

## Detailed Overview the Changing Minimum Vehicle and Bicycle Parking Requirements for Transit Areas, Main Street Areas, and Downtown Project

Zoning Bylaw 12800 sets minimum parking requirements for all buildings and uses on private property. In standard zones, the minimum parking requirements are generally the same for each use, regardless of where a particular building is located in the city. In 2011, parking reductions were introduced for medium and high density housing located within 400 metres of LRT stations and transit centres, and 100 metres from transit avenues, however there are currently no parking reductions for secondary suites or garden suites located in these areas. There are also no parking reductions for commercial uses that are well-served by transit, or for walkable commercial main street areas that are not currently included in the Pedestrian Commercial Shopping Street Overlay and Alberta Avenue Pedestrian Commercial Shopping Street Overlay.

Current parking rates can often act as a barrier to new businesses as many established commercial streets were built before the current parking minimums were in place, leading to new businesses being unable to meet the required minimums in existing buildings. Current parking requirements can also prevent the development of compact residential development close to transit and reduce affordability by increasing the cost of construction.

The July 4, 2017, Sustainable Development report CR\_4190 Alternative Downtown Tower Uses also highlighted the barriers that parking requirements can create for the conversion of existing office buildings into residential uses. While some Downtown Special Area zones exempt office conversions from requiring additional parking, not all areas of Downtown have this provision. There is also no exemption for residential-related uses, including Live Work Units and Lodging Houses that may be used for seniors housing.

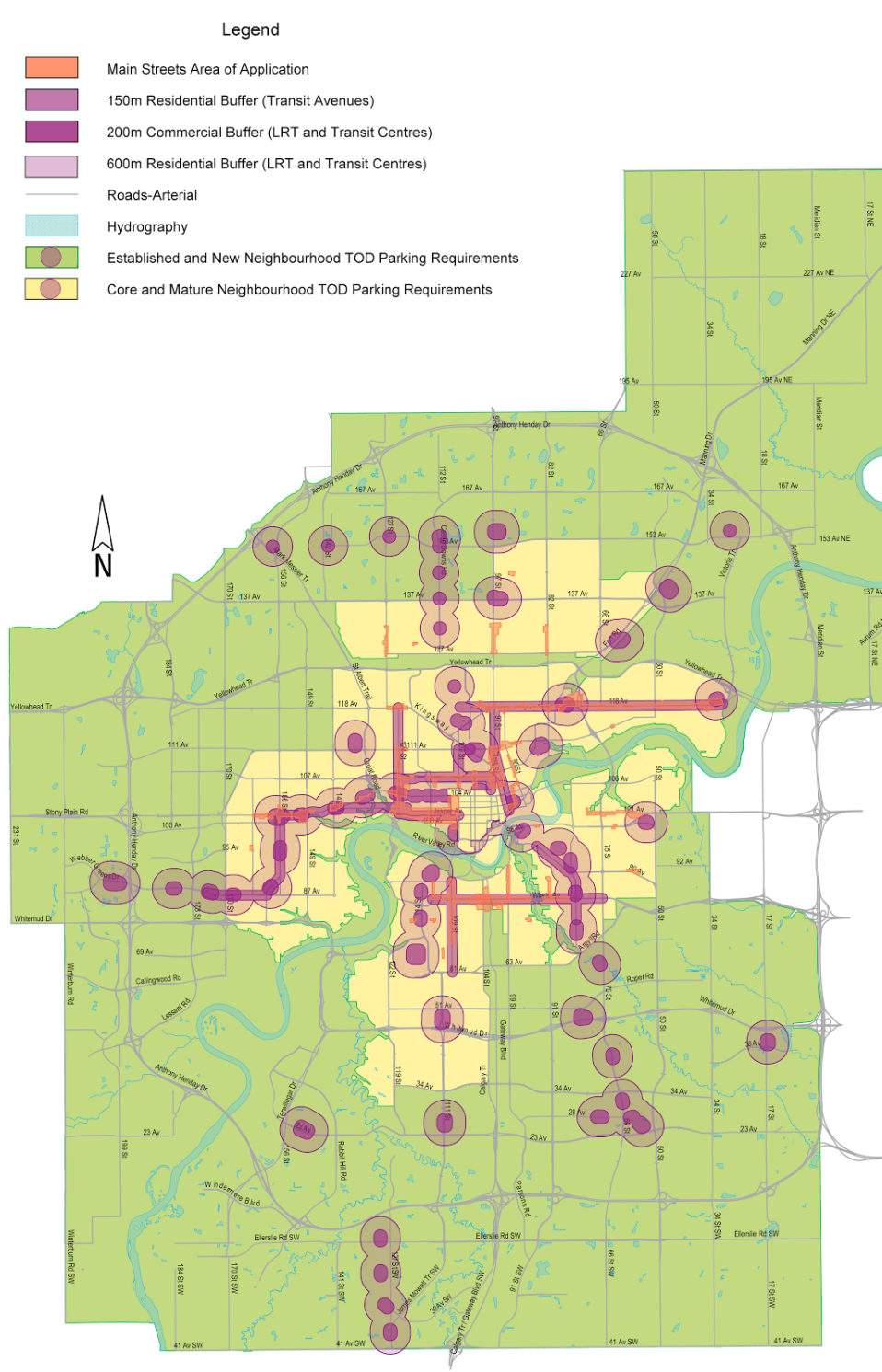
While vehicle parking requirements can create barriers to development, bicycle parking can create opportunities to support mode shift goals and provide more transportation options for Edmontonians. At present, bicycle parking requirements in Zoning Bylaw 12800 are tied to the total number of required vehicle parking rates. As vehicle parking requirements are reduced, the minimum bicycle parking requirement decreases proportionally. Combined with a cap of maximum 50 bicycle parking spaces, parking reductions for vehicles leads to an unintended consequence of limiting the options for alternative travel modes.

In order to address these challenges, this Bylaw:

- Introduces a new parking Schedule 1C for transit and main street areas that:
  - Expands the area of application for residential parking reductions from 400 metres to 600 metres of an LRT station or transit centre, 100

- metres to 150 metres for transit avenues, and within the Main Streets Overlay.
- Removes parking requirements for secondary and garden suites within these areas.
  - Maintains the existing 25 to 33 percent parking reduction for medium and high density housing for transit and main street areas in established and new neighbourhoods.
  - Increases the parking reduction to 50 percent for medium and high density housing transit and main street areas in core and mature neighbourhoods.
  - Removes existing parking reductions for semi-detached housing in order to prioritize development of row housing, stacked row housing, and apartment housing in strategic transit areas.
  - Introduces parking reductions for commercial and other non-residential uses within 200 metres of LRT stations and transit centres, 50 metres of transit avenues, and the proposed Main Streets Overlay.
  - Expands the reductions for eating and drinking establishments from the existing three pilot areas on 124 Street, Whyte Avenue Commercial Area 5, and Jasper Avenue west of 109 Street to all areas within 200 metres of LRT stations and transit centres, 50 metres of transit avenues, and the proposed Main Streets Overlay.
- Doubles the ratio of minimum bicycle parking requirements to vehicular parking requirements in order to compensate for proposed vehicular parking reductions, includes a main street and transit area specific rate aligned with the downtown bicycle parking requirements, and removes the maximum bicycle parking requirement of 50 bicycle parking spaces to ensure adequate facilities in larger buildings.
  - Standardizes the parking requirement exemption for the conversion of office buildings to residential uses across the Downtown Special Area, and introduces an exemption for conversions to residential-related uses in order to provide greater consistency and support alternative uses of these buildings.
  - Introduces changes that apply city-wide, including:
    - Reducing parking requirements for eating and drinking establishments to better align with Edmontonians' expectations and to reduce barriers to new business.
    - Incorporating parking requirements for the new Breweries, Wineries and Distilleries use that aligns with the revised eating and drinking establishment requirements.
    - Increasing the required ratio of bicycle parking and removing maximum requirements.
    - Renaming "Bed Sitting Room" and "Bachelor Suite" to "Studio" to align with contemporary terminology.

