

Position of Administration: Support

Summary

Bylaw 20989 proposes text amendments to the Zoning Bylaw and a rezoning from DC1.17603, DC1.18547, DC1.18573 & DC1.20164 to five new DC Zones to implement the Centre City Temporary Parking Program.

Public engagement for this application included mailed notices, information on the City's webpage, an Engaged Edmonton webpage and three in-person public engagement sessions. Approximately 60 people were heard from, with a wide variety of opinions and suggestions shared.

Administration supports this application because it:

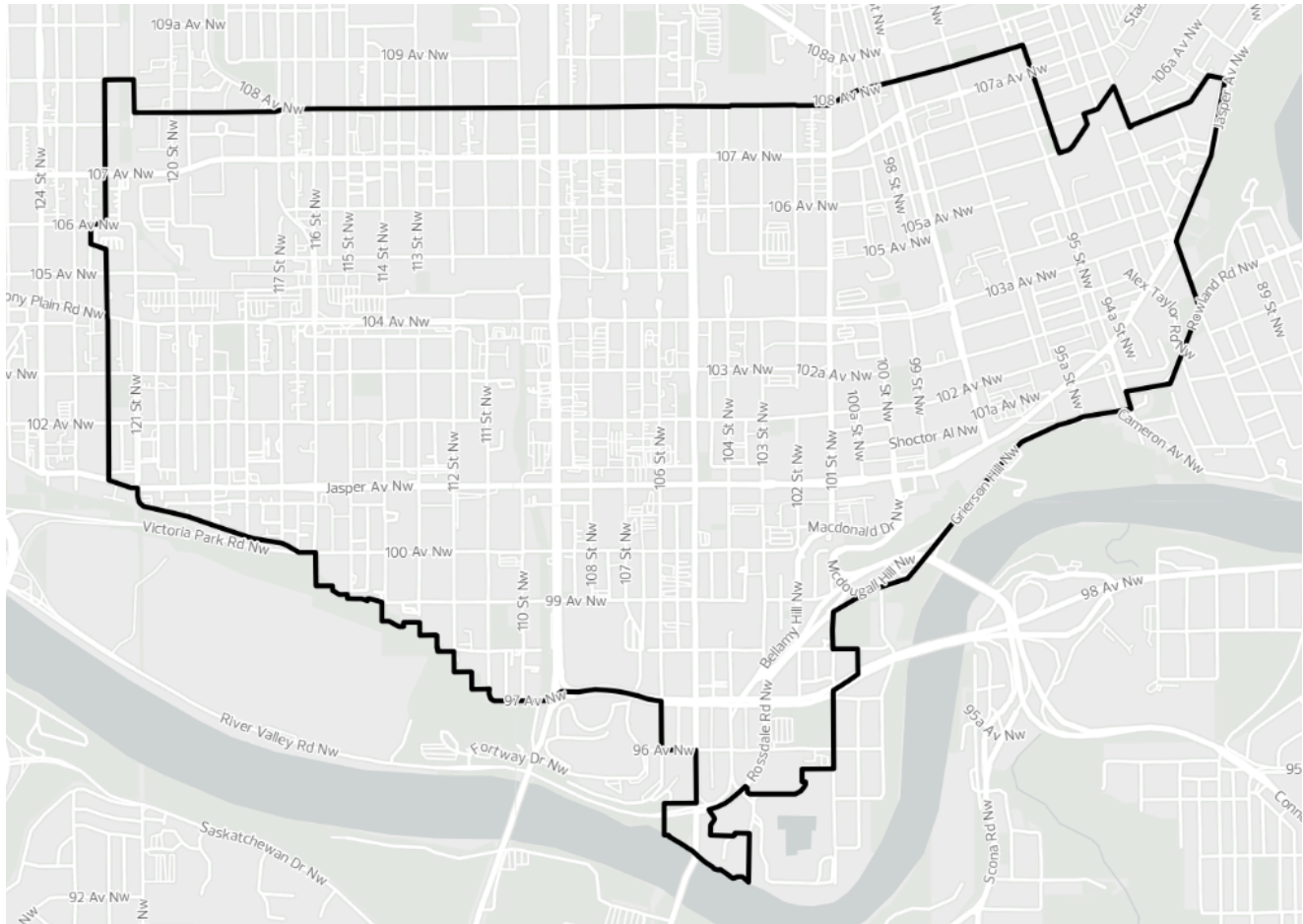
- Improves the safety and appearance of existing surface parking lots in the Centre City.
- Creates a framework for proper regulation and enforcement of existing surface parking lots in the Centre City.
- Continues to support the long term vision and objectives for the Centre City within The City Plan, Central District Plan and applicable Area Redevelopment Plans.

