out of 11 based on project metrics, see Table 9 below. As a result, it compares poorly to the other Options for this Item. The Option would also require an amendment to MDP and LUB, and the City should inform staff, the public, and developers of the new regulations to address concerns about the decision. This Option also undermines the philosophy of the LUB by making some residential housing forms discretionary where they were once permitted. Based on the number of “Yes” implications, amendments to the MDP and LUB, the increase in illegal ADUs, non-conforming uses, and need for enforcement, the City should not pursue this Option. In addition, the cost and timeframe to implement this decision is \$15,200 and 8 months, see below.

Table 9: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?	√	
Are amendments to the MDP (or Council’s Strategic Plan) required?	√	
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?	√	
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?	√	
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	5	6

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

Recommendation 2

We recommend pursuing Option 2, which Council identified in their motion of January 2023. Although this Option has many implications, see Table 10, developers, builders, and survey respondents agree that action needs to be taken to address on-street parking congestion. This Option should be taken with caution because it reduces the total number of ADUs on a lot, represents a step back from the current LUBs gentle density approach, and may have a limited impact on the reduction of on-street parking congestion. However, since there are no lots within the City that have a single-family dwelling and 3 ADUs, this Option would not represent a significant change to current development conditions and could prevent the exacerbation of future on-street parking congestion. This Option still reflects the innovative and flexible qualities of the City’s LUB and doesn’t take a more severe approach that would have a greater impact on the philosophy of the MDP and LUB.

Table 10: Summary of Options, Implication Score, and Implementation Cost and Time

Option	Implication Score		Cost (\$)	Time (months)
	Yes	No		
1: No change to current regulations.	0	11	0	0
2: Limit ADUs to 2 per dwelling (instead of 3).	5	6	13,300	8
3: Make ADUs discretionary.	5	6	15,200	8

Item 3: Limiting ADUs for Front-Attached Garage Product to One

Additional dwelling units (ADUs), as described in Item 2, are commonly understood as basement suites, garage suites, and garden suites. ADUs provide housing Options for renters, additional revenue for landowners, and diversify the City’s housing stock. However, with ADUs there is a potential loss of on-street parking, privacy, greenspace, and sunlight when these units are developed. Council has proposed this Item to address these concerns. The photo below, from the Eaglemont neighbourhood, shows an ADU within a single-family dwelling with a front-attached garage.



Most of the concerns about on-street parking congestion are originating from development in the CN District. The CN District allows a maximum of 4 dwelling units per lot. This would typically be built out as 1 single-family dwelling and 3 ADUs. This Item limits the number of ADUs to 1 per dwelling, which would be in a basement suite or a garden suite. It would eliminate the opportunity for an ADU above a rear-detached garage, diminish the number of available rental properties within Beaumont, and limits the housing diversity Council strategically aims to achieve. This will eliminate privacy concerns created by an ADU in a rear yard above a garage and may alleviate on-street parking congestion.

As described on previous pages, Policy 4.2.1 & 4.2.2 of the Growth Plan encourages a range of housing Options, innovation, and requires a minimum residential density within Beaumont’s neighbourhoods. The City of Beaumont meets these requirements through its MDP by encouraging a mix of all residential types including ADUs (i.e., Policy 3.5.1). Limiting density in any form, by removing ADUs would move away from the compact and dense urban form required by the City’s MDP. ADUs are a relatively easy path to achieve the Growth Plan and MDP targets because it does not require large-scale redevelopment. This Item would make it harder for the City to achieve this goal. In summary, this Item conflicts with several MDP policies.

During our engagement sessions for this project, developers and builders advised that basement suites and rear detached garage suites were in high demand. This Option delivers the basement suite but misses the market demand for rear detached garages by eliminating the opportunity from the LUB.

LUB Options to implement this Item are presented below:

- Option 1: No change to current regulations.
- Option 2: Limit ADUs to one per dwelling for dwellings with front-attached garages.
- Option 3: Limit ADUs to two per dwelling for dwellings with front-attached garages.

OPTION 1 – NO CHANGE TO CURRENT REGULATIONS

ADUs, as previously described in this report, are considered a way to provide “gentle density”. There are many municipal advantages to adding housing units through gentle density. They can make use of existing servicing and infrastructure, increase the number of homes available in existing areas, and bring down average housing prices.

The City’s LUB, which implements the policies of the MDP, is designed to provide gentle density, meet residential density targets, encourage a range of housing Options within neighbourhoods, and meet Council’s Strategic Plan for sustainable and inclusive neighbourhoods. The CN District is designed to create “gentle density” by providing a range of housing Options and allowing 4 dwelling units on a lot, which increases the number of available and affordable rental properties in Beaumont. This Option aligns with the philosophy of the MDP and LUB and proposes no changes. By proceeding with this Option, Council recognizes that any real or perceived concerns about on-street parking congestion is consequence of creating sustainable and inclusive neighbourhoods described in the Strategic Plan and MDP.

This Option has no implications based on project metrics and scores highly in the “No” column as a result, see Table 11 below. In addition, there is no cost or timeframe need to implement this Option.

Table 11: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council’s Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?		√
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	0	11

Implementation Cost

Prepare Communications Materials: \$0

Implementation Time (Months)

Estimated time to implement this Option: 0

OPTION 2 – IMPLEMENT THE AMENDMENT AS PROPOSED BY COUNCIL (LIMIT ADUS TO ONE PER DWELLING FOR DWELLINGS WITH FRONT-ATTACHED GARAGES)

The CN District allows 4 dwelling units per lot without restriction on the location of ADUs. This typically presents as 1 single-family dwelling and 3 ADUs. As described in the introduction to this section of the report, this Item limits the number of ADUs to 1 per dwelling, which would be in a basement suite or a garden suite. It would eliminate the opportunity for an ADU above a rear-detached garage, diminish the number of available rental properties within Beaumont, limits the opportunities for landowners to supplement their income, may create resentment between those with 1 ADU and those with more, and limits the housing diversity Council strategically aims to achieve. This will eliminate privacy concerns created by an ADU above a rear detached garage and may alleviate on-street parking congestion.

Policy 4.5.1, 4.8.2 and 4.9.11 of the MDP describes that the City will provide a diversity of housing and affordable housing Options that contribute to housing choices for future residents by supporting the development of ADUs. Reducing ADUs would not equate to the City “supporting the development of ADUs.” In this case, limiting ADUs to exclude rear-detached garage suites would not equate to the City “supporting the development of ADUs.” As a result, major amendments to the MDP would be required because the policy direction of the MDP has changed and allowing fewer ADUs on a site encourages a less dense built environment, rather than the compact, walkable, and transit oriented urban form as identified by the EMRB Growth Plan, Council’s Strategic Plan, and the City’s MDP and TMP.

During our engagement sessions for this project, developers and builders advised that ADUs (basement and garage suites) were in high demand. This Option would eliminate the garage suite but meet the demand for basement suites. In contrast to developer and builder comments, Council’s Strategic Plan, and the MDP, Intelligent Futures reported that survey respondents in 2022 wanted a restriction on the number of ADUs in a community, home, or street because of “overcrowding”. This Option would respond to those concerns. However, Council’s proposed Item 2, which limits ADUs to 2 per lot, also addresses those concerns.

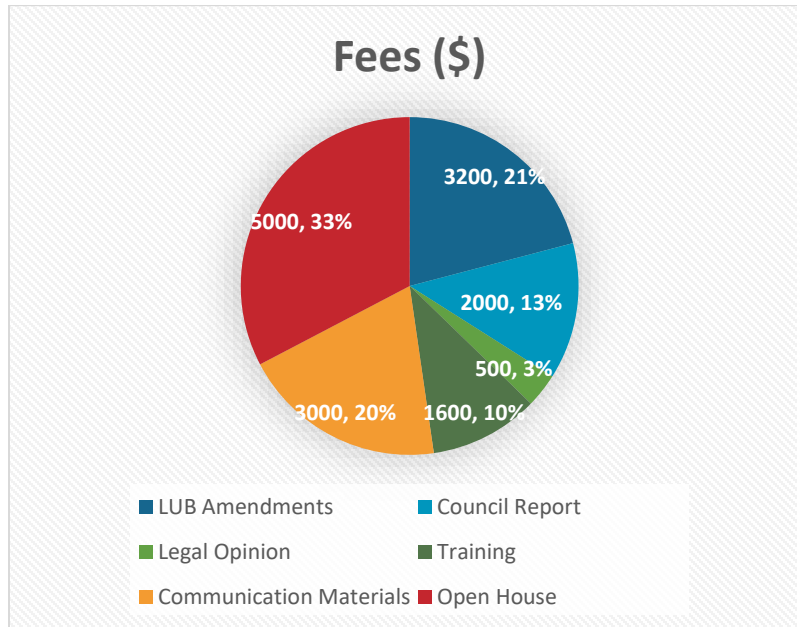
This Option has six “Yes” implications out of 11 based on project metrics, see Table 12 below. As a result, it compares very poorly to the other Options for this Item. The Option would also require an amendment to the MDP and LUB (adding language to the LUB to regulate dwellings with front-attached garages and rear detached garages differently, i.e., updating definitions, dwellings with front-attached garages are allowed a maximum of 2 dwelling units per lot), and see an increase in illegal ADUs, non-conforming uses, and the need for enforcement. If this Option is chosen, the City should inform staff, the public, and developers of the new regulations to address concerns. The City should not pursue this Option as it represents a significant departure from the goals of Council’s Strategic Plan and the policies of the MDP. If Council does choose this Option, the cost and timeframe to implement this decision is \$15,300 and 8 months, see below.