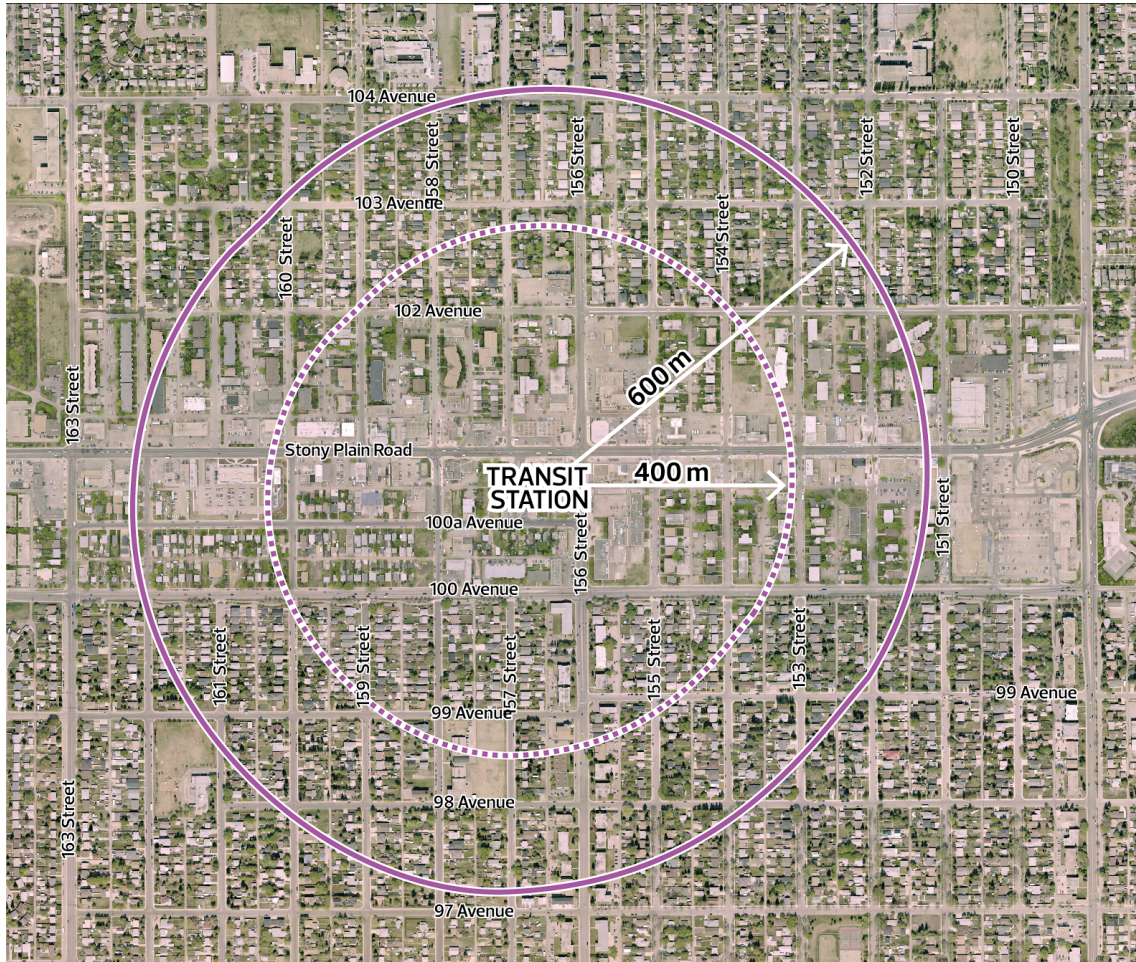
The proposed changes will help encourage development around transit, and will promote vibrant pedestrian-oriented main streets and transit oriented nodes. The area of application is shown on the following map.



## Detailed Description of Proposed Changes

### Expanded areas for residential uses

At present, Zoning Bylaw 12800 provides a reduction in minimum parking requirements for some residential uses within 400 metres of a Transit Centre or LRT Station, or within 100 metres of a Transit Avenue. The draft amendments propose to increase the radius to 600 metres and 150 metres respectively. This increase represents approximately one long block or two short blocks farther into the neighbourhood that qualify for parking reductions, or an additional two to three minutes walking time. The amendments also expand residential parking reductions to properties within the proposed Main Streets Overlay (CR\_3566 Amendments to Zoning Bylaw - Pedestrian Commercial Shopping Street Overlay, June 23, 2017, Urban Planning Committee). These rates would typically apply to apartment housing that forms part of a mixed use development.



*Expanded area for residential uses*

Further reductions for core and mature neighbourhoods

The current minimum parking reduction for apartments, stacked row housing and row housing in Transit Oriented Development areas is 25 percent to 33 percent less than the standard requirements across Edmonton. To encourage more compact development around established transit and main street areas, the parking reduction is proposed to be increased to a 40 to 50 percent reduction in Edmonton's core and mature neighbourhoods. These areas are well-served by existing transit and amenities. Reducing parking requirements can serve to encourage more transit use and support affordability by decreasing construction costs and providing alternatives to private vehicle ownership.

Removing requirements for suites

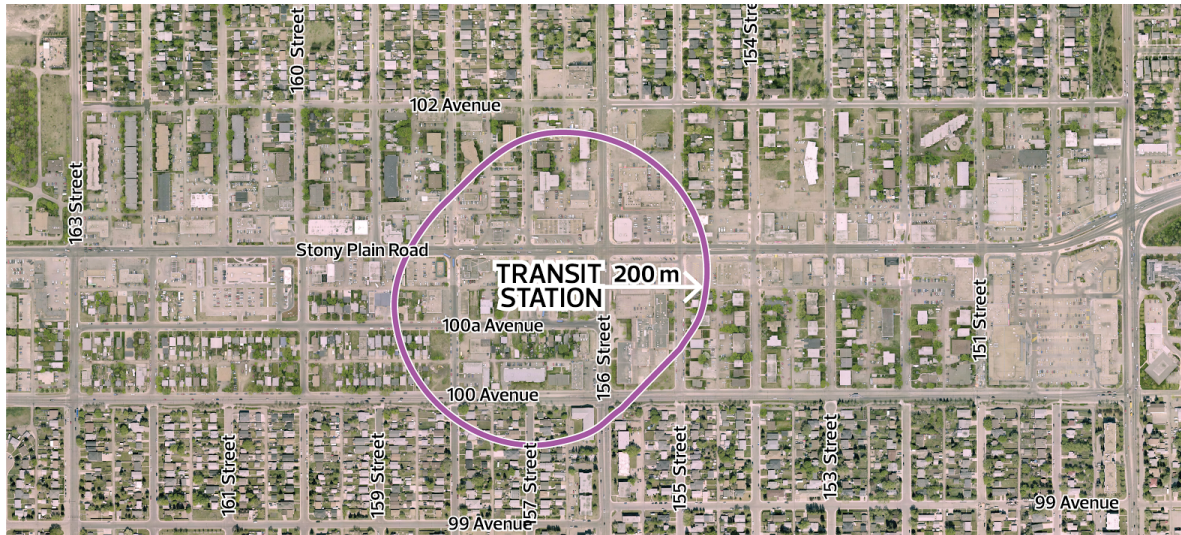
At present, there are no parking reductions for secondary suites and garden suites that are located close to transit. The draft amendments remove the minimum parking requirement for suites located within the 600 metres of LRT and Transit Centres, and 150 metres from Transit Avenues. Removing this requirement can help encourage greater housing diversity in proximity to transit.

Removing reductions for semi-detached and duplex housing

Under current regulations, multi-unit project developments containing semi-detached and duplex housing are provided the same parking reductions as apartment, stacked row and row housing. The Transit Oriented Development Guidelines identify row housing as the lowest density housing form that should be encouraged around transit. By removing the reductions for semi-detached and duplex housing in proximity to transit, higher density forms of housing will be encouraged on large sites in these strategic areas.

Parking reductions for commercial uses

Currently, the same commercial parking rates apply across the city, from suburban shopping malls at the edge of the city to the city core, including many pedestrian shopping streets that are not within the Pedestrian Commercial Shopping Street Overlay. The proposed amendments reduce parking requirements for non-residential uses within 200 metres of LRT stations and Transit Centres, and within the proposed Main Streets Overlay. This approach better reflects the variety of ways people travel to these areas and supports more transit use. The proposed rate of 1 parking space per 100 square metres is similar to the existing provision in the Pedestrian Commercial Shopping Street Overlay (1 per 90 m<sup>2</sup>). Having a consistent parking rate for most businesses and organizations in an area will remove the current barrier to new businesses opening in existing buildings. No maximum parking limit has been placed on non-residential development, and businesses will be able to provide additional parking if needed to serve their customers.



*Parking reduction area for non-residential uses*

#### Expanding reductions for eating and drinking establishments

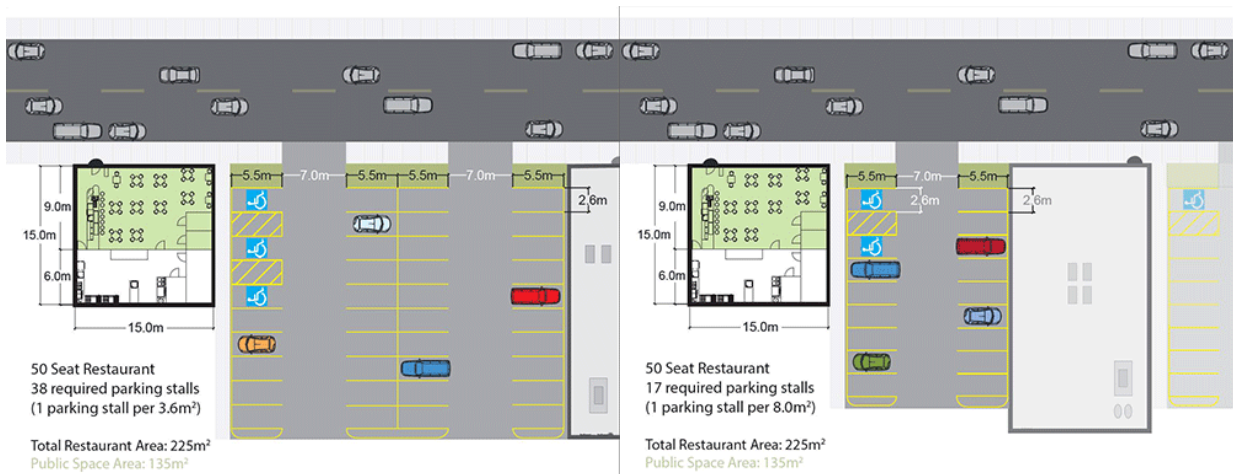
In 2015, City Council directed Administration to reduce parking for eating and drinking establishments in three pilot areas, including Whyte Avenue, Jasper Avenue West, and 124 Street. In April 2016, three different parking rates tailored to each of the three areas were added to Zoning Bylaw 12800. The pilot reduced parking between 85 and 91 percent for eating and drinking establishments within the pilot area. The rates chosen were based on the actual provided parking found in Development Permit data for all approved eating and drinking establishments within the boundaries.

