

Bylaw 17600

To reduce parking requirements for eating and drinking establishments along 124 Street, Jasper Avenue and Whyte Avenue

Purpose

To reduce minimum parking requirements for restaurants, bars and neighbourhood pubs, specialty food services, and nightclubs, which are located within three areas: 124 Street Business Revitalization Zone, Jasper Avenue corridor west of 109 Street in the Oliver neighbourhood, and Whyte Avenue Commercial "Area 5" in the Strathcona Area Redevelopment Plan.

Readings

Bylaw 17600 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 17600 be considered for third reading."

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on Friday, March 18, 2016, and Saturday March 26, 2016. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this Bylaw.

Previous Council/Committee Action

At the January 19, 2016, Executive Committee meeting, the following motion was passed:

That Administration prepare amendments to Zoning Bylaw 12800 as outlined in Attachment 1 of the January 19, 2016, Sustainable Development report CR_3190, and return to a future City Council Public Hearing.

Report

Background

At the September 1/3, 2015, Executive Committee meeting, Administration presented Sustainable Development report CR_1167 "Evaluation of Parking Requirements and Amendments to the Zoning Bylaw." The report outlined the implications of reducing the minimum parking requirements for Restaurants, Bars and Neighbourhood Pubs, and Specialty Food Establishments in select street-oriented commercial areas outside the downtown core. The report presented a comparison of Edmonton's minimum parking requirements to the requirements in other Canadian jurisdictions. Administration found that Edmonton's parking requirements for eating and drinking establishments in main-street commercial areas are greater than those found in other comparable Canadian cities, and are the second highest of all selected jurisdictions.

As a result of the report, Executive Committee asked Administration to:

- Consult with the affected Business Associations.
- Prepare amendments to reduce minimum parking requirements in the 124 Street area, Old Strathcona, and Jasper Avenue corridor west of 109 Street in the Oliver neighbourhood.
- Monitor outcomes.

Proposed Bylaw

Following the September 1/3, 2015, Executive Committee meeting, Administration undertook a review of development permit data to understand current parking provision levels in the three areas. This data, along with input from stakeholders, informed draft amendments to Zoning Bylaw 12800. These amendments were presented at the January 19, 2016, Executive Committee meeting in Sustainable Development report CR_2911 “Reduction of Parking Requirements for Eating and Drinking Establishments.” The proposal included:

- Identifying the boundaries for reduced parking in three areas surrounding the 124 Street, Jasper Avenue, and Whyte Avenue corridors.
- Reducing the minimum parking requirements for eating and drinking establishments in these areas between 84 percent and 89 percent.
- Aligning Zoning Bylaw 12800 requirements for disabled parking with the 2014 Alberta Building Code requirements. This is a housekeeping update that applies city-wide, and is not specifically for eating and drinking establishments.

Executive Committee endorsed the direction set out in the report and directed Administration to prepare amendments to Zoning Bylaw 12800 for public hearing. As part of the preparation process, the draft bylaw was circulated within Administration. The circulation resulted in several suggestions for improvement, which have been included in the proposed bylaw and are summarized below:

- Expanding the Whyte Avenue parking reduction boundary to match the Strathcona Area Redevelopment Plan “Area 5 - Whyte Avenue Commercial,” to improve harmonization with other parts of Zoning Bylaw 12800.
- Exempting areas in the Pedestrian Commercial Shopping Street Overlay to ensure the overlay does not supersede the reduced parking requirements proposed in this text amendment.
- Removing parking requirements for establishments with capacity up to 50 patrons or 60 square metres of public space, recognizing the challenges of accommodating parking spaces on a small site.

Respondents within Administration also identified the opportunity to expand the reduced parking requirements to additional areas. They also recommended that see the reduced parking boundaries be harmonized with existing plans and policies where possible. These comments will be addressed in the next project phase, which is currently underway. The next project phase will be presented to Executive Committee in

June, 2016.

Monitoring

Administration proposes to monitor the outcomes of the reduced parking requirements using development permit and business licensing data, as well complaints about parking in the three areas. Administration can provide monitoring updates to Council as requested.

Conclusion

Introducing reduced parking requirements will support walkable commercial and residential communities, and reduce barriers to establishing small-scale eating and drinking establishments in main-street commercial areas. The proposed parking requirements reflect existing patterns of parking provision in the three areas, and are supported by high frequency transit routes and alternative parking options in these areas.

Policy

The proposed bylaw supports *The Way We Grow*, Edmonton's Municipal Development Plan by (4.6.1) Supporting the provision of a variety of transportation modes for Edmontonians; and (6.2.1) Developing sustainable, accessible and walkable retail and mixed use centres demonstrating high quality architecture and design.

The proposed bylaw supports *The Way We Move*, Edmonton's Transportation Master Plan by (4.1) Integrating transportation and land use, supporting the creation of an efficient, sustainable, compact and vibrant city that maximizes the effectiveness of its investment in transportation infrastructure; and (7.2) managing the transportation system more effectively by using supply and demand management strategies.

Corporate Outcomes

This report contributes to the corporate outcomes "Edmonton is attractive and compact" and "Edmonton has a globally competitive and entrepreneurial business climate" as it proposes changes that will supporting walkable neighbourhoods and complete streets, and reduce barriers to opening and operating small/local businesses along commercial main streets.

Public Consultation

Discussions were held with representatives from the Old Strathcona Business Association, the 124 Street Business Association, Westmount Community League and Oliver Community League. The Old Strathcona Business Association was supportive of reducing parking, and referenced the Direct Control zone for the Old Strathcona Heritage Area as an example of the existing support for reduced parking.

The Westmount Community League representatives did not take a position on the amendments, citing a need to have more conversation with their membership.

The 124 Street Business Association strongly supports the proposed amendment, stating the proposed bylaw is a reasonable and pragmatic compromise between recognizing and understanding the existing market conditions of 124 Street while still providing adequate parking for patrons and employees where feasible.

Consultation with both the 124 Street Business Association and Westmount Community League highlighted concerns over the lack of a coherent plan for 124 Street. They noted the challenges this creates for residential and commercial integration and parking management.

The Oliver Community League supported the proposed parking reductions due to the high density residential population, transit routes, and active transportation options available in the area.

Attachments

1. Bylaw 17600
2. Mark-up Showing Proposed Text Amendment