Application Details

At the March 19, 2024 Urban Planning Committee meeting, the committee motioned that Administration develop a limited program as outlined in Urban Planning and Economy report UPE01557rev, to regulate Centre City surface parking lots for a time limited period. This application is Phase 1 of the program; Administration-led amendments to the Zoning Bylaw and the rezoning of five Direct Control Zones (DC1).

Administration has identified approximately 120 surface parking lots that were operating as of January 1, 2024 within the boundary of Centre City (see boundary map below). Many of these lots do not have a valid Development Permit, and there is no current pathway to attaining one. Planning policies and regulations restrict the creation of new surface parking lots in Centre City and prevent most legacy parking lots from obtaining a Development Permit. To allow for existing surface parking in Centre City to operate temporarily while improving the safety and beauty of the area in alignment with strategic goals for a dense, vibrant core, Administration is proposing a new Use for Zoning Bylaw 20001 with associated requirements for site improvements. Eligible sites must have been operating as a surface parking lot as of January 1, 2024, must be located

within the Centre City boundary, and must have parking as the only principal use. No new surface parking lots will be created through this program.



Centre City Boundary

Text Amendment

An amendment to the Zoning Bylaw would introduce the 'Centre City Temporary Parking' Use and associated regulations. The proposed Use will be added to the Medium Scale Residential Zone (RM), Large Scale Residential Zone (RL), Mixed Use Zone (MU) and Downtown Special Area Zones.

The following key regulations are proposed for this new use to enhance the appearance and safety of surface parking lots within Centre City:

- Maximum permit duration:
 - 7 years for hard-packed gravel surfacing
 - 10 years for hard surfacing (eg. asphalt paving)
- Minimum setbacks from a street
- Minimum tree and shrub planting requirements
- Pathway requirements
- Vehicle access and circulation requirements

- Within 18 months of the date of issuance of the Development Permit (December 31, 2027 at the latest):
 - Applicants must complete improvements associated with the Development Permit (landscaping, lighting, pathways, barrier-free spaces, etc.)

Administration would carry out outreach, education and enforcement during Phase 2 as part of achieving the objectives of this program. This would include:

- Sending notice to parking lot owners/operators that a surface parking lot on their property may be in violation of the Zoning Bylaw and providing information about the program including participation instructions, required site improvements and relevant deadlines.
- Assigning non-compliant surface parking lots to a Development Compliance Officer who would carry out progressive enforcement actions following the City of Edmonton escalating process of the 4Es (engage, educate, encourage and enforce).

The temporary surface parking lots would be allowed to operate for 7 years until June 30, 2033 (hard-packed gravel) or 10 years until June 30, 2036 (hard surfaced) from the end of the application window.

Community Insights

This application was brought forward to the public using a broadened approach. This was selected because of the relatively widespread nature of the proposed change and previous projects/applications on this topic have prompted extensive public response. The broadened approach included:

Mailed Notice (Rezoning), August 1, 2024

- Notification radius: 60 metres of proposed DC1 rezoning areas
- Recipients: 623

Information Letter/Engagement Session Invitation (owners and operators of parking lots), August 1, 2024

- Recipients: 196

Engagement Sessions (In Person), August 20, 22, & 26, 2024

- Attendees: 33

Engaged Edmonton Webpage, August 6 to 25, 2024

- Webpage visits: 335
- Engaged: 16 (submitted a question or comment on the page)

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- 124 Street and Area Business Association
- Boyle Street Community League
- Central McDougall Community League
- Chinatown and Area Business Association
- Downtown Edmonton Community League
- Edmonton Downtown Business Association
- McCauley Community League
- North Edge Business Association
- Wìhkwêntôwìn Community League (Oliver)
- Westmount Community League
- Queen Mary Park Community League
- Rossdale Community League

Common comments heard

Community Leagues, Business Associations, and General Public

Community groups generally agreed that redevelopment of parking lots would be positive for downtown and that the proposed temporary permit timeline seems too long. Opinions were mixed on whether parking lots should be paved. Some felt that paving would improve the aesthetics and accessibility of the lots and others worried that the paving option would lead to permanent surface parking and have negative environmental impacts.

Parking Lot Owners and Operators

Concerns from parking lot owners and operators mostly centred around the cost of improvements required to receive a temporary Development Permit. The cost of potential drainage upgrades was the largest concern. Participants would prefer to see parking lots offered a longer permit duration as well as a permanent Development Permit option to make the cost of improvements worthwhile.