Table 12: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?	√	
Are amendments to the MDP (or Council’s Strategic Plan) required?	√	
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?	√	
Does this increase the number of non-conforming uses created?	√	

Implication	Implication Score	
	Yes	No
Does this increase the number staff requirements to facilitate increased enforcement?	√	
Does this impact development cost?		√
Does this create development uncertainty?	√	
Total	6	5

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

OPTION 3 – LIMIT ADUS TO TWO PER DWELLING FOR DWELLINGS WITH FRONT-ATTACHED GARAGES

This Option is similar to Option 2, however it allows 1 more ADU. As a result, the homeowner could have both a basement suite and a garden suite. The opportunity for an ADU above a rear-detached garage is eliminated with this Option.

This Option would not meet Policy 4.5.1, 4.8.2 and 4.9.11 of the MDP, which describes that the City will provide a diversity of housing and affordable housing Options that contribute to housing choices for future residents by supporting the development of ADUs. Reducing ADUs would not equate to the City “supporting the development of ADUs.” As a result, minor amendments to the MDP would be required because the policy direction of the MDP has changed slightly and allowing fewer ADUs on a site encourages a less dense built environment, rather than the compact, walkable, and transit oriented urban form as identified by the EMRB Growth Plan, Council’s Strategic Plan, and the City’s MDP and TMP.

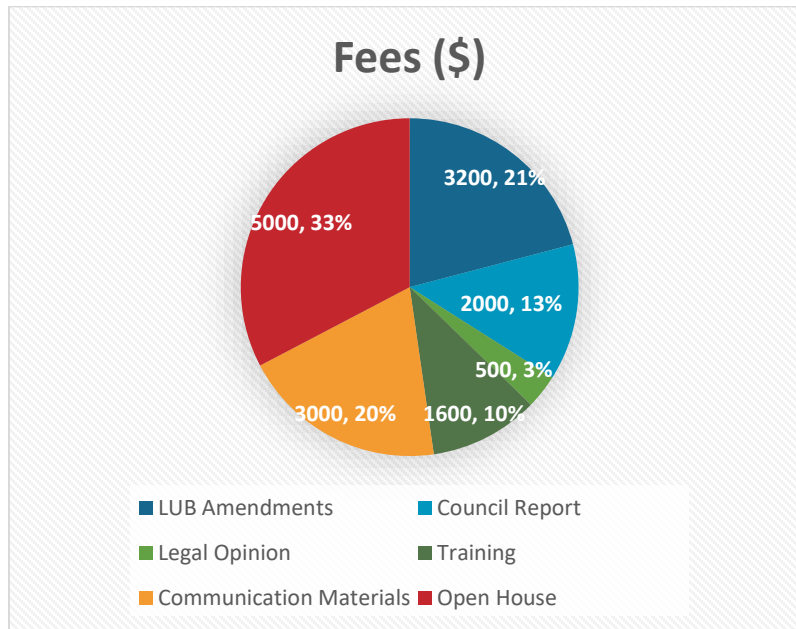
During our engagement sessions for this project, developers and builders advised that rear-detached garage suites and basement suites were in high demand. In contrast to developer and builder comments, Council’s Strategic Plan, and the MDP, Intelligent Futures reported that survey respondents in 2022 wanted a restriction on the number of ADUs in a community, home, or street because of “overcrowding”. However, Council’s proposed Item 2, which limits ADUs to 2 per lot, also addresses those concerns.

This Option has five “Yes” implications out of 11 based on project metrics, see Table 13 below. As a result, it performs better than Option 2 because it allows the flexibility and innovation of the existing LUB regulations. This Option would also require an amendment to the MDP and LUB, and see an increase in illegal ADUs, non-conforming uses, and the need for enforcement. If this Option is chosen, the City should inform staff, the public, and developers of the new regulations to address concerns. The City should not pursue this Option. If it does choose this Option, the cost and timeframe to implement this decision is \$15,300 and 8 months, see below. This Option represents a departure from the goals of Council’s Strategic Plan and the policies of the MDP.

Table 13: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?	√	
Are amendments to the MDP (or Council’s Strategic Plan) required?	√	
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?	√	
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?	√	
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	5	6

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

Recommendation 3

We recommend pursuing Option 1, as it has the best “No” implications score and requires the least cost and implementation time in comparison to the other Options, see Table 14. This Option maintains the intent of the sustainability and resiliency goals of the MDP and LUB, understands that developing neighbourhoods are busy with construction traffic, and that congestion in a neighbourhood from ADUs is okay, although it might be nuisance for some. In addition, Council’s proposed Item 2, which limits ADUs to 2 per lot, addresses concerns about congestion and crowding.

Table 14: Summary of Options, Implication Score, and Implementation Cost and Time

Option	Implication Score		Cost (\$)	Time (months)
	Yes	No		
1: No change to current regulations.	0	11	5,000	2
2: Limit ADUs to one per dwelling for dwellings with front-attached garages.	6	5	15,300	8
3: Limit ADUs to two per dwelling for dwellings with front-attached garages.	5	6	15,300	8

■ Item 4: Limiting ADUs for Rear-Detached Garage Product to two and requiring one to be a garage suite

In Canada, since the 1950s, dwellings have come in many forms, as per Canada Mortgage and Housing Corporation's report "Housing in Canada 1957 to 2014". In the post-war housing boom of the 1950s single-family dwellings represented 60% of new construction. These dwellings were typically built as bungalows and might have included a rear detached garage accessed from a lane. During the 1960s and 1970s, multi-family dwellings represented 60% of new construction. At the same time, single-family dwellings with front drive garages were becoming more popular. From the 1980s to the 2010s, single-family dwellings with front drive garages were the primary housing form. Since then, apartments and single-family dwellings make up 85% of housing starts across Canada. Semi-detached dwellings and row houses make up the remainder. During that time, rear-detached garages, and basement suites, or ADUs, have becoming increasingly popular because of their affordability.

As previously noted, Policy 4.2.1 & 4.2.2 of the EMRBGP encourages a range of housing Options, innovation, and requires a minimum residential density of 35 du/nrha in new neighbourhoods. The City meets these requirements through its MDP by encouraging a mix of all residential types, including ADUs, within neighbourhoods (Policy 3.5.1). The LUB implements the EMRBGP and MDP by accommodating ADUs in residential districts.

In Beaumont, since 2019, the City has received 68 applications for ADUs (8 for garage suites, and 60 for basement suites). The location of ADUs in Beaumont is shown in [Map 1](#) and corresponds to the CN District, which will be the focus of this Item. The CN District allows a maximum of 4 dwelling units per lot, typically built as 1 single-family dwelling and 3 ADUs. ADUs provide housing Options for renters, additional revenue for landowners, and diversify the City's housing stock. However, with ADUs there is a potential for on-street parking congestion, loss of privacy, and increased noise. Council has proposed to limit ADUs for dwellings with rear-detached garages to 2, rather than the currently allowable 3 ADUs.

Limiting density in any form, i.e., limiting ADUs would move away from the compact and dense urban form required by the MDP. ADUs are a relatively easy path to achieve the EMRBGP and MDP targets because it does not require large-scale redevelopment. Thus, changes in ADUs would make it harder for the City to achieve this goal. Additionally, decreasing or removing ADUs hinders the opportunity to provide greater diversity and affordability. In summary, this Item conflicts with several MDP policies.

LUB Options to implement this Item are presented below:

Option 1: No change to current regulations (allow 3 ADUs).

Option 2: Limiting ADUs for Dwellings with Rear Detached Garages by Requiring Two ADUs (instead of 3), One must be a Garage Suite.

OPTION 1 – NO CHANGE TO CURRENT REGULATIONS

The LUB encourages ADUs as a means of providing “gentle density”. Gentle density is Beaumont’s approach to meet EMRBGP targets, implementing MDP policies to create a resilient, diverse, and inclusive City that provides a range of housing types for different household incomes, is compact, and consists of efficiently planned neighborhoods designed for a multi-modal transportation network.

The LUB implements the MDPs vision. It allows for 4 dwelling units on a lot. This is typically developed as 1 single-family dwelling and 3 ADUs. If the LUB meets EMRBGP and Council’s approved strategic goals and policies, why make a change? By opting for no change to the current LUB regulations of 3 ADUs per lot, Council will follow regional and municipal policy direction for sustainability, diversity, equity, inclusion, and a compact urban form. And, recognize that existing complaints about on-street parking congestion may continue as a cost to meeting broader goals.

During the engagement sessions in the 2022, Intelligent Futures reported that survey respondents were not supportive of ADUs because of parking congestion, dense neighbourhoods, and noise concerns. In our 2023 engagement sessions for this project, developers and builders advised ADUs (basement and garage suites) were in high demand. During an interview with a developer we were advised, “Density is something that we are looking for and it is a choice for the customer. We want to provide customers with this option.” In contrast, a landowner nearby to an ADU said, “(There) must be more parking on the site.”

This Option has no implications based on project metrics and scores highly in the “No” column as a result, see Table 15 below. Implementing this Option should include a communications program to share news of the decision and address questions from developers, builders, and the public. The cost and timeframe to implement this decision is \$5,000 and 2 months.