In the proposed amendments, these reductions are simplified into a single rate and are expanded to all main street and Transit Oriented Development areas. This approach can help encourage these types of uses to located in these areas and within existing buildings.

#### City wide parking reductions for eating and drinking establishments

In the course of reviewing parking requirements for eating and drinking establishments in main street areas, Administration identified that parking requirements for these uses across the city are onerous and significantly higher than other commercial uses. As shown in the image below, the current parking rates can lead to parking lots that are four times greater than the restaurant itself.

A parking rate of 1 space per 8 square metres of public space is proposed to provide a more reasonable parking requirement for these uses across the city. Further refinement to these and other commercial rates are anticipated as part of the comprehensive review of parking regulations in 2018.



### *Existing and proposed city-wide parking requirements for restaurants*

#### Updates and clarifications

Bed Sitting Room and Bachelor Suite share a definition. They are listed separately in the parking schedule but have the same minimum parking requirements. The proposed amendments rename “Bachelor Suite and Bed Sitting Room” to “Studio” with a single parking rate. This will simplify existing regulations.

Provisions previously located in Section 54.2 have been moved to Schedule 1 for greater clarity, and references to the newly added Section 14.11 have been incorporated where appropriate.

#### Changes to downtown vehicle parking

At the July 4, 2017, Executive Committee meeting, Administration presented a report CR\_4190 Alternative Downtown Tower Use, which highlighted that Edmonton’s downtown office market has experienced nine consecutive quarters of negative absorption of office space.

At present, six of the nine Downtown Special Area zones exempt conversions to residential uses from providing parking, however this regulation does not extend to residential related uses, such as Live Work Units, as well as Lodging Houses that may be used for seniors housing. In order to provide consistency across the Downtown and support conversion of existing buildings, the proposed amendments will remove parking requirements when existing buildings are converted from commercial to residential and residential related uses. A provision also ensures that any uses located in a heritage building will not be required to provide parking in order to support the adaptive reuse of these buildings. A regulation that provides an opportunity for parking variances based on access to transit and other factors that may decrease the demand for parking spaces that is currently found in the AED Zone is also expanded to the whole of Downtown.

### Changes to bicycle parking

Current minimum bicycle parking requirements are expressed as a ratio of the total number of required vehicular parking spaces, specifically twenty percent in downtown and five percent in all other areas. By reducing required vehicle parking as proposed in these amendments, required bicycle parking would also decrease. There is also currently an upper limit of fifty required bicycle parking spaces, regardless of the size of the development.

The text amendment proposes to create three separate bicycle parking requirements based on the geographic areas of: downtown; main street and transit areas; and the rest of the city, to Section 54.3 Schedule 2 bicycle parking requirements. The proposed amendment also doubles the minimum parking requirement from twenty percent in downtown and five percent in all other areas to forty percent and ten percent of required vehicle parking, respectively. This is intended to offset the reductions in minimum vehicle parking requirement. The proposed change will remove the 50 bicycle parking space cap from the regulations to ensure that larger buildings provide a proportionate number of spaces.

Council approved funding to support a comprehensive review of parking requirements in Zoning Bylaw 12800 as part of the April 11, 2017, Financial and Corporate Services report CR\_4491, that will be completed over the next two years. As part of this work, Administration will seek to implement a bicycle parking requirement where bicycle parking stands independently from vehicle parking requirements, and ensure requirements align with best practice and mode shift goals.

### **Public consultation**

Extensive consultation was undertaken prior to bringing an initial draft of the parking reductions to Urban Planning Committee on June 23, 2017, including surveys, open houses, pop up events, workshops and a media awareness campaign, as outlined in the previous consultation section below.

This current report was circulated to internal and external parties on July 6, 2017, for three weeks, closing July 26, 2017. Proposed changes to bicycle parking requirements were included in this circulation.

Administration sent the draft report to 220 external parties, who had provided their email address through one of the public engagement events about parking or about the Main Streets Overlay review. In total, 17 external parties provided comments.

- Of the ten in support, comments mentioned that the proposed regulations did not go far enough, and that we should let individuals decide how much parking to provide. The comments identified an issue with the proposed approach to bicycle parking, which led to the proposed approach. Other



comments expressed general support for this project and its alignment with our strategic planning documents.

- Of the seven in opposition, the comments included that reducing parking is premature in advance of a viable public transit network. It was also noted that as a winter city, people will still want to drive and park close to their destination, which will create continued parking demand.

#### *Previous engagement*

Public engagement activities related to parking reductions in transit and main street areas were combined with the Main Streets Overlay review project outlined in the June 23, 2017, CR\_3566 Amendments to Zoning Bylaw - Pedestrian Commercial Shopping Street Overlay. Two public open houses were held, one at Old Strathcona Public Library on Wednesday February 22, 2017, and one at the Nina Haggerty Centre for the Arts on Wednesday March 1, 2017. Additionally, two pop-up public engagement events were held, one at the Downtown Farmers' Market on Saturday February 25, 2017, and one at Old Strathcona Farmers' Market on Saturday March 4, 2017.

Administration answered questions posed from participants during the engagement events. Overall, people were neutral in regard to the changes, with a few people being in support. No comments in opposition were received.

In April 2017, Administration included questions about the proposed changes to parking in main street and transit areas as part of the April Insight Community survey. Over 1500 completed surveys were submitted; the results show that:

- 42 percent of respondents somewhat or strongly agreed with the statement that the reduced parking requirements for apartment and row housing should be increased to 600 metres from LRT and transit stations, 11 percent neither agreed nor disagreed, 38 percent somewhat or strongly disagreed, and 8 percent did not know.
- 47 percent of respondents somewhat or strongly agreed with the statement that parking requirements for suites within 600 metres of transit should be removed, 8 percent neither agreed nor disagreed, 42 percent somewhat or strongly disagreed, and 3 percent did not know.
- 50 percent of respondents somewhat or strongly agreed with the statement that there should be lower parking requirements for commercial uses within 200 metres of transit compared to other areas of the city, 10 percent neither agreed nor disagreed, 36 percent somewhat or strongly disagreed, and 4 percent did not know.
- When asked what the right amount of parking for eating and drinking establishments not located in downtown, main street and transit areas, 72 percent of respondents selected a rate lower than the current rate, compared to 28 percent that selected the existing rate. Twenty percent selected that

there should be no parking required by the City and businesses should be able to decide.

In addition to answering the survey questions, 671 respondents chose to provide written comments. Of those that provided written comments:

- 22 percent of respondents expressed the need to improve transit in order to support transportation mode shift goals.
- 19 percent want to keep the parking rates as they are until Edmonton is a less automobile-dependent city.
- 13 percent of respondents said that they would not frequent businesses without adequate parking.
- 10 percent of respondents shared concerns with how the proposed changes will affect the on-street parking supply in their neighbourhood.
- 8 percent were concerned with how the changes will affect people with disabilities or reduced mobility.
- 7 percent said that Edmonton is over-supplied with parking and that the City should implement parking maximums.

On April 6, 2017, Administration also circulated a draft of the June 23, 2017, Sustainable Development report CR\_3820 for four weeks to external stakeholders for review and comment. Key external stakeholders included the Edmonton Federation of Community Leagues, the President of each Business Improvement Area, Infill Development in Edmonton Association, Canadian Home Builders Association - Edmonton Region and the Urban Development Institute - Edmonton Region. The report was also emailed directly to Edmontonians who had expressed interest in receiving parking project updates. Administration received feedback from Infill Development in Edmonton Association, the Downtown Business Improvement Association, and six private citizens.

The majority of responses provided comments of support of the proposed changes. Comments included:

- A desire to go further and reduce parking requirements for certain uses or eliminate minimum parking requirements altogether, or to apply maximum parking requirements.
- Reducing parking helps businesses (particularly eating and drinking establishments) find suitable locations.
- The parking reductions should apply to all forms of housing.
- The proposed regulations strike a sensible balance that will allow gradual change.

For those who were opposed or had mixed comments, common concerns included:

- Non-support for removing parking reduction for low-density residential uses near transit (semi-detached and duplex housing).