A full “What We Heard” Public Engagement Report is found in appendix 1.

Due to the minor nature of the proposed changes to the existing DC1 Zones and the rezoning component effectively being an administrative extension of the broader Zoning Bylaw amendment and program implementation, some normal practices for notification and engagement were modified. This included not carrying out pre-application notification requirements that normally apply to DC Zones, not installing any rezoning amendment application information signs, and only sending mailed notices to property owners instead of all municipal addresses in the notification areas.

Application Analysis

There are eight key features of the proposed Centre City Temporary Parking Use. Many of these are similar to existing Zoning Bylaw requirements for permanent surface parking lots with some modifications in recognition of the temporary nature of the permit proposed through this program. These features are outlined below with the rationale behind them and how feedback received through engagement was considered in their development.

Maximum permit duration (7-10 years)

Historically, Administration and Council have supported temporary surface parking lots through site specific rezonings. The intent has been to allow for the interim use of land for parking while awaiting the pieces to be in place for a more fulsome redevelopment to occur. Typically, these have ranged from between 5 and 10 years and Administration used this length as a guide for developing this program. Through engagement, there was a very clear message received from the public and community organizations that 7 to 10 years did not feel temporary and was too long, with 3 to 5 years being suggested as preferred. An equally clear message was received from parking lot owners and operators that 7 to 10 years was too short a time period to make it financially viable to develop the proposed improvements through this program, with up to 20 years or outright permanence being suggested as preferred (particularly when providing asphalt/hard surfacing).

Ultimately, Administration recommends the 7 to 10 year range initially contemplated. Reducing the permit option below 7 years would likely reduce uptake in the program resulting in fewer safety and beautification improvements to sites downtown and undermining one of the objectives of this work. Extending the permit option beyond 10 years would defeat the temporary intent of the program.

Minimum setback requirements

This program is proposing a minimum setback of 2 metres between a surface parking lot and a street. Currently, many lots have parking spaces built right up to surrounding sidewalks or roads which is both unsightly and a potential safety issue.

Administration had initially proposed a 3 metre setback, but feedback received through engagement resulted in a reduction to 2 metres. This was chosen because it:

- Aligns with Zoning Bylaw setback requirement for surface parking lots in the MU Zone.
- Aligns with the minimum landscaped parking island width requirement in the Zoning Bylaw.
- Allows for minimum recommended offsets and soil volume for healthy tree growth outlined in the Design and Construction Standards.

Administration had also initially proposed requiring setbacks from abutting lots, however this was removed after receiving feedback through engagement that this setback would create unnecessary reconfiguration of the lot with the potential loss of parking surface area.

Administration is comfortable not requiring abutting setbacks as there is little benefit relative to the aesthetics of the site from the public realm.

Landscaping requirements, such as minimum tree and shrub requirements

The 2 metre setback from streets would be required to have landscaping consisting of a minimum number of trees and shrubs based on the total setback area. There is also an option to potentially use a Low Impact Development (LID) installation that includes an alternate planting requirement. The required number of trees and shrubs by setback area would be slightly higher than what is required along the street for a permanent surface parking lot.

Pathway requirements

Consistent with the existing Zoning Bylaw requirement for permanent surface parking lots, temporary surface parking lots through this program will be required to have pathways for large lots (lots with a width or depth greater than 54 metres). The pathways must have a minimum width of 1.8 metres and must be free from obstructions for the full width and length of the pathway.

Vehicle access and circulation requirements

Consistent with the existing Zoning Bylaw requirements for vehicle access and circulation for permanent surface parking lots, temporary surface parking lots through this program will be required to meet the minimum drive aisle widths and the requirement for access to be taken from adjacent alleys where they are present. However, in recognition of the existing nature of these lots, there will also be an option for existing vehicle access from streets to remain where the access is determined to be safe and compatible with the street.

Barrier-free parking space requirements

While not normally required in standalone surface parking lots, Administration is proposing that these Centre City lots have a requirement for some barrier-free parking spaces to provide improved accessibility in the city's core.

Drainage and lot grading requirements

Consistent with the existing requirements in the Zoning Bylaw for permanent surface parking lots, temporary surface parking lots through this program will be required to have site grading that meets drainage requirements to avoid excessive pooling of water or excess runoff.

Lighting requirements

Consistent with the existing requirements in the Zoning Bylaw for permanent surface parking lots, temporary surface parking lots through this program will be required to meet standard lighting requirements to ensure visibility and safety in the lots.