Table 15: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council’s Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?		√
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	0	11

Implementation Cost

Prepare Communications Materials: \$5,000

Implementation Time (Months)

Estimated time to implement this Option: 2

OPTION 2 – IMPLEMENT THE AMENDMENT AS PROPOSED BY COUNCIL (LIMITING ADUS FOR DWELLINGS WITH REAR DETACHED GARAGES BY REQUIRING TWO ADUS, ONE MUST BE A GARAGE SUITE)

The CN District allows 4 dwelling units per lot without restriction on the location of ADUs. This Option limits the number of ADUs to 2 per dwelling and requires one ADU in the garage. This Option would diminish the number of available rental properties within Beaumont, limits the opportunities for landowners to supplement their income, and limits the housing diversity Council strategically aims to achieve. It may alleviate on-street parking congestion.

Policy 4.5.1, 4.8.2 and 4.9.11 of the MDP describes that the City will provide a diversity of housing and affordable housing Options that contribute to housing choices for future residents by supporting the development of ADUs. Reducing ADUs would not equate to the City “supporting the development of ADUs.” As a result, minor amendments to the MDP would be required. In this case, the policy direction of the MDP is maintained, however the implementation of the number of ADUs has changed slightly. Council should be aware that allowing fewer ADUs on a site encourages a less dense built environment, rather than the compact, walkable, and transit oriented urban form identified by regional and municipal policies.

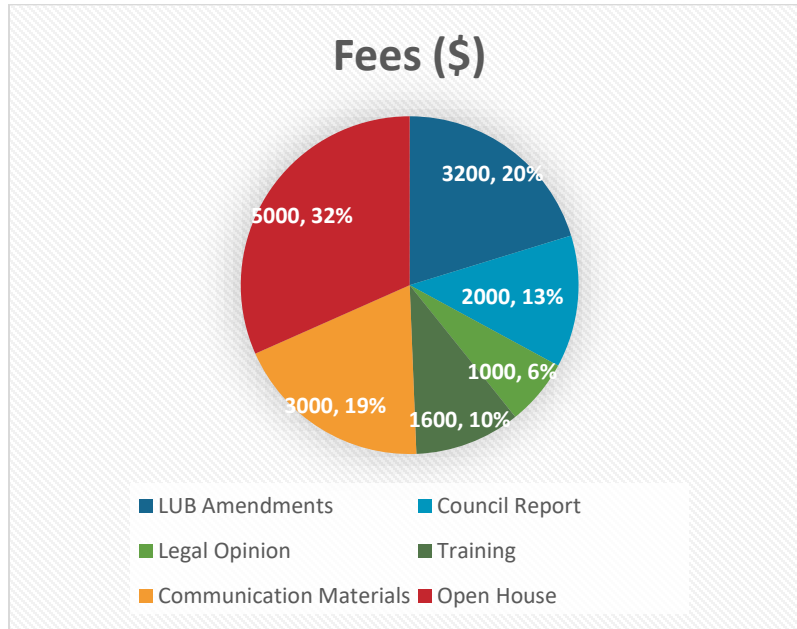
During our engagement sessions for this project, developers and builders advised that ADUs (garage and basement suites) were in high demand. This Option would meet the demand for garage suites and basement suites. In contrast to developer and builder comments, Council’s Strategic Plan, and the MDP, Intelligent Futures reported that survey respondents in 2022 wanted a restriction on the number of ADUs in a community, home, or street because of “overcrowding”. This Option would respond to those concerns. However, Council’s proposed Item 2, which limits ADUs to 2 per lot, also addresses those concerns.

This Option has six “Yes” implications out of 11 based on project metrics, see Table 16 below. The Option would also require an amendment to the MDP and LUB (adding language to the LUB to regulate dwellings with front-attached garages and rear detached garages differently), and see an increase in illegal ADUs, non-conforming uses, and the need for enforcement. If this Option is chosen, the City should communicate the decision to interested parties. The cost and timeframe to implement this decision is \$15,300 and 8 months, see below.

Table 16: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?	√	
Are amendments to the MDP (or Council’s Strategic Plan) required?	√	
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?	√	
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?	√	
Does this impact development cost?		√
Does this create development uncertainty?	√	
Total	6	5

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

Recommendation 4

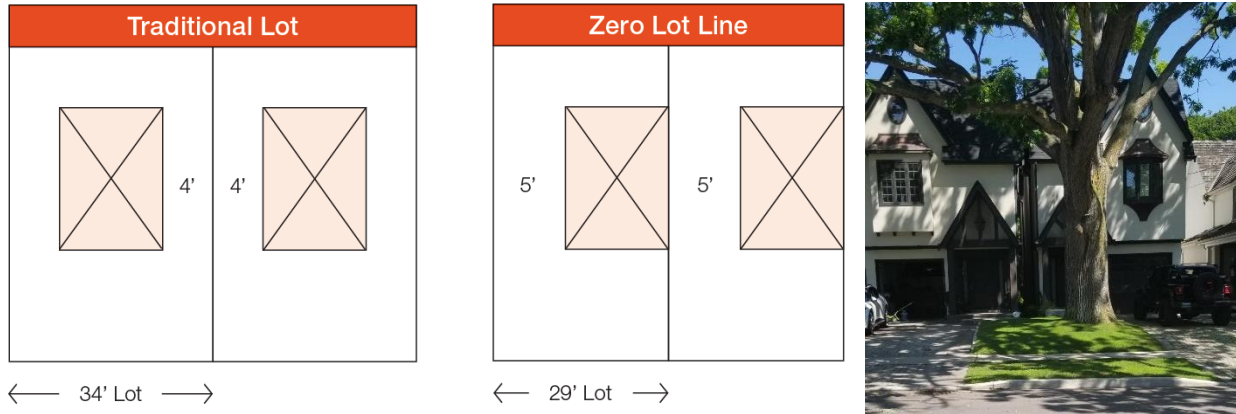
We recommend pursuing Option 1. It has the better “No” implications score and requires the least cost and implementation time in comparison to the other Option, see Table 17. This Option maintains the sustainability, resiliency, and diversity goals of the MDP and LUB, requires no changes to the LUB. In addition, Council’s proposed Item 2, which limits ADUs to 2 per lot, addresses the resident concerns this Item 3 is attempting to mitigate.

Table 17: Summary of Options, Implication Score, and Implementation Cost and Time

Option	Implication Score		Cost (\$)	Time (months)
	Yes	No		
1: No change to current regulations.	0	11	5,000	2
2: Minimize driveway widths at the property line.	6	5	15,800	8

Item 5: Disallowing Further Zero Lot Line Homes

The City of Beaumont accommodates zero lot line (ZLL) dwellings. The difference between traditional residential lots and ZLL residential lots is shown below. Homes on ZLL lots are provided throughout Canada (built in the 1920s, these zero lot line dwellings in Etobicoke, ON sell for ~\$3M), are intended to create an affordable housing product, increased neighbourhood density, increased value for a home purchase, and more usable outdoor space.



Municipalities around the region allow ZLL dwelling with restrictions to provide “gentle density”. For example, the City of Fort Saskatchewan restricts ZLL developments to alley access through their direct control districts (DC(A)-13, DC(A)-18, DC(A)-19, DC(A)-20). These districts allow street-oriented, single-family dwellings on narrow lots (a minimum 7.6 m wide) with rear lane vehicular access. Attached garages are not permitted. The City of Beaumont does not have this restriction and allows a garage in the front or rear yard (to encourage ZLL dwellings the City’s CN District, IN District and MN District allows a side yard of 1.5 m where the other side yard is 0 m). Because ZLL dwellings are provided on narrow lots they can yield higher densities within a subdivision and make better use of existing servicing and infrastructure.

The MDP (i.e. Policy 4.5.1, 4.8.2 and 4.9.11) describes that the City will support innovation, a diversity of housing, and affordable housing Options to meet the minimum greenfield residential density target of 35 du/nrha as required by the EMRBGP. Prohibiting ZLL dwellings would mean the City is not “ensuring that a diversity of housing” is provided. This Item does not align with the MDP or market demand. Council should be aware that prohibiting ZLL dwellings affects developers/builders who are invested in delivering this product in Beaumont, limits opportunities to meet EMRBGP density targets, and promotes a less dense Beaumont rather than the compact, walkable, and transit oriented urban form as identified by the EMRBGP, Council’s Strategic Plan, and the City’s MDP and TMP.

LUB Options to implement this Item are presented below:

“Disallowing” is defined as “prohibiting”. In LUB terms, this means eliminating a known legal use from an LUB or removing the use from a land use district. We do not recommend eliminating a land use from the LUB as the City would be subject to legal challenges, and with a high probability of losing the challenge. The other Option is to remove the use from the district but keep the use within the definitions.

- Option 1: No change to current regulations (allow 3 ADUs).
- Option 2: Limiting ADUs for Dwellings with Rear Detached Garages by Requiring Two ADUs (instead of 3), One must be a Garage Suite.
- Option 3: Restrict Zero Lot Line Developments to Rear Detached Garage Products, Limit ADUs, and Increase the Side Yard Requirement

OPTION 1 – NO CHANGE TO CURRENT REGULATIONS

The LUB encourages ZLL dwellings to provide “gentle density”. Gentle density is Beaumont’s approach to meet EMRBGP targets, and implementing MDP policies to create a resilient, diverse, and inclusive City that provides a range of housing types for different household incomes, is compact, and consists of efficiently planned neighborhoods designed for a multi-modal transportation network. The LUB facilitates this type of development in the CN District, IN District, and MN District, and does so with easy to read regulations. ZLL dwellings are a relatively easy path to achieve the EMRBGP and MDP targets because it relies on narrower lots rather than large developments.