- Suggestions or concerns related to determining whether to include a property if it is partially contained or just outside the 600 metre radius.
- Desire or ability to walk the distance to transit, particularly if shopping for large or heavy items (groceries, hardware store purchases), especially in winter.
- Concerns that the amendment would require the removal of existing parking or the ability to park in these areas.

In relation to the Downtown parking changes, Administration partnered with Edmonton Economic Development Corporation and Building Owners and Managers Association Edmonton to undertake consultations with industry stakeholders. One-on-one meetings were held with over 60 stakeholders, and another 46 stakeholders attended a facilitated engagement session. Five recommendations were identified, including reducing parking requirements when converting commercial buildings into residential or residential-related uses. Proposed changes to the Downtown Special Area was informed by industry outreach completed in the preparation of the July 4, 2017, Sustainable Development report CR\_4190 Alternative Downtown Tower Uses.

**Mark-up of Proposed Text Amendment to Zoning Bylaw 12800**

Black Font Existing Text in Zoning Bylaw 12800  
 Strikethrough: Proposed deletion from Zoning Bylaw 12800  
 Underline: Proposed addition to Zoning Bylaw 12800

**6. Definitions General**

**6.1 General Definitions**

7. ~~Studio Bachelor Suite and Bed Sitting Room~~ means a Dwelling in which the sleeping and living areas are combined and which is not reasonably capable of being developed as a Dwelling containing one or more bedrooms.

12. **Bicycle Parking** means a ~~space rack, railing, locker, or other structurally sound device which is~~ designed for the securing of one or more bicycles in an orderly fashion.

Bicycle Parking can be either:

- a) long term, meaning a weather-protected, secure location, where access to the enclosure is limited to authorized individuals only. For example: a room within a residential building or workplace; an enclosure within a parking garage; or a cluster of bicycle lockers.
- b) short term, meaning a publicly-accessible location that is visible from and close to the entrance of the building it serves. For example: a bicycle rack or a bicycle corral.

**54.1 Off-street Parking and Loading Regulations**

**54.2 Required Off-street Vehicular Accessory Parking**

1. Number of Vehicular Spaces

a. The minimum, and where applicable the maximum, number of off-street parking spaces required for each Use is specified in Schedule 1.

~~b. Where Apartment Housing, Row Housing or Stacked Row Housing Uses, outside of the Downtown Special Area, contain three or more dwelling units and are located within 400 metres of an existing LRT station, within 400 metres of an existing Transit Centre, or within 100 metres of a Transit Avenue, reduced minimum parking requirements and maximum parking requirements shall apply, as specified in Schedule 1(A). Such distances shall be measured from the nearest point of the LRT station, Transit Centre, or Transit Avenue, to the nearest point of the Site where the building(s) or Use(s) are located.~~

~~c. Where Apartment Housing, Row Housing or Stacked Row Housing Uses, outside of the Downtown Special Area, contain three or more dwelling units and are located within 400 metres of a future LRT station with a Council approved Concept Plan, within 400~~

**Rationale**

Renaming the term for a dwelling with no bedrooms to align with contemporary terminology

Introducing a bicycle parking requirement that 10% of required spaces must be for short term use necessitated the introduction of a short term and long term bicycle parking definition.

Creating a new Schedule for pedestrian and transit oriented areas outside of the downtown core will simplify the regulations. Reductions provided in sections b and c are reworded and relocated to the proposed new Schedule 1C.

~~metres of a future Transit Centre with a Council approved Concept Plan, or within 100 metres of a Transit Avenue, reduced minimum parking requirements and maximum parking requirements shall apply, as specified in Schedule 1(A). Such distances shall be measured from the nearest point of the LRT station, Transit Centre or Transit Avenue, to the nearest point of the Site where the building(s) or Use(s) are located.~~

~~d. Notwithstanding sub-section 54.2.1.b and sub-section 54.2.1.c, where Semi-Detached Housing, Duplex Housing, or Apartment Housing consisting of fewer than three dwelling units, constitutes part of a Multi-Unit Project Development, outside of the Downtown Special Area, and is located within 400 metres of an existing LRT station or a future LRT station with a Council approved Concept Plan, within 400 metres of an existing Transit Centre or a future Transit Centre with a Council approved Concept Plan, or within 100 metres of a Transit Avenue, reduced minimum parking requirements and maximum parking requirements, applicable to Apartment Housing, Row Housing and Stacked Row Housing Uses, shall apply, as specified in Schedule 1(A). Such distances shall be measured from the nearest point of the LRT station, Transit Centre, or Transit Avenue, to the nearest point of the Site where the building(s) or Use(s) are located.~~

~~e. b. Where the applicant for a Development Permit can demonstrate through a parking impact assessment completed in accordance with Section 14.11 that vehicular parking demand study prepared and submitted with respect to the proposed development, that by virtue of the Use, character, or location of the proposed development, and its relationship to public transit facilities and other available parking facilities, the parking requirement for the proposed development is less than any minimum or more than any maximum set out in the Parking Schedule Section 54.2 Schedule 1, the Development Officer may allow a reduction from the minimum or an increase from the maximum in the number of parking spaces. The Development Officer shall submit the demand study to Transportation Services for analysis, and the proposed reduction or increase may be approved by the Development Officer with the advice of Transportation Services.~~

~~f. c. For mixed Use developments of greater than 28 000 m<sup>2</sup> of Floor Area, which accommodate restaurant, entertainment and or cinema Uses exceeding 20% of the Floor Area, a shared Use parking impact assessment shall be submitted to the Development Officer in accordance with Section 14.11 in order to assist in the determination of the required off-street vehicular parking supply. The Development Officer shall submit the parking study to Transportation Services for analysis, and the proposed reduction or increase may be approved by the Development Officer with the advice of Transportation Services.~~

**54.2 Schedule 1**

**Schedule 1 - Vehicular Parking Requirement**

<b>Schedule 1(A): All Areas Outside of the Downtown Special Area, <u>Main Street Corridors, and Transit Nodes</u></b>	
<b>Use of Building or Site</b>	<b>Minimum Number of Parking Spaces <del>or Garage Spaces</del> Required</b>

Removing reductions for lower density housing forms aligns with the Transit Oriented Development Guidelines that recommend row housing as the lowest density housing form to be encouraged within 400 metres of transit.

Text is simplified and references to recently added requirements in Section 14.11 - Parking Information are added.

Creating a new Schedule for pedestrian and transit oriented areas outside of the downtown core simplifies the regulations. These deleted items are relocated to the proposed new Schedule 1C, simplifying Schedule 1A.

<p><u>Area of application</u></p>	<p><u>Where the following uses are outside of the boundary of 54.2 Schedule 1(B) and the area of application for 54.2 Schedule 1(C) the minimum parking requirements shown below shall apply.</u></p>				
<p><b>Residential and Residential-Related Uses</b></p>					
<p>1. Apartment Housing Stacked Row Housing</p>	<p><u>Minimum and Maximum parking spaces per Dwelling, type</u></p>				
	<p><u>Dwelling Type</u> <u>Size</u></p>	<p><u>Minimum Parking Spaces per Dwelling</u></p>	<p><u>Maximum</u></p>	<p><u>TOD minimum</u></p>	<p><u>TOD maximum</u></p>
	<p><u>Bed Sitting Room</u></p>	<p>4</p>	<p>N/A</p>	<p>0.7</p>	<p>4</p>
	<p><u>Bachelor Suite</u> <u>Studio</u></p>	<p>1</p>	<p>N/A</p>	<p>0.7</p>	<p>4</p>
	<p>1 Bedroom Dwelling</p>	<p>1</p>	<p>N/A</p>	<p>0.8</p>	<p>4</p>
	<p>2 Bedroom Dwelling</p>	<p>1.5</p>	<p>N/A</p>	<p>4</p>	<p>4.5</p>
	<p>3 or more Bedroom Dwelling</p>	<p>1.7</p>	<p>N/A</p>	<p>4.25</p>	<p>4.75</p>
	<p><u>Where such Uses contain three or more dwelling units (or where Semi-Detached Housing, Duplex Housing, or Apartment Housing consisting of fewer than three dwelling units, comprise part of a Multi-Unit Project Development) and are located within 400 metres of an existing LRT station or a future LRT station with a Council-approved Concept Plan, within 400 metres of an existing Transit Centre or a future Transit Centre with a Council-approved Concept Plan, or within 100 metres of a Transit Avenue, the minimum parking requirements and maximum parking requirements shown in the table above shall apply.</u></p> <p>Visitor parking shall be provided at a minimum rate of 0 visitor parking spaces for the first 7 Dwellings, and 1 visitor parking space per 7 Dwellings thereafter. Visitor parking spaces shall be readily available to the primary building entrance for each multi-unit residential building on Site, and be clearly identified as visitor parking, <u>to the satisfaction of the Development Officer.</u></p>				

No distinction between bed sitting rooms or bachelor suites exist. Bed sitting room is removed for simplicity and Bachelor Suites are renamed to Studio as above.