Policy Analysis

The City Plan

Centre City is Edmonton's distinct cultural, economic, institutional and mobility hub with the highest density and mix of land uses. The City Plan vision is that urban design contributes to welcoming and attractive places that connect buildings, sidewalks and streets. The vision also encourages rebuilding these areas with a diversity of buildings and comfortable, animated and beautiful public spaces that connect areas together. While parking is an important consideration to support destinations and desirable activities, excess surface parking lots detract from the vision for Centre City. This program takes a balanced approach to this policy, allowing for these temporary lots with beautification efforts while creating a stronger framework for future permits and enforcement when the requirements of the Zoning Bylaw are not met.

District Policy & Central District Plan

In the Central District Plan, the majority of streets are identified as Pedestrian Priority Areas with many nearby active transportation routes. As such, there are policies in the District Policy that seek to ensure that vehicle site access, circulation and parking areas promote the safety and convenience of pedestrians and active mobility modes. Standalone surface parking lots are discouraged between buildings and sidewalks, effectively discouraging any kind of standalone parking lot.

The regulations for the temporary surface parking lots proposed through this program are designed to improve the safety of pedestrians and active mobility users in and around them.

Capital City Downtown Plan

The Capital City Downtown Plan (CCDP), approved in 2010, identifies an abundance of centrally located surface parking which increased during the 1980s economic downturn. The regulations within the Downtown Special Area Zones that are used to implement the CCDP prohibit new surface parking lots.

The regulations that prohibit new surface parking lots also impact the lots that were already in existence when the CCDP and latest Special Area Zones were introduced. This results in unintended effects such as:

- Creating a difficult and time consuming enforcement duty for the City.
- Denying existing owners/operators means to obtain a permit.
- Preventing the City from conditioning Development Permits with improvements to the lots that meet the Zoning Bylaw.

Until such time as the CCDP is updated to provide better direction for surface parking lots, allowing for temporary lots through this program helps to address the above challenges.

The Quarters Downtown Area Redevelopment Plan & The Quarters Downtown Urban Design Plan

This ARP and Urban Design Plan are focused on redeveloping most of the gravel surface parking lots that are in The Quarters and focusing instead on maximizing on street parking opportunities. Much of the approximately 3.7 hectares of vacant or underutilized land in The Quarters consists of surface parking lots. Improvements to the safety and appearance of these parking lots can help improve the vibrancy of this area while it continues to await more redevelopment.

North Edge Area Redevelopment Plan

This ARP does not contain any policies related to surface parking, except for within the land identified as for an Urban Village which has the Central McDougall Urban Village (CMUV) Special Area Zone, and already allows for temporary surface parking lots until 2028. The requirements for the temporary surface parking lots in this special area zone are very similar to what is being proposed through this program.

While this proposal does not include amendments to the CMUV Zone to fully align it with this program, the landowner of the Urban Village lands could seek to align with it through a future rezoning. This could theoretically allow the already approved temporary surface parking lots in the Urban Village to extend beyond 2028 through the 7 to 10 years proposed through this program.

Rossdale Area Redevelopment Plan

Generally, this plan seeks to discourage all-day parking by persons outside the community in order to avoid conflicts between local residents and others and is therefore not supportive of permanent surface parking lots.

The areas north and west of RE/MAX Field that historically and currently accommodate surface parking are planned and zoned to be redeveloped gradually over time. As the land around RE/MAX Field redevelops, the City will work with partners to explore alternative transportation strategies to replace the need for surface parking, including transit and active transportation options.

Appendices

1. "What We Heard" Public Engagement Report
2. Zoning Bylaw Markup and Rationale

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What We Heard Report Centre City Temporary Parking Program

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Edmonton

Table of Contents

Public Engagement Summary	3
Centre City Temporary Parking Program	3
Public Engagement Approach	4
Who Was Engaged	5
How We Engaged	6
Public Engagement Results	8
What We Heard	8
What We Did	12
What Happens Next	15

