

## Bylaw 18087

Text Amendment to the Zoning Bylaw 12800 - reduce minimum parking requirements in low density residential areas

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### Purpose

To reduce minimum parking requirements from two spaces to one for low density residential uses to support increased housing choice.

### Readings

Bylaw 18087 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Bylaw 18087 be considered for third reading."

### Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on Friday, June 9, 2017, and Saturday, June 17, 2017. The Bylaw can be passed following third reading.

### Position of Administration

Administration supports this Bylaw.

### Previous Council/Committee Action

At the March 15, 2017, Urban Planning Committee meeting, the following motion was passed:

That Administration prepare amendments to Zoning Bylaw 12800 as generally outlined in Attachment 2 of the March 15, 2017, Sustainable Development report CR\_3819, and return to a future City Council Public Hearing.

### Report

In September 2015, City Council asked Administration to investigate the parking rates for residential uses in other Canadian jurisdictions. The results of the research were presented to Executive Committee on June 21, 2016, and heard together with several other projects related to parking. The research showed that Edmonton has some of the highest minimum parking requirements in Canada for low density residential uses compared to other urban centres, including Toronto, Vancouver, Regina, Saskatoon, and Calgary. As a result, Executive Committee directed Administration to make the appropriate changes to Zoning Bylaw 12800.

Zoning Bylaw 12800 currently requires two parking spaces for each low density home, including Single Detached, Semi-detached, Duplex, and Mobile Homes, as well as most Row Houses in Edmonton. Secondary and Garage and Garden Suites also require at least one additional parking space per dwelling, for a total of three parking spaces on site. Edmonton's minimum parking requirements restrict homeowners' ability to use their property as they wish and add additional costs to homeowners. For example, the cost of

a two or three car garage is greater than a single car garage, and the space needed for a larger garage could instead be used for a garden, larger lawn, or a play space for children. The minimum parking requirements can also prevent the addition of secondary or garage suites due to site constraints that prevent a third space from being added, resulting in less housing diversity and lost income opportunities for homeowners.

The proposed amendments will change the minimum parking requirement from two spaces to one per single detached, semi-detached and row house dwellings. An additional one space will continue to be required for secondary, garden, or garage suites. The proposed parking rate would apply in all neighbourhoods in Edmonton when a new home is constructed, an existing property is redeveloped, or a suite is added to an existing property. Existing parking spaces would be allowed to remain and homeowners can continue to include two or more parking spaces if desired as long as other bylaw requirements such as site coverage and amenity space are met. .

A corresponding change to the density bonus for some development types in (RF5) Row Housing Zone, (RF6) Medium Density Multiple Family Zone, (CS1) Community Services 1 Zone, (CS2) Community Services 2 Zone (CS3) Community Services 3 Zone, and (CS4) Community Services 4 Zone has also been made. In these zones, developments can receive a density bonus of one unit per hectare for every six required parking stalls provided below grade. As the amount of required parking has decreased by half, the amendments provide a corresponding decrease in the ratio to three required parking stalls provided below grade. This ensures that developments do not need to exceed the minimum parking requirements to achieve the available development density. Due to the site layouts, it is not anticipated that this reduction in the ratio will lead to any increase in surface parking.

The proposed amendments will provide increased flexibility for how Edmontonians use their private property and contribute to creating opportunities for increased housing affordability, and greater housing choice.

### **Policy**

The proposed amendment supports *The Way We Grow*, Edmonton's Municipal Development Plan policy 4.4.1.1 "Provide a broad and varied housing choice, incorporating housing for various demographic and income groups in all neighbourhoods" by providing more choices to meet a variety of households' needs. It also supports *The Way We Move*, Edmonton's Transportation Master Plan Strategic Action 7.4(b) "Developing land use and parking policies that manage the supply of parking provided for a development with a focus on providing only essential parking and supporting Transportation Demand Management."

### **Corporate Outcomes**

This report contributes to the corporate outcomes "Edmonton is attractive and compact" and "Edmontonians use public transit and active modes of transportation" by encouraging more housing diversity and choice, as well as supporting households that choose to have fewer private vehicles.

### Public Consultation

In fourth quarter 2016, Administration completed several public engagement events and information sharing campaigns to let Edmontonians know about the proposed changes including:

- advertisements in all major newspapers
- notice in the Edmonton Federation of Community Leagues November newsletter
- an Insight Community survey
- a direct email to over 180 individuals who had identified their interest in parking issues through a previous Insight Survey
- a one-minute video about the proposed changes
- a blog post on the Transforming Edmonton blog
- advertisements on displays at City venues throughout the city
- two pop-up information sessions
- a presentation to the Community Infill Panel
- email circulation to members of the development industry, the Edmonton Federation of Community Leagues, and all individual Community Leagues
- a media release sent to all major media outlets
- follow up interviews and media pieces including articles, TV news clips and radio.

To gauge the effectiveness of the public outreach, Administration asked Edmonton Insight Community members (November 2016 edition) if they were aware of the proposed changes. Forty two percent indicated awareness. Respondents reported that they had heard of the changes through word of mouth, local bloggers, social media, and a range of television and radio programs. Since that survey, local media ran additional stories on this topic.

Overall, Administration had 78 interactions with community members about the proposed changes, including phone calls, emails, and in-person interactions at pop-up events. Three quarters of those that Administration heard from were neutral or positive (75 percent), and one quarter (25 percent) were not supportive of the changes. Attachment 3 - Common Concerns and Related Information, provides a summary of the key concerns heard related to this change and associated information provided to respond to the concerns. Attachment 4 - Approach to On-Street Parking Management in Residential Areas also provides information on complementary approaches the City can use to manage on-street parking.

On April 18, 2017, Administration circulated the draft report and attachments 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 circulated to over 180 Edmontonians who had expressed interest in receiving parking project updates. Administration received a response from Canadian Home Builders Association - Edmonton Region, the Downtown

Business Improvement Association, Infill Development in Edmonton Association, the Oliver Community League, and thirteen citizens.

The majority of those who responded provided comments of support for the proposed changes. Other comments provided included:

- A desire to go further and reduce parking requirements for certain uses or eliminate minimum parking requirements all-together, or to apply maximum parking requirements.
- The belief that the changes will help support development of secondary and garage suites in existing areas.
- Support for increased density.

For those who were opposed, common concerns included:

- Issues with on-street parking supply.
- Issues with accessing the off-street parking during winter months.
- New garages are not large enough for common vehicles (trucks and sport utility vehicles).
- Insufficient transit access leading to people drive.
- General frustration at the proposed amendments.

### **Attachments**

1. Bylaw 18087
2. Mark-up of Reduced Parking Requirements for Low Density Residential
3. Common Concerns and Related Information
4. Approach to On-Street Parking Management in Residential Areas