The TOD parking regulations are relocated to the proposed new Schedule 1C for greater clarity.

<p>2. <del>Garage Suite</del> Garden Suite Secondary Suite</p>	<p>1 parking space in addition to the parking requirements for primary Dwelling.</p>												
<p>3a. Duplex Housing Mobile Homes (excluding Mobile Home Parks) Semi-detached Housing Single Detached Housing <u>Row Housing</u></p>	<p>1 parking space per Dwelling</p> <p><u>For multi-unit development projects, visitor parking shall be provided at a minimum rate of 0 visitor parking spaces for the first 7 Dwellings, and 1 visitor parking space per 7 Dwellings thereafter. Visitor parking must be readily available to the primary building entrance for each multi-unit residential building on Site, and be clearly identified as visitor parking, to the satisfaction of the Development Officer.</u></p>												
<p>3b. <del>Row Housing</del></p>	<table border="1" data-bbox="345 814 1109 1035"> <thead> <tr> <th colspan="4" data-bbox="345 814 1109 877"><del>Minimum and Maximum parking spaces per Dwelling</del></th> </tr> <tr> <th data-bbox="345 877 548 972"><del>Minimum</del></th> <th data-bbox="548 877 751 972"><del>Maximum</del></th> <th data-bbox="751 877 930 972"><del>TOD minimum</del></th> <th data-bbox="930 877 1109 972"><del>TOD maximum</del></th> </tr> </thead> <tbody> <tr> <td data-bbox="345 972 548 1035"><del>4</del></td> <td data-bbox="548 972 751 1035"><del>N/A</del></td> <td data-bbox="751 972 930 1035"><del>4</del></td> <td data-bbox="930 972 1109 1035"><del>4.75</del></td> </tr> </tbody> </table> <p><del>When located within 400 metres of an existing or a future LRT station, within 400 metres of an existing or a future Transit Centre, or within 100 metres of a Transit Avenue, the TOD minimum and maximum parking requirements shall apply.</del></p> <p><del>Where a development contains more than seven Dwellings, Visitor Parking requirements shall apply at a rate of 1 Visitor Parking Space per 7 Dwellings.</del></p>	<del>Minimum and Maximum parking spaces per Dwelling</del>				<del>Minimum</del>	<del>Maximum</del>	<del>TOD minimum</del>	<del>TOD maximum</del>	<del>4</del>	<del>N/A</del>	<del>4</del>	<del>4.75</del>
<del>Minimum and Maximum parking spaces per Dwelling</del>													
<del>Minimum</del>	<del>Maximum</del>	<del>TOD minimum</del>	<del>TOD maximum</del>										
<del>4</del>	<del>N/A</del>	<del>4</del>	<del>4.75</del>										
<p>11. Apartment Housing and Lodging Houses, which meet the criteria of Section 94, Supportive Community Provisions, of this Bylaw</p>	<p>0.4 parking spaces per Dwelling, regardless of the number of bedrooms; plus</p> <p>0.3 parking spaces per Sleeping Unit, or</p> <p>0.55 parking spaces per Sleeping Unit, if the Sleeping Unit is located in a secured building or secured portion of a building, such that a resident cannot enter or exit the secured area without authorization; plus</p> <p><del>1 parking space per 7 Dwellings or Sleeping Units for visitor parking.</del></p> <p><u>Visitor parking shall be provided at a minimum rate of 0 visitor parking spaces for the first 7 Dwellings, and 1 visitor parking space per 7 Dwellings thereafter. Visitor parking must be readily available</u></p>												

Garage Suites were removed as a use class as part of Bylaw 18115 passed on July 10, 2017

Row Housing has been relocated to have the same parking requirements as single and semi-detached housing. The TOD reduction for row housing are captured in Schedule 1C below. Existing visitor parking requirements continue to apply.

This set of regulations is split and relocated either above to be included with the standard for single and semi-detached housing, or below, to the standard for transit/main street areas.

	<p><u>to the primary building entrance for each multi-unit residential building on Site, and be clearly identified as visitor parking, to the satisfaction of the Development Officer.</u></p> <p><u>Notwithstanding the above, in the case of development located within 400 m of an existing LRT Station or a future LRT Station with a Council approved Concept Plan, within 400 m of an existing Transit Centre or a future Transit Centre with a Council approved Concept Plan, or within 100 m of a Transit Avenue, the following minimum parking requirements shall apply:</u></p> <p><u>0.35 parking spaces per Dwelling, regardless of the number of bedrooms; plus</u></p> <p><u>0.25 parking spaces per Sleeping Unit, or</u></p> <p><u>0.5 parking spaces per Sleeping Unit, if the Sleeping Unit is located in a secured building or secured portion of a building, such that a resident cannot enter or exit the secured area without authorization; plus</u></p> <p><u>1 parking space per 7 Dwellings or Sleeping Units for visitor parking.</u></p>
<p>14. Bars and Neighbourhood Pubs, <u>Nightclubs</u></p>	<p>1 parking space per <del>3.0 m<sup>2</sup></del> <u>8.0 m<sup>2</sup></u> of Public Space <del>except where the proposed development is on a Lot within the boundaries described in Section 54.2 Appendix II— Boundaries for Reduced Parking Requirement:</del></p> <p><del>a) 1 parking space per 24.0 m<sup>2</sup> of Public Space in the 124 Street and Area boundary;</del></p> <p><del>b) 1 parking space per 28.0 m<sup>2</sup> of Public Space in the Jasper Avenue and Area boundary;</del></p> <p><del>c) 1 parking space per 33.0 m<sup>2</sup> of Public Space in the Whyte Avenue and Area boundary.</del></p> <p><u>Notwithstanding the above, if the development permit application is for up to 50 occupants or 60.0 m<sup>2</sup> of Public Space and is located within one of the Boundaries for Reduced Parking Requirement, no parking is required.</u></p>
<p><u>15. Breweries, Wineries and Distilleries</u></p>	<p><u>Off-street Parking shall be provided based on the sum of the following:</u></p> <p><u>1 parking space per 9.6 m<sup>2</sup> of Public Space; and</u></p> <p><u>1 parking space per 100.0 m<sup>2</sup> of Floor Area not dedicated to Public Space.</u></p>
<p>23. <u>Nightclubs</u></p>	<p><del>1 parking space per 3.0 m<sup>2</sup> of Public Space except where the proposed development is on a Lot within the boundaries described</del></p>

To provide consistent wording.

This clause is relocated to the new Schedule 1(C) as it relates to transit areas.

This change would reduce the parking requirements for bars and neighbourhood pubs across the city. This change is proposed to address the comparatively high rate of parking required for these uses.

The areas of application do not need to be captured here, as they are now being captured in the proposed new Main Streets Overlay and captured in Schedule 1C below.

This is a new use. The parking requirements for Public Space will align with the parking requirements for Restaurants across the city.



	<p>in Section 54.2 Appendix II—Boundaries for Reduced Parking Requirement:</p> <p>a) 1 parking space per 24.0 m<sup>2</sup> of Public Space in the 124 Street and Area boundary;</p> <p>b) 1 parking space per 28.0 m<sup>2</sup> of Public Space in the Jasper Avenue and Area boundary;</p> <p>c) 1 parking space per 33.0 m<sup>2</sup> of Public Space in the Whyte Avenue and Area boundary.</p> <p>Notwithstanding the above, if the development permit application is for up to 50 occupants or 60.0 m<sup>2</sup> of Public Space and is located within one of the Boundaries for Reduced Parking Requirement, no parking is required.</p>
<p>24. Restaurants, Specialty Food Services</p>	<p>1 parking space per <del>3.6 m<sup>2</sup></del> <u>9.6 m<sup>2</sup></u> of Public Space <del>except where the proposed development is on a Lot within the boundaries described in Section 54.2 Appendix II—Boundaries for Reduced Parking Requirement:</del></p> <p>a) 1 parking space per 24.0 m<sup>2</sup> of Public Space in the 124 Street and Area boundary;</p> <p>b) 1 parking space per 28.0 m<sup>2</sup> of Public Space in the Jasper Avenue and Area boundary;</p> <p>c) 1 parking space per 33.0 m<sup>2</sup> of Public Space in the Whyte Avenue and Area boundary.</p> <p>Notwithstanding the above, if the development permit application is for up to 50 occupants or 60.0 m<sup>2</sup> of Public Space and is located within one of the Boundaries for Reduced Parking Requirement, no parking is required.</p>
<p>25. Specialty Food Services</p>	<p>1 parking space per 3.6 m<sup>2</sup> of Public Space <del>except where the proposed development is on a Lot within the boundaries described in Section 54.2 Appendix II—Boundaries for Reduced Parking Requirement:</del></p> <p>a) 1 parking space per 24.0 m<sup>2</sup> of Public Space in the 124 Street and Area boundary;</p> <p>b) 1 parking space per 28.0 m<sup>2</sup> of Public Space in the Jasper Avenue and Area boundary;</p> <p>c) 1 parking space per 33.0 m<sup>2</sup> of Public Space in the Whyte Avenue and Area boundary.</p> <p>Notwithstanding the above, if the development permit application is for up to 50 occupants or 60.0 m<sup>2</sup> of Public Space and is located within one of the Boundaries for Reduced Parking Requirement, no parking is required.</p>

Combined with Bars and Neighbourhood Pubs use as above as the parking requirement is the same.