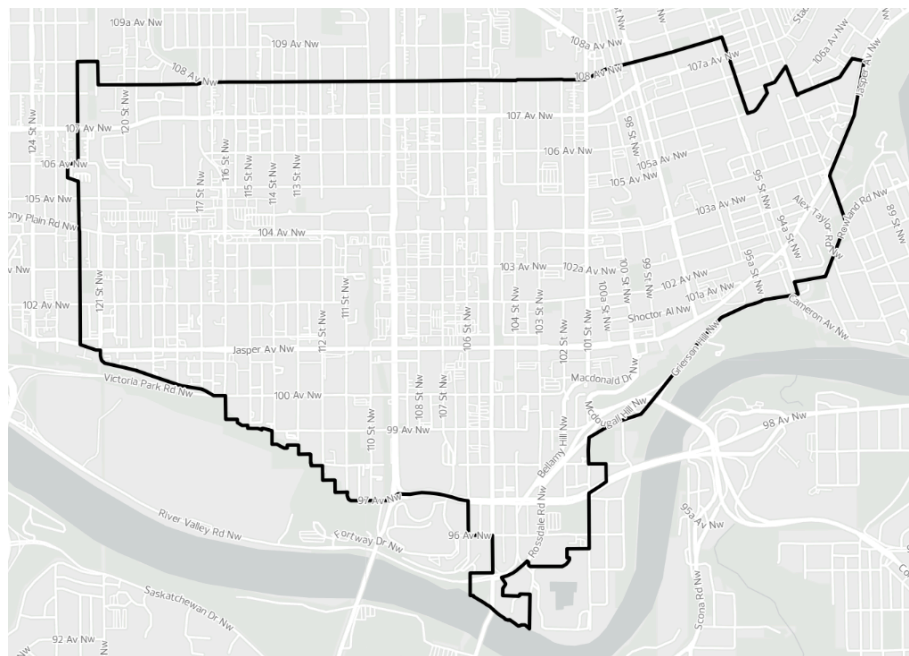
Public Engagement Summary

Centre City Temporary Parking Program

At the March 19, 2024 Urban Planning Committee meeting, the Committee directed administration to create a program that regulates surface parking lots within Centre City by requiring site enhancements, such as landscaping, barrier-free parking and lighting, in order to obtain a development permit.

As of January 1, 2024, approximately 120 surface parking lots were operating within the boundary of Centre City. Many of these lots do not have a valid development permit, and there is no current pathway to obtaining one.

Figure 1: Centre City Boundary



City of Edmonton planning policies and regulations restrict the creation of new surface parking lots in Centre City and have prevented a large number of legacy parking lots from obtaining a development permit. To balance parking availability in the core with the long-term goal of a dense, vibrant downtown, the City of Edmonton is creating a time-limited program allowing landowners to apply for a temporary development permit. No new surface parking lots will be created through this program.

Zoning Bylaw Text Amendment

A proposed text amendment to Zoning Bylaw 20001 is required to introduce the Centre City Temporary Parking Use and associated regulations. The proposed Use will be added to the Medium Scale Residential (RM) Zone, Large Scale Residential (RL) Zone, Mixed Use (MU) Zone and Downtown Special Area Zones.

The following regulations are proposed for this new use to enhance the appearance and safety of surface parking lots within Centre City:

- Maximum permit duration:
 - 7 years for hard-packed gravel
 - 10 years for hard surfacing (eg. asphalt paving)
- Minimum setbacks from a street
- Minimum parking stall and drive aisle size requirements
- Minimum tree and shrub planting requirements
- Pathway requirements
- Vehicle access requirements
- Wheelstop requirements
- Barrier-free parking space requirements
- Drainage and lot grading requirements
- Lighting requirements

Direct Control Rezoning

Some existing parking lots are located within Direct Control (DC1) Zones. To allow for the new Centre City Temporary Parking Use on these sites, a rezoning of five Direct Control (DC1) Zones within Wîhkwêntôwin (Oliver), Central McDougall, and Queen Mary Park is required. The proposed rezonings include administrative updates to align with Zoning Bylaw 20001's uses and general definitions. No changes to building height, scale, or intensity are proposed.

Public Engagement Approach

The role of the public when participating in engagement activities for the proposed rezonings and Zoning Bylaw text amendments has been at the

ADVISE level of the City's Public Engagement Spectrum. This means that the City will use any feedback to:

- Inform the City's planning analysis and ensure all factors are taken into consideration
- Summarize feedback for City Council so they are aware of the public's perspectives prior to making a decision at Public Hearing

Engagement for this project was undertaken to receive feedback from land owners, parking lot operators, and the general public on the proposed Zoning Bylaw regulations related to the Centre City Temporary Parking use.

Feedback was considered and weighed against the project goals of:

- providing a time-limited path towards a temporary development permit for surface parking lots in the Centre City; and
- supporting a dense, beautiful, and vibrant downtown.

Who Was Engaged

A range of participants were invited to participate in engagement activities to help inform a successful Centre City Temporary Parking Program.

