

# **Interpretation: Subdivision Authority Directive:** **Subdivision Design Guidelines**

**Application:** along with Bylaw 14444, text amendments to the Edmonton Zoning Bylaw 12800, the Subdivision Design Guidelines, in part, implement the Compact Lot Action Plan as approved by Council May 1, 2007

There have been a number of questions on interpretation of the Subdivision Design Guidelines, particularly regarding cul-de-sac length, width of lots fronting cul-de-sacs, and the limitation of front-access residential development along collector roadways.

The following is a guide to interpretation of the Guidelines. Please refer to the actual clauses within the Subdivision Design Guidelines themselves, along with these interpretive notes.

**Applicability:** Subdivision Design Guidelines and Edmonton Zoning Bylaw 12800 regulations.

If the Subdivision Design Guidelines are more restrictive than the Zoning Bylaw regulations (or vice versa), which standard applies?

The more restrictive requirement of either the Subdivision Design Guidelines or the Zoning Bylaw regulations applies. The Subdivision Design Guidelines are situational; if a situation for a lot is not addressed by the Subdivision Design Guidelines, then the Zoning Bylaw regulation will apply.

1. **Clause (1)(a):** cul-de-sac maximum length is 120 m. (1)(b) allows for exceptions, “in exceptional circumstances”.

**Interpretation:** the 120 m distance is to be measured within the road-right-of-way, and for practical purposes, is measured to the centre of the cul-de-sac bulb. “Exceptional circumstances” includes, “land-locked” remnant land pockets, as well as situations where a second access cannot be granted due to access restrictions to collector roadways due to Transportation Plan requirements.

3. **Clause 3:** minimum 10.4 m Site Width for lots fronting onto a cul-de-sac in a residential subdivision.

**Interpretation:** all lots on a terminal roadway (no second access) must at least meet the minimum (RSL) Residential Small Lot width. RPL lots and (RF4) Semi-detached Housing lots have narrower minimum widths, so they will have to exceed their zone minimums.

Site Width in the Zoning Bylaw of “pie-shaped” or other non-regular lots is measured “at a distance from the Front Lot Line equal to the minimum required

Front Yard for the Zone” [6.1(66)]. There is an exception: in the RSL Zone [115.4(2)] Site Width is measured 9 m from the front property line.

5. Clause 5: “...lanes shall be accessible to a local or collector road at a distance no greater than 120 m”.

Interpretation: this does not mean that a lane “block” cannot exceed 120 m; rather a lane could be as long as 240 m, but in this case it would require a second access, i.e. accessible to an internal or collector road located a maximum of 120 m away from any point of the lane.

6. Clause 6: maximum of 30% of the proportion of lot frontage of a collector roadway may be fronted by direct-access ground-oriented residential lots along collector roadways on a neighbourhood-wide basis.

Interpretation: this limits particularly the number of (RSL) Residential Small Lot and front-accessed (RF4) Semi-detached Housing lots along collector roadways in a neighbourhood structure plan. Rather than limit to 30% the proportion of the length of a collector roadway having front-accessed lots within each subdivision, the 30% limitation is to be applied to the roadway length within a neighbourhood, through the neighbourhood structure plan and its shadow plans. In terms of low density residential housing located along collector roadways, (RPL) Residential Planned Lot and rear-accessed (RF4) Semi-detached Housing therefore will predominate in neighbourhood structure plans and subsequent subdivisions, and enough room must be allocated to provide for lanes to be developed behind collector roadways in most cases.