This change would reduce the parking requirements for restaurants across the city. This change is proposed to address the comparatively high rate of parking required for these uses.

The areas of application do not need to be captured here, as they are now being included in the proposed new Main Street Overlay and captured in Schedule 1C below.

Combined with Restaurants use above as the parking requirement is the same.

Schedule 1(B) Areas Within the Downtown Special Area								
Residential and Residential-Related Uses								
Area of Application	Number of Required Parking Spaces by Zone							
	AED	CCA	CMU	HA	HDR	JAMSC	RMU	UW
1. <del>Bachelor Suite or Bed Sitting Room Studio</del>								

Renaming the term for a dwelling with no bedrooms to align with contemporary terminology

<u>Schedule 1(C) Transit Oriented Development and Main Streets Overlay</u>	
<u>Use of Building or Site</u>	<u>Minimum or Maximum Number of Parking Spaces Required</u>
<u>Residential and Residential-Related Uses</u>	
<u>Area of application</u>	<p><u>Where the following Uses are outside of the boundary of 54.2 Schedule 1(B) but are located within:</u></p> <ul style="list-style-type: none"> <li><u>600 metres of an existing LRT station, or a future LRT station with the most recent version of a Council-approved Concept Plan;</u></li> <li><u>600 metres of an existing Transit Centre, or a future Transit Centre with the most recent version of a Council-approved Concept Plan;</u></li> <li><u>150 metres of a Transit Avenue; or</u></li> <li><u>the boundaries shown in the Main Street Overlay, Section 819.2.</u></li> </ul> <p><u>the minimum and maximum parking requirements shown below shall apply, except Schedule 1(A) shall apply for Residential and Residential-Related Uses not listed here.</u></p> <p><u>For the purpose of Schedule 1(C), measurements shall be made from the nearest point of the LRT station, Transit Centre, or Transit Avenue to the Site Boundary where the Use(s) are to be located. Where a LRT station or Transit Centre exists in concept only, the radius shall be measured from the centre of the proposed location on the concept diagrams, or of the nearest roadway intersection at the discretion of the Development Officer.</u></p>
<u>1. Apartment Housing</u>	

This new schedule is specific to transit oriented and main street areas outside of the downtown neighbourhood. It consolidates existing regulations, further decreases some residential parking rates, and introduces reductions for commercial uses.

The area of application is expanded by 50%, from 400 metres to 600 metres, and from 100 metres to 150 metres. The proposed Main Streets Overlay is also included, and captures previous areas of application for parking reductions for eating and drinking establishments.

<u>Stacked Row Housing</u>	<u>In Core and Mature neighbourhoods, as identified in Edmonton’s Municipal Development Plan, Bylaw 15100, excluding the Downtown Special Area:</u>		
	<u>Minimum and Maximum Parking Spaces per Dwelling size</u>		
	<u>Dwelling Size</u>	<u>Minimum</u>	<u>Maximum</u>
	<u>Studio</u>	<u>0.5</u>	<u>1.0</u>
	<u>1 Bedroom Dwelling</u>	<u>0.5</u>	<u>1.0</u>
	<u>2 Bedroom Dwelling</u>	<u>0.75</u>	<u>1.5</u>
	<u>3 or more Bedroom Dwelling</u>	<u>1.0</u>	<u>1.75</u>
	<u>In all other neighbourhoods:</u>		
	<u>Minimum and Maximum Parking Spaces per Dwelling size</u>		
	<u>Dwelling Size</u>	<u>Minimum</u>	<u>Maximum</u>
<u>Studio</u>	<u>0.7</u>	<u>1.0</u>	
<u>1 Bedroom Dwelling</u>	<u>0.8</u>	<u>1.0</u>	
<u>2 Bedroom Dwelling</u>	<u>1.0</u>	<u>1.5</u>	
<u>3 or more Bedroom Dwelling</u>	<u>1.25</u>	<u>1.75</u>	
	<u>Visitor parking shall be provided at a minimum rate of 0 visitor parking spaces for the first 7 Dwellings, and 1 visitor parking space per 7 Dwellings thereafter. Visitor parking must be readily available to the primary building entrance for each multi-unit residential building on Site, and be clearly identified as visitor parking, to the satisfaction of the Development Officer.</u>		
<u>2. Garden Suite Secondary Suite</u>	<u>0 parking spaces in addition to the parking requirements for primary Dwelling.</u>		
<u>3. Row Housing</u>	<u>In Core and Mature neighbourhoods, as identified in Edmonton’s Municipal Development Plan, Bylaw 15100, excluding the Downtown Special Area:</u>		

Parking requirements are further reduced in the core and mature neighbourhoods:

Studio minimum parking is reduced from 0.7 to 0.5, representing a change from 30% less to 50% less than the standard requirement.

1-bedroom suites minimum reduced from 0.8 to 0.5, representing a change from 20% less to 50% less than the standard requirement.

2-bedroom suites minimum reduced from 1.0 to 0.75, representing a change from 33% less to 50% less than the standard requirement.

3-bedroom suites minimum reduced from 1.25 to 1.0, representing a change from 26% less to 40% less than the standard requirement.

Existing TOD parking rates for residential uses outside of core and mature neighbourhoods remains the same.

Parking requirements for Garage and Garden Suites and Secondary Suites in areas well served by transit are removed.

	<table border="1"> <tr> <td><u>Minimum Parking Spaces per Dwelling</u></td> <td><u>Maximum Parking Spaces per Dwelling</u></td> </tr> <tr> <td><u>0.5</u></td> <td><u>1.75</u></td> </tr> </table> <p><u>In all other neighbourhoods:</u></p> <table border="1"> <tr> <td><u>Minimum Parking Spaces per Dwelling</u></td> <td><u>Maximum Parking Spaces per Dwelling</u></td> </tr> <tr> <td><u>1.0</u></td> <td><u>1.75</u></td> </tr> </table> <p><u>Visitor parking shall be provided at a minimum rate of 0 visitor parking spaces for the first 7 Dwellings, and 1 visitor parking space per 7 Dwellings thereafter. Visitor parking must be readily available to the primary building entrance for each multi-unit residential building on Site, and be clearly identified as visitor parking, to the satisfaction of the Development Officer.</u></p>	<u>Minimum Parking Spaces per Dwelling</u>	<u>Maximum Parking Spaces per Dwelling</u>	<u>0.5</u>	<u>1.75</u>	<u>Minimum Parking Spaces per Dwelling</u>	<u>Maximum Parking Spaces per Dwelling</u>	<u>1.0</u>	<u>1.75</u>
<u>Minimum Parking Spaces per Dwelling</u>	<u>Maximum Parking Spaces per Dwelling</u>								
<u>0.5</u>	<u>1.75</u>								
<u>Minimum Parking Spaces per Dwelling</u>	<u>Maximum Parking Spaces per Dwelling</u>								
<u>1.0</u>	<u>1.75</u>								
<u>4. Apartment Housing and Lodging Houses, which meet the criteria of Section 94, Supportive Community Provisions, of this Bylaw</u>	<p><u>0.35 parking spaces per Dwelling, regardless of the number of bedrooms; plus</u>  <u>0.25 parking spaces per Sleeping Unit, or</u>  <u>0.5 parking spaces per Sleeping Unit, if the Sleeping Unit is located in a secured building or secured portion of a building, such that a resident cannot enter or exit the secured area without authorization; plus</u></p> <p><u>Visitor parking shall be provided at a minimum rate of 0 visitor parking spaces for the first 7 Dwellings or sleeping units, and 1 visitor parking space per 7 Dwellings or sleeping units thereafter. Visitor parking must be readily available to an entrance of the building and be clearly identified as visitor parking, to the satisfaction of the Development Officer.</u></p>								
<b><u>Non-Residential and non-Residential-Related Uses</u></b>									
<u>Area of application</u>	<p><u>Where the following Uses are outside of the boundary of 54.2 Schedule 1(B) but are located within:</u></p> <ul style="list-style-type: none"> <li><u>200 metres of an existing LRT station, or a future LRT station with the most recent version of a Council-approved Concept Plan;</u></li> <li><u>200 metres of an existing Transit Centre, or a future Transit Centre with the most recent version of a Council-approved Concept Plan;</u></li> <li><u>150 metres of a Transit Avenue; or</u></li> <li><u>the boundaries shown in the Main Street Overlay, Section 819.2</u></li> </ul>								

In Core and Mature neighbourhoods, rates are 50% less than the standard requirement, and the existing TOD maximum is maintained.

In all other neighbourhoods, there is no reduction for row housing units in transit oriented areas, and the existing TOD maximum is maintained.

These parking rates are unchanged but have been relocated from Schedule 1A

Businesses and organizations located within a 2-3 minute walk from the transit station will benefit from a reduced parking requirement.