Stakeholder Category	Group/Organization
<ul style="list-style-type: none"> • Impacted land owners 	<ul style="list-style-type: none"> • Landowners adjacent to identified DC1 rezoning sites • Owners of identified surface parking lot sites
<ul style="list-style-type: none"> • Parking Lot Operators 	<ul style="list-style-type: none"> • Various private operators
<ul style="list-style-type: none"> • Centre City Community Leagues 	<ul style="list-style-type: none"> • Wihkwêntôwîn (Oliver) • Downtown • Boyle Street • McCauley • Rossdale • Westmount • Queen Mary Park • Central McDougall
<ul style="list-style-type: none"> • Business Institutions and Economic Groups 	<ul style="list-style-type: none"> • Downtown Business Association • Chinatown and Area Business Association • North Edge Business Association

	<ul style="list-style-type: none"> • Downtown Recovery Coalition • MacEwan University • Rogers Place • Norquest College • Explore Edmonton
<ul style="list-style-type: none"> • Industry and Real Estate Groups 	<ul style="list-style-type: none"> • BILD - Edmonton Metro • NAIOP - Commercial Real Estate Development Association

How We Engaged

Several engagement tactics were used to gather feedback from key stakeholders and the public.

Rezoning Initial Mailed Notice

[623 Notices Sent - August 1, 2024](#)

A notice was sent to land owners and community leagues located within 60 m of the boundaries of surface parking lot sites located within the five identified DC1 rezoning areas.

Information Letters/Engagement Session Invitation

[196 Letters Sent - August 1, 2024](#)

Letters were sent to owners and operators of surface parking lots that existed within the Centre City boundary on January 1, 2024. Information about the proposed program was provided with an invitation to attend upcoming engagement sessions. Follow-up phone calls and/or emails were also sent to letter recipients.

Engaged Edmonton Webpage

[335 people visited the page](#)

[16 visitors submitted a question or comment on the page](#)

Edmontonians were able to comment on the project, proposed rezoning and proposed text amendment through the City's engagement platform Engaged Edmonton between August 6 and August 25, 2024.

Engagement Sessions

33 Participants

Owners of existing surface parking lots and parking lot operators were invited to participate in three engagement sessions. The purpose of the sessions was to:

- Share the proposed regulations for temporary surface parking lots
- Share the proposed timelines, processes and expectations
- Gather feedback on the proposed approach, regulations, and rezoning.

Engagement Session	Dates and Times	Number of Participants
Engagement Session 1 - In Person	August 20, 2024 1:00-3:00 pm	9
Engagement Session 2 - In Person	August 22, 2024 10:00 am-12:00 pm	11
Engagement Session 3 - Online	August 26, 2024 7:00-9:00 pm	13

1:1 Stakeholder Meetings

5 Meetings Held

City Administration offered stakeholders an opportunity to meet one on one to provide more information on the proposed program, to answer questions and gather any feedback. Five stakeholders requested a 1:1 meeting including the Chamber of Commerce, Wìhkwêntôwìn Community League and the North Edge Business Improvement Association.

Conversations/Email Communications with Community Members

3 Follow-up Conversations

Feedback was collected through emails and phone conversations for those who could not attend engagement sessions or who had follow-up questions and comments.

Information Session

An information session was requested by engagement participants and was hosted by the City. The purpose of the session was to share changes that

were made to the proposed regulations in response to engagement feedback, answer questions and provide information on next steps.

Information Session	Date and Time	Number of Participants
Information Session - Online	October 17, 2024 7:00-8:30 pm	16

Public Engagement Results

What We Heard

Community Leagues, Business Associations, and General Public

Community groups generally felt that redevelopment of parking lots would be positive for downtown. Concerns were raised that the proposed temporary permit timeline is too long. Opinions were mixed on whether or not parking lots should be paved. Some felt that paving would improve the aesthetics and accessibility of the lots and others worried that the paving option would lead to permanent surface parking and have negative environmental impacts.

Temporary Development Permit Duration

- 7-10 years does not feel temporary
- A 3 or 5-year maximum would be preferred

Required Improvements

- Concern that once the lot is paved and improvements installed, the parking lot will become permanent.
- Concern that paving leads to greater impermeable surface area and heat-island impacts.
- The City has invested in the Downtown and should require a higher standard for parking lots than gravel. Gravel is messy and unsightly.
- At the very least, this program should require the lots to be paved.
- Concerns about how accessibility requirements will be met with gravel lots.