During the engagement sessions in the 2022, Intelligent Futures reported that ZLL dwellings have environmental (improper drainage), social (neighbourhood character change), economic (lower housing costs), and governance (prohibiting them) impacts. Intelligent Futures advised that survey respondents were not supportive of ZLL dwellings because of fire safety concerns, their appearance, and overcrowding. In our 2023 engagement sessions for this project, developers and builders advised ZLL dwellings were “very desirable and in-demand by consumers.” All developers and builders said that if the City prohibited ZLL dwellings in Beaumont, it would be crippling to their business. One developer/builder said prohibiting ZLL dwellings will drive developers out of Beaumont.

By opting for no change to the current LUB regulations for ZLL dwellings, Council will follow regional and municipal policy direction for sustainability, diversity, equity, inclusion, and a compact urban form. And, recognize that about improper drainage can be remedied, and that the “feeling” of overcrowding can be, in part, addressed through neighbourhood design and park space allocation. This Option has no implications based on project metrics and scores highly in the “No” column as a result, see Table 18 below. Implementing this Option should include a communications program to share news of the decision and address questions for developers, builders, and the public. This Option requires \$5,000 and 2 months to implement.

Table 18: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council’s Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?		√
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	0	11

Implementation Cost

Prepare Communications Materials: \$5,000

Implementation Time (Months)

Estimated time to implement this Option: 2

OPTION 2 – IMPLEMENT THE AMENDMENT AS PROPOSED BY COUNCIL (DISALLOWING FURTHER ZERO LOT LINE DWELLINGS)

One of the main concerns about ZLL dwellings and their lots is their narrow width, which is amplified if the property has a front-attached garage. These factors combine to create limited on-street parking and perhaps congestion. These factors are amplified if garages and driveways aren't being used for parking. In Beaumont, the typical width of a ZLL parcel is 8.87 m to 11 m. The width of a driveway on a ZLL parcel is 5.49 m to 5.79 m. This means that there is 3.38 m – 5.21 m of on-street parking space in front of the ZLL parcel. With the average length of a vehicle being 4.9 m, many ZLL parcels will not have an on-street parking space in front of their dwellings. These dimensions contribute to the on-street parking congestion in neighbourhoods.

The CN District, IN District, and MN District allow ZLL homes. This Option prohibits them. As result, this action may contribute to reducing on-street parking congestion in neighbourhoods. However, other narrow lot housing may take its place and the street parking congestion may reappear.

This Option does not align with the MDP. Policy 4.5.1, 4.8.2 and 4.9.11 of the MDP describes that the City will provide a diversity of housing and affordable housing Options that contribute to housing choices for future residents. This makes ZLL dwellings a natural choice as an implementation tool for MDP policies. Prohibiting ZLL dwellings would mean the City is not “ensuring that a diversity of housing” is provided. Prohibiting ZLL dwellings affects developers/builders who are invested in delivering this product in Beaumont, limits opportunities to meet EMRBGP density targets, and promotes a less dense Beaumont rather than the compact, walkable, and transit oriented urban form as identified by the EMRBGP, Council’s Strategic Plan, and the City’s MDP and TMP.

During the engagement sessions in the 2022, Intelligent Futures advised that survey respondents were not supportive of ZLL dwellings because of fire safety concerns, their appearance, and “overcrowding”. In our 2023 engagement sessions for this project, one builder said ZLL dwellings were “...one of our biggest sellers in Beaumont. In the last six months to a year the regular size lot is not selling. The average buyer can’t buy”. Another said, “Strongly opposed to this change. It’s a step way back. Beaumont is an innovative community”.

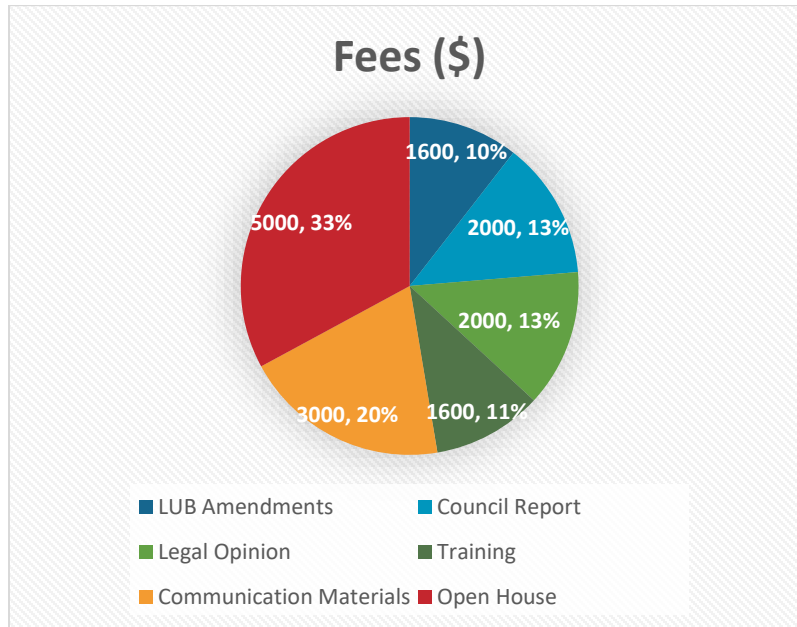
This Option has five “Yes” implications out of 11 based on project metrics, see Table 19 below. The Option would require an amendment to the MDP and LUB (singling out ZLL dwellings from “Dwelling Units, prohibiting them, and removing their associated regulations), and see an increase in non-conforming uses, and development uncertainty as the developers and builders adjust. If this Option is chosen, the City should inform staff, the public, and developers of the new regulations to address concerns. The City should not pursue this Option. The cost and timeframe to implement this decision is \$15,300 and 8 months, see below. This Option represents a major departure from the goals of Council’s Strategic Plan and the policies of the MDP.

Table 19: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?	√	
Are amendments to the MDP (or Council’s Strategic Plan) required?	√	
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?	√	
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?	√	

Implication	Implication Score	
	Yes	No
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?		√
Does this create development uncertainty?	√	
Total	5	6

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

OPTION 3 – RESTRICT ZERO LOT LINE DEVELOPMENTS TO REAR DETACHED GARAGE PRODUCTS, LIMIT ADUS, AND INCREASE THE SIDE YARD REQUIREMENT.

This Option proposes to limit ZLL dwellings to rear lane access only, reduce the number of ADUs within a ZLL dwelling from 3 to 1, and increase the side yard requirement (from 1.5m to a number Council deems reasonable).

One of the main concerns about ZLL parcels and dwellings is their narrow width, narrow side yard setback and front-attached garage. These factors combine to limit on-street parking and create congestion, and create the feeling of crowding. Moving the garage and driveway to the rear of the parcel frees up on-street parking space. Reducing the number of ADUs from 3 to 1 in a dwelling should reduce the number of vehicles requiring parking. And, increasing the side yard setback may mitigate the feeling of crowding within neighbourhoods.

This Option provides opportunities for developers, builders, and homeowners to include a basement or garage suite, and may reduce complaints about on-street parking congestion and crowding.

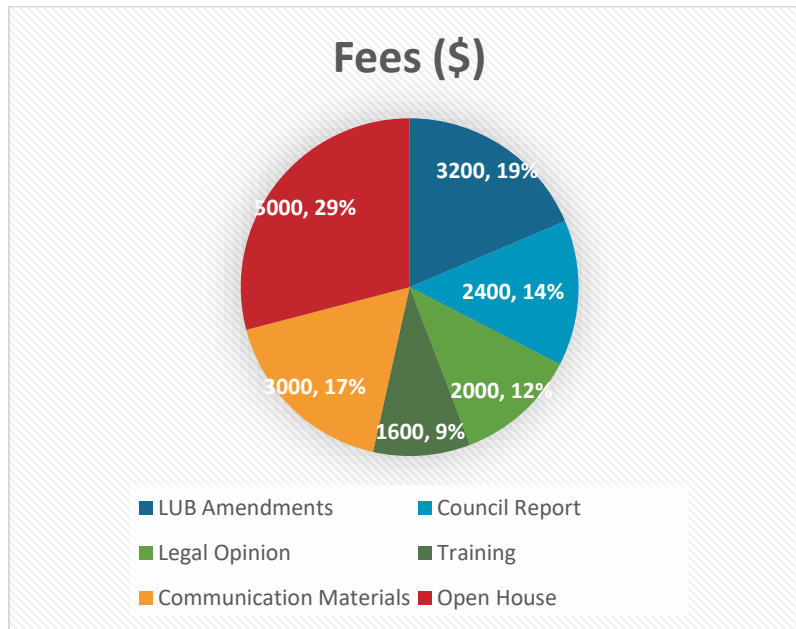
This Option does not align with the MDP. Policy 4.5.1, 4.8.2 and 4.9.11 of the MDP describes that the City will provide a diversity of housing and affordable housing Options that contribute to housing choices for future residents. Limiting ZLL dwellings to have rear lane access and 1 ADU would mean the City is not “ensuring that a diversity of housing” is provided.

This Option has five “Yes” implications out of 11 based on project metrics, see Table 20 below. The Option would require an amendment to the MDP and LUB (i.e. create a LUB definition for ZLL dwellings, and amend the CN District, IN District, and MN District to limit zero lot line housing to lots with rear lane access), and see an increase in non-conforming uses, and development uncertainty as the developers and builders adjust to this product. The City should inform staff, the public, and developers of the new regulations to address concerns. The City should not pursue this Option. If it does choose this Option, the cost and timeframe to implement this decision is \$17,200 and 8 months, see below. This Option represents a departure from the goals of Council’s Strategic Plan and the policies of the MDP.