This rate was previously expressed as a requirement per Public Space rather than total Floor Area. Switching from Public Space to Floor Area will align with most other non-residential uses, and the absolute number of spaces required remains unchanged.

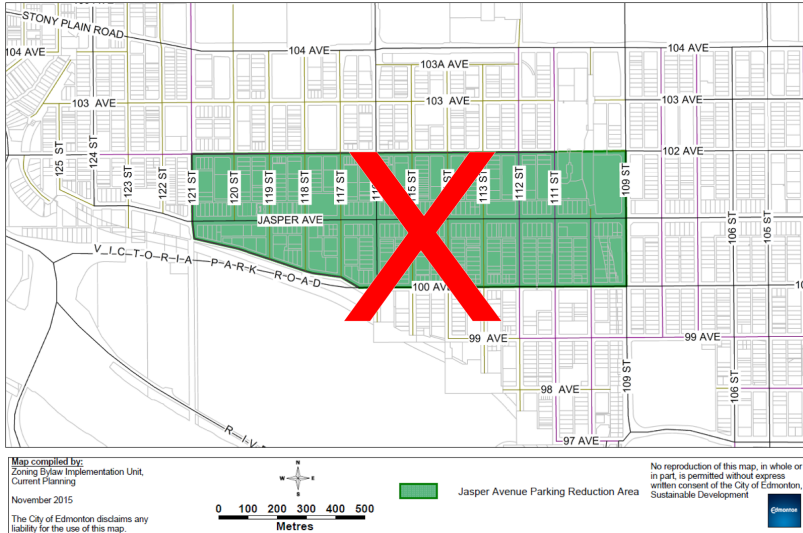
	<p><u>the minimum and maximum parking requirements shown below shall apply.</u></p> <p><u>For the purpose of Schedule 1(C), measurements shall be made from the nearest point of the LRT station, Transit Centre, or Transit Avenue to the Site Boundary where the Use(s) are to be located. Where a LRT station or Transit Centre exists in concept only, the radius shall be measured from the centre of the proposed location on the concept diagrams, or of the nearest roadway intersection at the discretion of the Development Officer.</u></p>
<p><u>5. Bars and Neighbourhood Pubs; Nightclubs; Restaurants; and Specialty Food Services</u></p>	<p><u>1 parking space per 30.0 m<sup>2</sup> of Public Space for establishments with greater than 60 m<sup>2</sup> of Public Space</u></p> <p><u>0 parking spaces for establishments with 60 m<sup>2</sup> of Public Space or less</u></p>
<p><u>6. Breweries, Wineries and Distilleries;</u></p>	<p><u>Off-street Parking shall be provided based on the sum of the following:</u></p> <p><u>1 parking space per 30.0 m<sup>2</sup> of Public Space for establishments with greater than 60.0 m<sup>2</sup> of Public Space; or</u></p> <p><u>0 parking spaces for establishments with 60.0 m<sup>2</sup> of Public Space or less; and</u></p> <p><u>1 parking space per 100.0 m<sup>2</sup> of Floor Area not dedicated to Public Space.</u></p>
<p><u>7. All other non-residential Uses</u></p>	<p><u>1 parking space per 100.0 m<sup>2</sup> of Floor Area</u></p>

These parking rates are brought over from the pilot program for eating and drinking establishment parking reductions. The rates are harmonized between the three pilot areas, as we heard that it was preferred to have one rate.

This rate represents a 60% to 80% decrease from standard requirements, and is comparable to existing reductions in the Pedestrian Commercial Shopping Street Overlay (1 per 90.9m<sup>2</sup>).

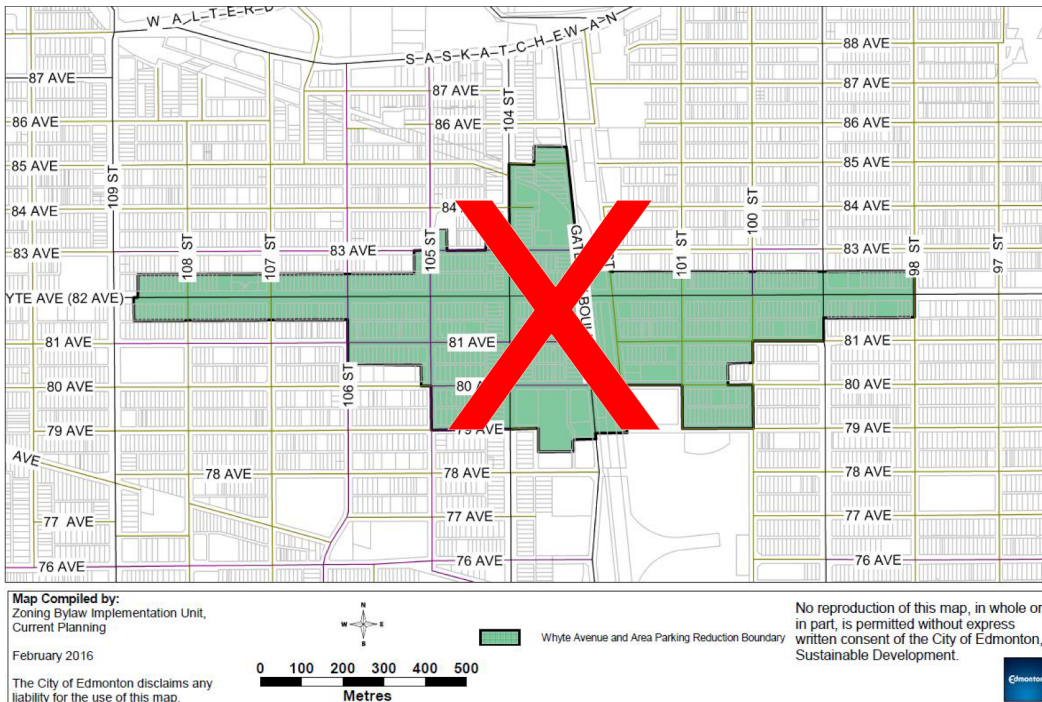


**2. Jasper Avenue and Area**



The West Jasper Avenue pilot area is incorporated into the Main Streets Overlay, and the parking rate refers to this boundary.

**3. Whyte Avenue and Area**



The White Avenue/Old Strathcona Commercial Area #5 pilot area is incorporated into the Main Streets Overlay, and the parking rate refers to this boundary.

**54.3 Bicycle Parking Facilities**

3. Design of Bicycle Parking Facilities

- a. Bicycle Parking shall be designed so that the bicycle is supported upright and allows locking of at least one closed section of the bicycle frame and at least one wheel with a U-lock; or designed so that the entire bicycle is contained within an individual bicycle safe. ~~bicycles may be securely locked to the rack, railing or other such device without undue inconvenience and shall be reasonably safeguarded from intentional or accidental damage, in accordance with the following standards:~~
  - i. Bicycle Parking racks shall provide two points of contact with the frame, at least 0.2 m apart horizontally hold the bicycle securely by means of the frame. The frame shall be supported so that the bicycle cannot fall or be pushed over causing damage to the bicycle.
  - ii. The design and installation of Bicycle Parking racks and corrals shall accommodate a variety of bicycle types and attachments.
  - ii. Bicycle parking shall accommodate:
    - A. ~~locking both the frame and the wheels to the rack, railing or other such device with a high security U-shaped shackle lock, if the cyclist removes the front wheel;~~
    - B. ~~locking the frame and one wheel to the rack, railing or other such device with a high security U-shaped shackle lock, if the cyclist leaves both wheels on the bicycle; and~~
    - C. ~~locking the frame and wheels both to the rack, railing or other such device with a chain or cable not longer than 2.0 m without the removal of any wheels.~~
- b. Bicycle parking racks, ~~railings or other such devices~~ or bicycle safes shall be anchored securely to ~~hardsurface the ground~~ or to a fixed structure.

Updating the design regulations to be more direct in their requirements will improve development outcomes.

The existing regulations do not contemplate individual bicycle safes/lockers for long-term use at insecure locations such as a transit centre. Adding this will increase options for these users.

Removing the difficult to enforce language and replacing it with specifications reduces ambiguity in compliance.

Providing images of approved bicycle rack/corral designs that meet the performance criteria will improve compliance with the regulations.

**54.3 Schedule 2**

**Schedule 2 - Bicycle Parking Requirement**

<u>Use of Building or Site Area of Application</u>	Minimum Number of Bicycle Parking Spaces
1. <del>All Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Classes outside the boundaries of the Downtown Area Redevelopment Plan.</del>	<u>For all Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Class developments: 5% 10%</u> of the number of vehicular parking spaces required under <u>Section 54.2 Schedule 1(A) to a maximum of 50 Bicycle Parking spaces</u> with 5 Bicycle Parking spaces being the minimum to be provided.

Bicycle parking requirements are linked to required vehicular parking. With proposed reduced vehicular parking requirements, bicycle parking would decrease as result of this link.