Opposition to the Program

- Suggestion that the proposed program is “backward” and “short-sighted” and will not help animate downtown.
- The City should focus on enforcement and encourage the transition of these sites into something that enhances the experience of being downtown.
- The downtown already has plenty of parking available. Accommodations should not be made to allow surface lots without permits to continue operating.
- Allowing these lots to continue making revenue will reduce the likelihood that the owner will redevelop.

General Feedback

- Need to encourage housing, entertainment, and institutional uses downtown.
- Negative impacts of surface parking outweigh the benefits.
- If individuals get a parking ticket, they have to pay it. Private parking lot operators should be following City bylaws as well.
- Concern that the required improvements will increase the cost of parking downtown.
- Could the City apply a higher tax rate to unlicensed parking lots similar to the derelict residential tax?

Parking Lot Owners and Operators

Concerns from parking lot owners and operators mostly centred around the cost of improvements required to receive a temporary development permit. The cost of potential drainage upgrades was the largest concern. Participants would prefer to see parking lots offered a longer permit duration as well as a permanent development permit option to make the cost of improvements worthwhile.

Development Permit Application Duration

- Concerns were raised that a 1 year application period is too short.
- 2-3 years was suggested as a more appropriate grace period.

Temporary Development Permit Duration

- Concerns were raised that the 7 and 10 year temporary permit duration is too short given the costs incurred by the improvements.
- 20 years was suggested as a more appropriate duration to make the improvement costs worthwhile from a business perspective.
- Suggestion that a permanent development permit option should be provided.

Timeline to Complete Development

- Concerns were raised that a 1 year period for completion of development is too short.
- 18 months was suggested as more realistic.

Cost of Improvements

- Drainage infrastructure will be a huge cost.
- It might be more cost-effective to go back to gravel if the cost of updating existing asphalt is too high.
- Concern that the profits from the temporary parking lot would not cover the cost of the improvements. The improvements would make more sense if the parking was permanent
- For some, the revenue from parking is only enough to cover property taxes.
- Concern about the potential cost of replacing damaged landscaping and the length of time the landscape securities will be held.
- Financial incentives would help with the cost of improvements.

Setback Requirements

- Concerns that the required setback from abutting buildings or sites will create Crime Prevention Through Environmental Design (CPTED) problems and will not contribute to street beautification
- Concerns that a 3.0 m setback from a street is too large. That's a lot of space to give up, especially for smaller lots.
- Concern about setbacks resulting in a reduction in parking stalls.
- Concern that trees will not have time to grow large enough to have an impact. Consider alternatives to landscaping (eg. public art installations).

Alley Access Requirements

- Prohibiting access from the street would make it very hard for cars to exit the lot in some cases (e.g. on narrow lots with angled parking).
- Concern this could create way-finding challenges for parking lots located mid-block.

Potential Unintended Consequences

- Concerns that the program would result in several abandoned sites - decreasing vibrancy and perceptions of safety.
- Concerns that the program would hurt the services and businesses that depend on the parking lots if they close - potentially causing some businesses to move out of the downtown core.
- Concern that the program will hinder development as it will remove an interim financial resource for landowners.
- The proposed program benefits the City and the public, but not parking lot owners.

Opposition to the Program

- Suggestion that the proposed program is “heavy-handed” and punishes long-standing parking operators who are providing a service and bringing people downtown.
- Suggestion that the Zoning Bylaw should make an exception for existing surface parking lots.
- Suggestion that parking shouldn’t need a development permit.
- Confusion over why enforcement is taking place now.

General Feedback

- Parking lots won’t be redeveloped if they make revenue. Parking is profitable. It allows for a quicker return on investment than housing.
- Concern about how the program will impact property taxes.
- Concerned that the program would only apply to sites without permits. Would like to see the program extended to sites with permits that are expiring during the program.
- Suggestion that smaller sites should have different requirements.
- Suggestion that the program should not apply to standalone parking lots that serve a business.

What We Did

Feedback was considered and weighed against the project goals of:

- providing a time-limited path towards a temporary development permit for surface parking lots in the centre city; and
- supporting a dense, beautiful, and vibrant downtown.

What We Changed in Response to Feedback

A major concern voiced by parking lot owners and operators was the cost of required improvements and the short timelines associated with the proposed development permit application process. In response, changes have been proposed to the regulations to provide more flexibility. Proposed changes and the rationale are provided in Table 1.0.