Table 20: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?	√	
Are amendments to the MDP (or Council’s Strategic Plan) required?	√	
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?	√	
Does this impact development cost?		√
Does this create development uncertainty?	√	
Total	5	6

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

Recommendation 5

We recommend pursuing Option 1, as it has the best “No” implications score and requires the least cost and implementation time in comparison to the other Options, see Table 21. This Option requires no changes to the existing MDP and LUB and maintains the intent of the sustainability and resiliency goals of the MDP and LUB, understands that ZLL dwellings are a major part of the new home housing market in Beaumont, and that congestion can be tolerated in favor of broader regional and municipal goals.

Table 21: Summary of Options, Implication Score, and Implementation Cost and Time

Option	Implication Score		Cost (\$)	Time (months)
	Yes	No		
1: No change to current regulations.	0	11	5,000	2
2: Disallowing Further Zero Lot Line Homes.	5	6	15,300	8
3: Restrict Zero Lot Line Developments to Rear Detached Garage Products, Limit ADUs, and Increase the Side Yard Requirement.	5	6	17,200	8

Item 6: Disallow Further Tiny Homes or Mobile Homes

Tiny homes and mobile homes were included in the City’s LUB to meet the policies of the EMRB Growth Plan, implement Council’s Strategic Plan, and the policies of the City’s MDP. A tiny home is shown on the left and a mobile home on the right, see photo below (Google). This type of housing is designed to increase neighbourhood density, future proof neighbourhoods through diversity and inclusivity, and increase the number of affordable homes in Beaumont. In summary, tiny homes and mobile homes are intended to be affordable housing Options, and support more efficient use of land.



The LUB currently allows for “dwelling units”, regardless of housing or building form. “Tiny homes” are included in this definition. The LUB does not provide a definition for tiny home, however, the 2018 International Residential Code, Appendix Q Tiny Houses, defines one as a “dwelling unit with a maximum of 37 m² (400 ft²) of floor area, excluding lofts.” The LUB does not include a “mobile home” within the dwelling unit definition. Instead, it is defined as a dwelling unit that is factory built, on a steel frame and complies with federal housing standards.

Tiny homes are allowed in the CN District, IN District, and MN District. The CN District allows four dwellings on a lot, including tiny homes, provided site regulations such as yard setbacks and 55% site coverage, are met. The IN District allows 1 dwelling per lot, or 35 units per net hectare as per applicable ASPs, NSPs, and/or OPs. The MN District allows 1 dwelling per lot with no maximum density.

Tiny homes and mobile homes are allowed in the Agriculture Holdings (AH) District.

“Disallowing” is defined as “prohibiting”. In LUB terms, this means eliminating a known legal use from an LUB or removing the use from a land use district. We do not recommend eliminating a land use from the LUB as the City would be subject to legal challenges, and with a high probability of losing the challenge. The other Option is to remove the use from the district but keep the use within the definitions.

LUB Options to implement this Item are presented below:

Option 1: No change to current regulations.

Option 2: Remove the land use from the District.

OPTION 1 – NO CHANGE TO CURRENT REGULATIONS

The City's LUB implements the policies of the MDP, and as result provides a range of housing Options, such as tiny homes and mobile homes. The LUB is also intended to meet Council's strategic goals for sustainable, diverse, equitable, and inclusive neighbourhoods, and increase the number of affordable homes in Beaumont. In many municipalities tiny homes and mobile homes provide residents with an affordable choice and/or a preferred lifestyle.

Please note that:

1. Since the LUB was approved on September 24, 2019, the City has not received any applications for tiny homes or mobile homes.
2. The City does not have any tiny homes or mobile homes.
3. During the LUB Engagement project in 2022, residents did not provide concerns about tiny homes and mobile homes, as per the Intelligent Futures Report.
4. During our engagement for this project, developers, builders, and landowners did not provide concerns about tiny homes and mobile homes.
5. By opting for no change to the current LUB regulations Council will follow its strategic goals and municipal policy direction.

This Option scores highly because it has no implications based on project metrics, see Table 22 below, and there is no cost or timeframe required to implement this decision.

Table 22: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council's Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?		√
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	0	11

Implementation Cost

Prepare Communications Materials: \$0

Implementation Time (Months)

Estimated time to implement this Option: 0

OPTION 2 – REMOVE THE LAND USE FROM THE DISTRICT

Prohibiting tiny homes and mobile homes in Beaumont either means:

1. eliminating a known legal land use from the LUB, or
2. removing the land use from a land use district.

We do not recommend eliminating a land use from the LUB as the City would be subject to legal challenges. With a high probability they would lose this challenge. The other Option means removing the land use from the district they are in but keep the lane use within the definitions. Removing the land use from the district requires the following actions, see table below.

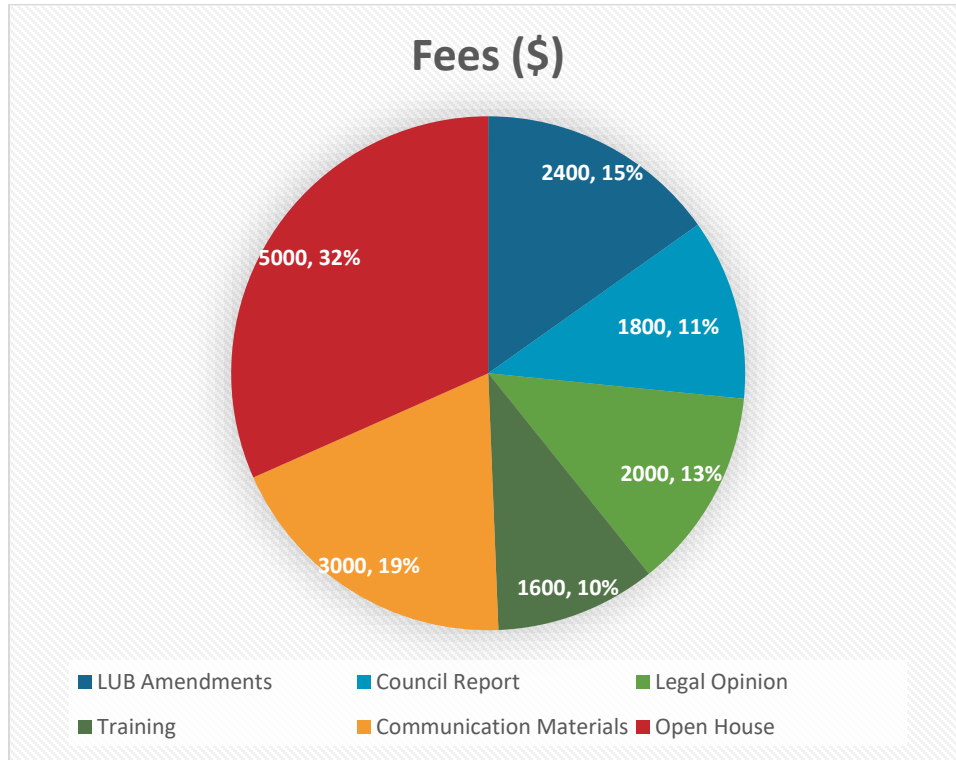
District	Tiny Home	Mobile Home
Agricultural Holdings	In the LUB, a tiny home is considered a “Dwelling Unit”. Prohibiting tiny homes requires three steps: (1) differentiating a Dwelling Unit from a tiny home by excluding tiny homes from its definition, then (2) creating a definition for tiny home, and (3) including tiny home within the uses listed in the AH District and identifying that use as a “-” rather than a “P” for Permitted or “D” for Discretionary.	Prohibiting mobile homes requires changing the use from a “P” (Permitted) to a “-”.
CN District, IN District, MN District	See above.	Mobile homes are not a use listed in these districts. No action necessary.

This Option has five “Yes” implications based on project metrics, see Table 23 below. If implementing this Option, the City would require MDP and LUB amendments, and should inform staff, the public, and developers of the new regulations to address concerns. This effort would cost \$15,800 and require 8 months to implement this Option.

Table 23: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?	√	
Are amendments to the MDP (or Council’s Strategic Plan) required?	√	
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?	√	
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?	√	
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	3	8

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

Recommendation 6

We recommend pursuing Option 1, as it has zero “No” implications, and requires the least cost and implementation time, see Table 24. Option 1 also meets the intent of Council’s Strategic Plan and the policies of the MDP to create a diverse, equitable, and inclusive City that efficiently uses land. This Option requires no changes to the LUB and recognizes that there have been no permit applications for tiny homes and mobile homes in Beaumont, no tiny homes or mobile homes exist in Beaumont, and there have been no concerns expressed by developers, builders, or landowners for this housing type during the 2022 or 2023 engagement sessions.

Table 24: Summary of Options, Implication Score, and Implementation Cost and Time

Option	Implication Score		Cost (\$)	Time (months)
	Yes	No		
1: No change to current regulations.	0	11	0	0
2: Remove the land use from the District.	3	8	15,800	8

Item 7: Adjusting the amount of parking for additional dwelling units to one parking stall per bedroom

The City of Beaumont accommodates ADUs, such as garage suites and garden suites, as shown below (Google) in new and existing neighbourhoods. ADUs facilitate the development of affordable housing, are intended to future proof neighbourhoods for sustainability, and are purposefully in the LUB to create inclusive and diverse communities. With ADUs comes additional drivers on each site and the need for additional parking. Parking is either located on-site (within a driveway or garage) or off-site (on the street). Off-site parking congestion has been identified as an issue in Dansereau Meadows, Eaglemont Heights, Forest Heights, Place Chaleureuse and Triomphe Estates, which are zoned Conventional Neighbourhood (CN) District. The location of ADUs in Beaumont is shown in [Map 1](#) and corresponds to the CN District. Council has proposed to adjust parking requirements for ADUs to address the issue.