<u>Areas where Section 54.2 Schedule 1(A) applies</u>	<u>At least 10% of Bicycle Parking spaces shall be short term spaces.</u>
<del>2. Administration Use and Educational Facilities</del>	<del>10% of the number of vehicular parking spaces required under Schedule 1, with 5 Bicycle Parking spaces being the minimum number of spaces to be provided.</del>
<del>3. All Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Classes within the boundaries of the Downtown Area Redevelopment Plan</del> <u>2. Areas where Section 54.2 Schedule 1(B) applies</u>	<del>For all Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Class developments: 20% 40% of the number of vehicular parking spaces required under Section 54.2 Schedule 1(B), to a maximum of 50 Bicycle Parking spaces, with 5 Bicycle Parking spaces being the minimum to be provided. At least 10% of Bicycle Parking spaces shall be short term spaces.</del>
<u>3. Areas where Section 54.2 Schedule 1(C) applies</u>	<u>For all Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Class developments: 40% of the number of vehicular parking spaces required under Section 54.2 Schedule 1(C) with 5 Bicycle Parking spaces being the minimum to be provided. At least 10% of Bicycle Parking spaces shall be short term spaces.</u>

The proposed bicycle parking rates double the ratio of required bicycle parking spaces to vehicle parking requirements to counterbalance the proposed vehicle parking reductions. Removing maximum bicycle parking requirements will ensure adequate facilities are provided proportional to the size of development. Ensuring convenient bicycle parking near entrances will accommodate building visitors. Ratios for downtown are applied to transit and main street areas.

Administration Use and Education Facilities are not defined uses in Zoning Bylaw 12800. These types of uses are captured within “all non-residential uses.”

### 93 Inclusive Design

1. A Dwelling or Sleeping Unit shall be considered to have Inclusive Design when it is constructed to meet or exceed the following minimum requirements:

f. the following is included on the main floor of the Dwelling or Sleeping Unit, including within Dwellings that contain more than one Storey and/or a Basement:

- i. a bathroom that includes:
  - 1. a sink, toilet, and accessible tub or shower, and
  - 2. reinforced walls for the purpose of installing grab bars at the toilet, and at the tub or shower;
- ii. laundry facilities, if laundry facilities are contained within the Dwelling or Sleeping Unit; and
- iii. a minimum of one bedroom, unless the Dwelling or Sleeping Unit is designed as a ~~Bachelor Suite or Bed-Sitting Room Studio~~;

Renaming the term for a dwelling with no bedrooms to align with contemporary terminology

## 860 The Quarters Overlay

### 860 Appendix IV: Floor Area Ratio (FAR) and Height Incentives

#### 6. Simpson's Diversity Index:

Use the following equation to calculate your score:

$$\text{Score} = 1 - \sum (n/N)^2$$

Where n = the total number of dwellings in a single category, and N = the total number of dwellings in all categories

Housing categories in The Quarters Downtown are defined as:

- A. ~~Bachelor Studio~~ large - greater than 46 m<sup>2</sup>
- B. ~~Bachelor Studio~~ small - less than 46 m<sup>2</sup>
- C. One-bedroom large - greater than 65 m<sup>2</sup>
- D. One-bedroom small - less than 65 m<sup>2</sup>
- E. Two-bedroom large - greater than 84 m<sup>2</sup>
- F. Two-bedroom small - less than 84 m<sup>2</sup>
- G. Three or more bedroom
- H. Live-work

## 910. Downtown Special Area Zoning Regulations

### 910.4 DOWNTOWN WIDE REGULATIONS:

The following Zoning Regulations are common to all the Downtown Special Area Zones. Further regulation may be described under individual zones.

#### 1. Vehicular Parking

a. Parking shall be in accordance with Section 54 Schedule 1(B), except that:

i. parking shall not be required for Conversions to Residential and Residential Related Uses;

ii. parking shall not be required for any Uses located in buildings on the Inventory of Historic Resources in Edmonton; and

iii. at such time as a Parking Impact Assessment is submitted, the applicant for a Development Permit may apply for a reduction to the minimum number of parking spaces. The applicant must demonstrate through a Parking Impact Assessment that by virtue of the Use, character, or location of the proposed development, and its relationship to public transit facilities, car share programs, and any other available parking, the parking required for the proposed development may be less than any minimum set out in Schedule 1 (B) of Section 54 of the Zoning Bylaw.

b. Parking that is part of the building podium shall be screened in a way that does not disrupt the continuity of the Street Wall and the character of the zone, and shall be limited to no more than 12m in Height from Grade. Screens may include, but are not limited to, public art and street fronting retail Uses.

c. Parkade(s) developed below Grade shall be permitted to be built to the

Renaming the term for a dwelling with no bedrooms to align with contemporary terminology

A standard regulation is added to the Downtown wide regulations that will apply to all the special area zones. It maintains the existing exemption for conversions to residential uses for the CCA, CMU, HDR, RMU, HA, and UW zones, and introduces this allowance in the JAMSC and AED zones. The provision also ensures that any uses located in any historic building will not require parking, and provides an opportunity for parking variances based on access to transit and other factors that may decrease the demand for parking spaces.

property line.

d. Parkade(s) developed below Grade on streets identified as neighbourhood streets in the Urban Design Framework for Downtown Streets within the Capital City Downtown Plan, Bylaw 15200 are to be located sufficiently below Grade, or a suitable alternative, to provide a minimum of 1.2m soil depth to contribute to healthy root development.

e. No portion of an above Grade parking garage on the ground (first) floor shall be allowed for a minimum depth of 8.0 m from any front façade facing a Public Roadway, other than a lane. Vehicular Access shall be from the abutting lane.

f. Surface Parking Lots:

- i.No surface parking shall be allowed, other than accessory parking that is located at the rear of a building and is accessed from the abutting alley;
- ii.A minimum 4m landscaped setback shall be provided from any property line abutting a Public Roadway, other than a lane, for any surface parking area;
- ii.The storage of materials inclusive of accumulated snow on non-accessory parking surface lots shall be in a location away from the public roadway to improve safety and visibility; and
- v.Lighting for the non-accessory surface parking lots shall be a minimum of 6 LUX.

**910.5 (CCA) Core Commercial Arts Zone**

**4. Development Regulations for Permitted and Discretionary Uses**

~~e. Vehicular Parking~~

~~i. Parking shall be in accordance with Section 54 of the Zoning Bylaw; except for conversions to Residential Uses where there is existing parking, additional parking shall not be required.~~

**910.6 (CMU) Commercial Mixed Use Zone**

**4. Development Regulations for Permitted and Discretionary Uses**

~~e. Vehicular Parking:~~

~~i. Parking shall be in accordance with Section 54 of the Zoning Bylaw except for conversions to Residential Uses where there is existing parking, additional parking shall not be required.~~

This regulation is relocated to the Downtown wide regulations.

This regulation is relocated to the Downtown wide regulations.

**910.7 (HA) Heritage Area Zone**

**4. Development Regulations**

~~e. Vehicular Parking:~~

~~i. Parking shall be in accordance with Section 54 of the Zoning Bylaw except additional parking shall not be required when existing and designated historical buildings are being rehabilitated or converted to Residential Uses.~~

This regulation is relocated to the Downtown wide regulations.

**910.8 (HDR) High Density Residential Zone**

**4. Development Regulations**

~~g. Vehicular Parking~~

~~i. Parking shall be in accordance with Section 54 of the Zoning Bylaw; except where:~~

This regulation is relocated to the Downtown wide regulations.

~~A. Additional parking shall not be required for Conversions to Residential Uses; and~~

~~B. Visitor parking may be provided at Grade located at the rear of buildings and accessed from abutting lanes.~~

**910.10 (RMU) Residential Mixed Use Zone**

**4. Development Regulations**

~~g. Vehicular Parking~~

~~i. Parking shall be in accordance with Section 54 of the Zoning Bylaw; except where:~~

This regulation is relocated to the Downtown wide regulations.

~~A. Additional parking shall not be required for Conversions to Residential Uses; and~~

~~B. Visitor parking may be provided at Grade located at the rear of buildings and accessed from abutting lanes.~~

**910.11 (UW) - URBAN WAREHOUSE ZONE**

**4. Development Regulations**

~~f. Vehicular Parking~~

~~i. Parking shall be in accordance with Section 54 of the Zoning Bylaw; except that additional parking shall not be required for Heritage buildings, or conversion to residential development.~~

This regulation is relocated to the Downtown wide regulations.

**910.12 (AED) - ARENA & ENTERTAINMENT DISTRICT ZONE**

**4. Development Regulations for Permitted and Discretionary Uses**

**~~e. Vehicular Parking~~**

~~Parking shall be in accordance with Section 54 of the Zoning Bylaw; except that:~~

~~i. At such time as a Shared Use Parking Impact Assessment is submitted, the applicant for a Development Permit may apply for a reduction to the minimum number of parking spaces. The applicant must demonstrate through a Shared Use Parking Impact Assessment that by virtue of the Use, character, or location of the proposed development, and its relationship to public transit facilities and any other available parking facilities, the parking required for the proposed development may be less than any minimum set out in Schedule 1 (B) of Section 54 of the Zoning Bylaw.~~

This regulation is relocated to the Downtown wide regulations.