1. The MDP includes policies to create neighbourhoods with a “broad spectrum of housing types to accommodate low, medium, and higher densities”. ADUs fall under the “low density” housing type, and typically include basement, garage, and garden suites. The MDP goes on to say these housing types should provide parking requirements “...based on land use considerations consistent with Beaumont’s desire to promote a walkable compact community (Policy 6.1.6).” Requiring additional parking for ADUs would challenge this policy, and would require an MDP amendment.
2. The LUB requires 1 parking stall per unit over 75 m² (807 ft²). For a typical single-family dwelling in Beaumont, which is currently 185 m² (2000 ft²), one parking stall is required.
3. The CN District allows up to 4 dwellings units on a lot. This could include the principal dwelling and three ADUs (a basement suite, a garage suite, and a tiny home). Based on current LUB regulations the 185 m² dwelling with three ADUs requires 1 parking stall, however, more stalls can be provided.
 - a. The minimum size of a basement suite is 30 m² (330 ft²) and typical size is 37 m² – 55 m² (400 ft² – 600 ft²). No parking stall is required.
 - b. The average size of garage suite above a detached garage is 53 m² (576 ft²). No parking stall is required.
 - c. The average size of a tiny home is 27m² (300 ft²). No parking stall is required.
 - d. This example assumes the typical single-family dwelling, basement suite, garage suite, and tiny home meet front, side and rear yard setbacks and lot coverage requirements (55%).

The dwelling would likely have four parking stalls (two in the garage and two in the driveway), and any additional parking would be accommodated on-street.

OPTION 1 – NO CHANGE TO CURRENT REGULATIONS

The CN District allows ADUs without additional parking requirements. This is an innovative strategy to meet regional density goals, encourage affordable housing, supports the City’s TMP by encouraging active transportation modes rather than car use, and fulfills the promise of the Strategic Plan and the MDP because the City has taken active steps to accommodate ADUs without barriers. Doing so increases residential density and with that comes opportunities for improved transit service and a transportation network that supports active transportation modes.

During the engagement sessions in the 2022, Intelligent Futures reported that survey respondents were not supportive of ADUs because of parking congestion, dense neighbourhoods, and noise concerns. In our 2023 engagement sessions for this project, developers and builders advised ADUs (basement and garage suites) were in high demand. Considering these results, keeping parking regulations as they are for ADUs may be perceived negatively, and existing complaints about on-street parking congestion may continue.

In summary, allowing ADUs with existing parking standards recognizes that parking congestion is a necessary consequence of creating sustainable, resilient, diverse, equitable and inclusive neighbourhoods, which are key regional and municipal goals.

This Option has no implications based on project metrics, see Table 25 below, and there is no cost or timeframe required to implement this decision.

Table 25: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council’s Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?		√
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	0	11

Implementation Cost

Prepare Communications Materials: \$0

Implementation Time (Months)

Estimated time to implement this Option: 0

Option 2 - Implement the amendment AS PROPOSED BY COUNCIL (adjusting the amount of parking for additional dwelling units to one parking stall per bedroom)

To relieve on-street parking congestion Council is considering adding one parking stall per bedroom for each ADU. How would this work? As an example, the maximum development potential in the CN District allows 4 dwelling units (with each ADU having 1 bedroom). The number of ADUs, bedrooms and existing and proposed parking regulations for this example is shown in the table below.

Dwelling	Number of Bedrooms	Existing Parking Requirement	Proposed Parking Requirement
Single-family dwellings	Not Applicable	1 stall	1 stall
ADU #1 (unit is less than 75 m ² (807 ft ²))	1	None	1 stall
ADU #2 (unit is less than 75 m ² (807 ft ²))	1	None	1 stall
ADU #3 (unit is less than 75 m ² (807 ft ²))	1	None	1 stall
Total Stalls		1 stall	4 stalls

Based on the information in the table, 1 parking stall is currently required for 4 dwelling units. The proposed regulation would require 4 parking stalls, which is reasonable and likely already provided (two in the garage and two in the driveway). Any additional parking would be accommodated on-street.

However, Policy 4.5.1, 4.8.2 and 4.9.11 of the MDP describes that the City will provide a diversity of housing and affordable housing Options that contribute to housing choices for future residents by supporting the development of ADUs and providing innovative parking strategies. As identified in the “What We Learned Report” (Intelligent Futures, October 2022), “Adding additional parking restrictions would not equate to an “innovative parking strategy,” as adding parking restrictions is not introducing new ideas or creative thinking to solving vehicle storage issues.” The proposed approach does not align with the MDP and TMP, and an MDP amendment is required. Council should be aware that requiring more parking on a site further encourages a less dense, car oriented built environment, rather than the compact, walkable, and transit oriented urban form as identified by the EMRB Growth Plan, Council’s Strategic Plan, and the City’s MDP and TMP.

During our engagement for this project, we were advised by developers and builders, that existing development meets the 4 parking stalls required by this Option. However, this also advise, “this is an old development type of regulation”, and “if lots need to be widened to accommodate more parking, no one will do it.”

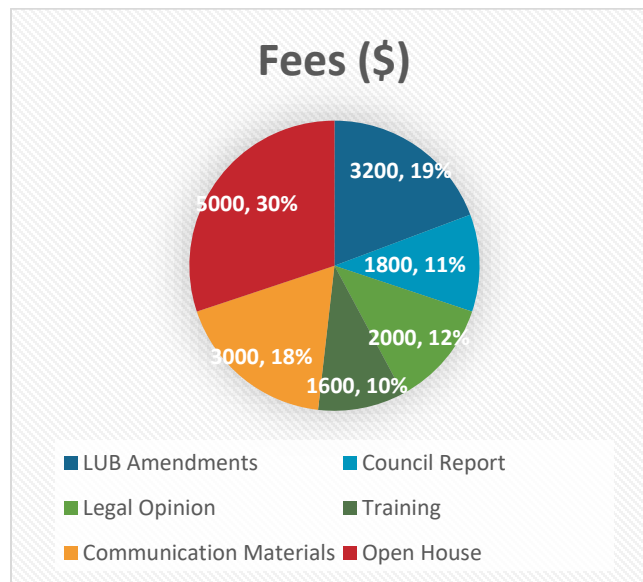
This Option has six “Yes” implications based on project metrics, see Table 26 below. It would require an MDP and TMP amendment because this approach changes the philosophy about urban form, land use, and parking (which triggers a Regional Evaluation Framework review at the EMRB), LUB amendments (dwelling unit definitions will need to differentiate between principal dwellings and ADUs, update parking requirements, and explicitly state that tandem parking is allowed on driveways and garages in residential districts), and should inform staff, the public, and developers of the new regulations to address concerns. This Option would create illegal ADUs as applicants may want to avoid the additional parking requirements, non-conformities for all ADUs that have been approved without these new parking requirements, likely require staff to enforce illegal ADUs, and increase development costs to provide additional parking. This effort would cost \$17,200 and require 8 months to implement this Option.

Table 26: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council’s Strategic Plan) required?	√	

Implication	Implication Score	
	Yes	No
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?	√	
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?	√	
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?	√	
Does this impact development cost?	√	
Does this create development uncertainty?		√
Total	6	5

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 12

Recommendation 7

We recommend pursuing Option 1, as it has no implications and meets the intent of Council's Strategic Plan and the policies of the MDP and TMP to create a City that is compact, walkable, and transit oriented, encourages ADUs, and provides innovative parking strategies, see Table 27. This Option requires no changes to the LUB. Recommendations for Item 1 (Options 3, 4 and 5) and Item 2 address the concerns this Item was attempting to resolve.

Table 27: Summary of Options, Implication Score, and Implementation Cost and Time

Option	Implication Score		Cost (\$)	Time (months)
	Yes	No		
1: No change to current regulations.	0	11	0	0
2: Remove the land use from the District.	6	5	17,200	8

■ Item 8: Limiting the Number of Business-Related Vehicles for HBB

The City of Beaumont accommodates Home Based Businesses (HBB) in new and existing residential neighbourhoods. This City's approach is innovative as it allows entrepreneurs to work from home to start and operate a business. Allowing HBBs also supports MDP policies that encourage neighbourhood diversity and resiliency. HBBs add more trips into residential neighbourhoods, which can create on-street parking congestion and noise. However, those trips also represent an economic market that adds a vitality and dynamism to neighbourhoods.

There are two types of HBBs in Beaumont. Minor and major. Minor HBBs are permitted uses, do not allow home visits from clients, and require 1 parking stall per 100 m² of lot coverage. As a result, minor HBBs are not seen as a land use contributing to on-street parking congestion and noise within residential neighbourhoods. Major HBBs are discretionary uses, allow 10 clients per day and two employees, may include a day home, and require 1 stall per business. The City has issued 81 Home Based Business – Major applications since 2019. HBBs have been identified as a land use contributing to on-street parking congestion as an issue in Dansereau Meadows, Eaglemont Heights, and Montalet, among others, which are zoned Conventional Neighbourhood (CN) and Integrated Neighbourhood District. The location of HBBs in Beaumont is shown in [Map 2](#) and corresponds to the CN District.

Council has proposed to limit the number of business-related vehicles for HBBs to minimize “Business-related vehicles”. For the LUB, this means the number of vehicles the business owns. Not the number of clients that visit the site in their vehicles.

LUB Options to implement this Item are presented below:

Option 1: No change to current regulations.

Option 2: Limit the number of business-related vehicles for HBB.

OPTION 1 – NO CHANGE TO CURRENT REGULATIONS

The City’s LUB is innovative. It implements the MDP, which encourages HBBs, by encouraging entrepreneurship.

The LUB regulations do not restrict the number of business-related vehicles for a HBB major, requires 1 stall per business, and allows 10 client visits. A typical single-family dwelling in the CN District will likely have a two garage and two car wide driveway, that in total can accommodate 4 vehicles. This parking stall count should be sufficient for the HBB major (this assumes the dwelling has no ADUs that require parking stalls).

During the engagement sessions in the 2022, Intelligent Futures reported that survey respondents were not supportive of current parking requirements for HBBs. In our 2023 engagement sessions for this project, HBB owners advised that more parking should be provided for their businesses. Considering these results, keeping parking regulations as they are for HBBs may be perceived negatively, and existing complaints about on-street parking congestion may continue.

By opting for no change to the current LUB regulations Council will follow municipal MDP policies and accept on-street parking congestion as a cost of encouraging local innovation and entrepreneurship, and the vitality it creates within neighbourhoods.

This Option has no implications based on project metrics and scores highly in the “No” column as a result, see Table 28 below. If the City pursues this Option, it should communicate this decision to the public. The cost and timeframe to implement this decision is \$5,000 to prepare materials, and 2 months to design and launch the material.

Table 28: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council’s Strategic Plan) required?		√
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal ADUs?		√
Does this increase the number of non-conforming uses created?		√
Does this increase the number staff requirements to facilitate increased enforcement?		√
Does this impact development cost?		√
Does this create development uncertainty?		√
Total	0	11

Implementation Cost

Prepare Communications Materials: \$5,000

Implementation Time (Months)

Estimated time to implement this Option: 2

Option 2 - Implement the amendment AS PROPOSED BY COUNCIL (limit the number of business-related vehicles for HBB)

Council is concerned that the HBB major land use is creating parking congestion and noise within neighbourhoods. And in response, they are considering limiting the number of business-related vehicles. However, the Option challenges Council's Strategic Plan to "Explore solutions that support organic growth of small business."

Currently the LUB does not restrict the number of business-related vehicles for HBBs. The HBB major land use regulates the number of client visits per day (10) and employees (2) and requires a minimum of 1 parking stall per business. Council could explore limiting the number of client visits per day to reduce congestion. However, doing this would require an MDP amendment, may limit opportunities for business owners, and existing complaints about on-street parking congestion and noise may continue.

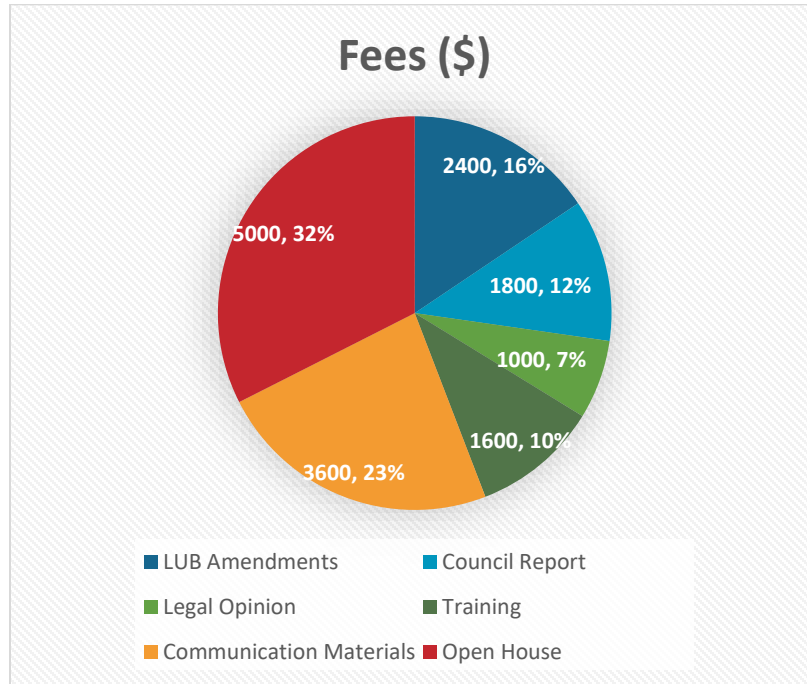
During the engagement sessions in the 2022, Intelligent Futures reported that survey respondents wanted more parking stalls for HBBs. In our 2023 engagement sessions for this project, HBB owners advised that more parking should be provided for their businesses. Considering these results, reducing the number of client visits/day or changing parking regulations should be discussed. By choosing this Option and/or reducing the number of client visits/day or increasing the number of parking stalls required, any LUB amendment will be misaligned with Council's Strategic Plan and MDP, may limit opportunities for HBB owners, and existing complaints about congestion and noise may continue.

This Option has five "Yes" implications based on project metrics, see Table 29 below. It would require a change to Council's Strategic Plan. The LUB will require changes to the number of parking stalls required for HBB major and allowing tandem parking. The City should provide communications to inform staff and the public about the new regulations. This Option would increase illegal developments as the number of HBBs will likely go unreported, create non-conformities for all HBBs approved without these new requirements, and increase development costs to provide additional parking. This effort would cost \$15,400 and require 8 months to implement.

Table 29: Implications and Implication Score

Implication	Implication Score	
	Yes	No
Does this impact the Edmonton Metropolitan Region Board Growth Plan (EMRBGP) and Intermunicipal Planning Framework (IPF)?		√
Does this impact how minimum planned density requirements can be achieved (35 du/nrha)?		√
Are amendments to the MDP (or Council's Strategic Plan) required?	√	
Does this impact approved Area Structure Plans (ASPs), Neighbourhood Structure Plans (NSPs), and Outline Plans (OPs)?		√
Does this impact the Transportation Master Plan (TMP), Social Master Plan (SMP), and Environmental Master Plan (EMP)?		√
Does this impact the assumptions and recommendations within the Age Friendly, Affordable Housing, Winter City, Urban Agriculture, and Local Transit Feasibility Study?		√
Does this increase the risk illegal HBBs?	√	
Does this increase the number of non-conforming uses created?	√	
Does this increase the number staff requirements to facilitate increased enforcement?	√	
Does this impact development cost?	√	
Does this create development uncertainty?		√
Total	5	6

Implementation Cost (\$)



Implementation Time (Months)

Estimated time to implement this Option: 8

Recommendation 8

We recommend pursuing Option 1, as it has no implications and meets the intent of Council's Strategic Plan by encouraging innovation and entrepreneurship, see Table 30. This Option requires no changes to the LUB, and we recommend a communication program describing the rationale for the approach, and to address any concerns.

Table 30: Summary of Options, Implication Score, and Implementation Cost and Time

Option	Implication Score		Cost (\$)	Time (months)
	Yes	No		
1: No change to current regulations.	0	11	5,000	2
2: Limit the Number of Business-Related Vehicles for HBB.	5	6	15,400	8



Summary

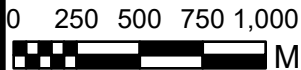
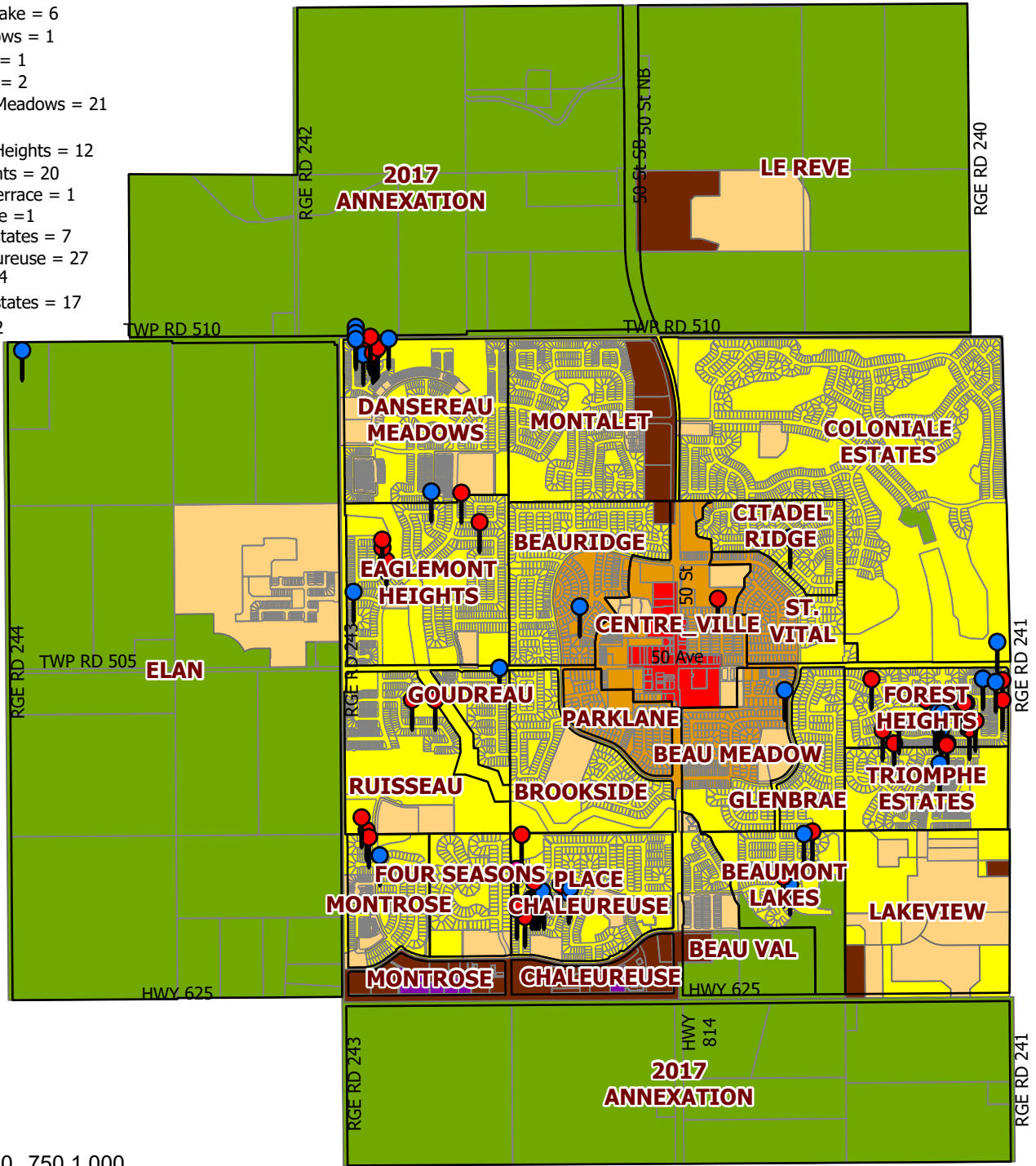
The recommendations described within this report, their associated costs and implementation time are summarized in the following table.

Item No.	Proposed Change Description	Recommendation	Implication Score		Cost (\$)*	Time (Months)
			Yes	No		
1	Addressing congestion of street parking and encouraging parking in garages and alleviating street congestion.	Show driveways on the tentative plan of subdivision.	2	9	11,900	8
		Prohibit opposing front residential driveways.	3	8	16,400	8
		Pair driveways.	2	9	15,200	8
2	Limiting additional dwelling units.	Limit ADUs to 2 per dwelling (instead of 3).	5	6	13,300	8
3	Limiting additional dwelling units for front-attached garage product to one.	No change to current regulations.	0	11	5,000	2
4	Limiting additional dwelling units for rear-detached garage product to two and requiring one be a garage suite.	No change to current regulations.	0	11	5,000	2
5	Disallowing further zero lot line homes.		0	11	5,000	2
6	Disallowing further tiny homes or mobile homes.	No change to current regulations.	0	11	0	0
7	Adjusting the amount of parking for additional dwelling units to one parking stall per bedroom.	No change to current regulations.	0	11	0	0
8	Limiting the number of business-related vehicles allowed for home-based businesses	No change to current regulations.	0	11	5,000	2
	Total				76,800	

*Costs represent an estimated budget. Final budget to be determined in advance of any work.

No. of Dwelling Units Per Neighborhood

- Beaumont Lake = 6
- Beau Meadows = 1
- Beau Ridge = 1
- Centre-Ville = 2
- Dansereau Meadows = 21
- Elan = 1
- Eaglemont Heights = 12
- Forest Heights = 20
- Goudreau Terrace = 1
- Citadel Ridge = 1
- Montrose Estates = 7
- Place Chaleureuse = 27
- Ruisseau = 4
- Triomphe Estates = 17
- Le Reve = 2



**MAP 1
2019-2022 Additional Dwelling Units**

Mapped By: Uche.D		Checked By: Yasmin.S	
Projected Coordinate System: Datum: North American 1983		Scale: 1:30,000	
Version: V1-R1	Date: 04/20/2023	Changes:	

Legend

Additional Dwelling Units

- 1 Bedroom
- 2 Bedroom
- 3 Bedroom

- Neighbourhood
- Land Parcel

Zoning

- Agricultural Holding District
- Business Light Industrial District
- Commercial District
- Conventional Neighbourhood District
- Integrated Neighbourhood District
- Mature Neighbourhood District
- Main Street District



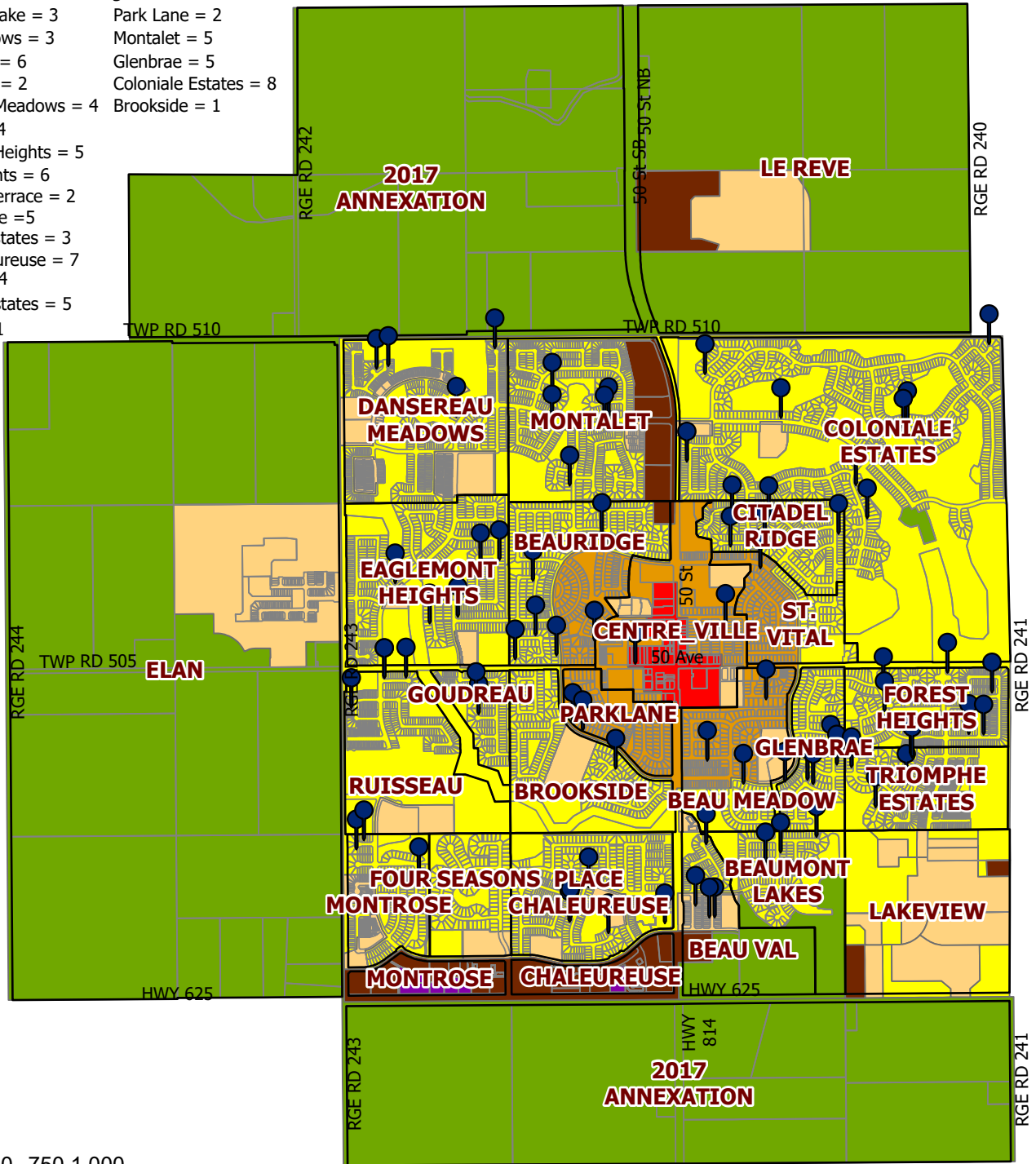
BEAUMONT

Sum of Dwelling Units=123

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No. of Major HBB Per Neighborhood

- | | |
|-----------------------|-----------------------|
| Beaumont Lake = 3 | Park Lane = 2 |
| Beau Meadows = 3 | Montalet = 5 |
| Beau Ridge = 6 | Glenbrae = 5 |
| Centre-Ville = 2 | Coloniale Estates = 8 |
| Dansereau Meadows = 4 | Brookside = 1 |
| Beau Val = 4 | |
| Eaglemont Heights = 5 | |
| Forest Heights = 6 | |
| Goudreau Terrace = 2 | |
| Citadel Ridge = 5 | |
| Montrose Estates = 3 | |
| Place Chaleureuse = 7 | |
| Ruisseau = 4 | |
| Triomphe Estates = 5 | |
| ST. Vital = 1 | |



**MAP 2
2019-2022 Major Home Based Businesses**

Mapped By: Uche.D		Checked By: Yasmin.S	
Projected Coordinate System: Datum: North American 1983		Scale: 1:30,000	
Version: V1-R1	Date: 04/20/2023	Changes:	

- Legend**
- Home Base Businesses
 - Neighbourhood
 - Land Parcel
 - Zoning**
 - Agricultural Holding District
 - Business Light Industrial District
 - Commercial District
 - Conventional Neighbourhood District
 - Integrated Neighbourhood District
 - Mature Neighbourhood District
 - Main Street District

Sum of Major HBB = 81



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