Table 1.0 - What We Changed in Response to Feedback

Regulation	Proposed Change	Rationale
Minimum Setback from a Street	Reduced from 3.0 m to 2.0 m	<ul style="list-style-type: none"> • Aligns with Zoning Bylaw setback requirement for surface parking lots in the MU Zone • Aligns with minimum landscaped parking island width requirement in the Zoning Bylaw • Allows for minimum recommended offsets and soil volume for healthy tree growth outlined in the Design and Construction Standards • Reduces the loss of parking surface area
Tree and Shrub Requirement	Increased from 1 tree and 4 shrubs per 30 m ² of setback	<ul style="list-style-type: none"> • This change ensures the same number of trees are provided even with the reduced minimum setback from a street

	area to 1 tree and 4 shrubs per 20 m2 of setback area	
Minimum Setback from an Abutting Site	Removed	<ul style="list-style-type: none"> • Removing the requirement does not significantly impact the streetscape • Removing the requirement reduces the loss of parking surface area
Application Period	Increased from 12 to 18 months	<ul style="list-style-type: none"> • Additional flexibility on the application period to increase uptake in the program
Permit Implementation Period	Increased from 12 to 18 months	<ul style="list-style-type: none"> • Additional flexibility on the implementation period to increase uptake in the program
Centre City Temporary Parking Use Definition	Remove the limitation that the use only includes surface parking lots without a valid development permit	<ul style="list-style-type: none"> • Allows surface parking lots that have an existing temporary development permit to participate in the program
Alley Access	Allow for existing vehicle access from a street where the access is safe and compatible with the abutting street	<ul style="list-style-type: none"> • Allows existing street access to remain for the duration of the permit where it complies with City standards

What we Kept (Note: this list is not exhaustive)

Concerns were voiced over the proposed duration of the 2 temporary permit streams. Generally, members of the public felt that the proposed duration was too long, whereas parking lot owners and operators felt that the proposed duration was too short relative to the cost of improvements. Additionally, concerns were raised about the barrier-free parking and landscape securities requirements. City administration weighed the engagement feedback against the project goals and propose no change to the following regulations listed in Table 2.0:

Table 2.0 - What We Kept

Regulation	Rationale
Duration of Temporary Development Permit 7 Years (improvements + hard-packed gravel) 10 Years (improvements + asphalt)	<ul style="list-style-type: none"> Two permit streams are proposed to recognize different improvement options Reducing the permit option below 7 years would reduce uptake in the program resulting in fewer safety and beautification improvements to sites downtown Extending the permit option beyond 10 years would defeat the temporary intent of the program
Barrier-Free Parking	<ul style="list-style-type: none"> Barrier-free parking requirements are being kept for both gravel and paved parking lot temporary permit options Regulations ensure that barrier-free spaces are signed and located adjacent to a pathway
Landscape Securities	<ul style="list-style-type: none"> Landscape securities continue to be required to obtain a temporary development permit Landscape securities ensure that landscaping is provided and maintained over a two-year period and is a standard requirement for all commercial development permits

What Happens Next

The final report, proposed rezoning bylaws and proposed text amendment bylaw will be presented at City Council Public Hearing on December 9, 2024. The proposed bylaws will not come into effect unless approved by Council. Members of the public may choose to participate at Public Hearings in person or remotely. Find more information about how to participate [HERE](#).

Markup and Rationale

Overview

Changes to Specific Regulations are identified using the following formatting standards:

Black Font - Existing text in Zoning Bylaw 20001

~~Strikethrough~~ - Proposed deletion from Zoning Bylaw 20001

Underline - Proposed addition to Zoning Bylaw 20001

Proposed Amendments

#	Markup	Rationale
1	<p>2.40 RM - Medium Scale Residential Zone</p> <p>2.50 RL - Large Scale Residential Zone</p> <p>2.80 MU - Mixed Use Zone</p> <p>3.21 HDR - High Density Residential Zone</p> <p>3.22 CMU - Commercial Mixed Use Zone</p> <p>3.23 RMU - Residential Mixed Use Zone</p>	<p>This amendment proposes to add the proposed new Centre City Temporary Parking use to 3 standard zones and the Downtown Special Area Zones as a permitted use.</p>

	<p>3.24 UW - Urban Warehouse Zone</p> <p>3.25 AED - Arena & Entertainment District Zone</p> <p>3.26 HA - Heritage Area Zone</p> <p>3.27 CCA - Core Commercial Arts Zone</p> <p>3.28 JAMSC - Jasper Avenue Main Street Commercial Zone</p> <p><i>Add the following new use:</i></p> <p>2. Permitted Uses</p> <p>Commercial Uses</p> <p><u>2.X. Centre City Temporary Parking</u></p> <p><i>And renumber the following uses accordingly.</i></p>	
<p>2</p>	<p>2.40 RM - Medium Scale Residential Zone</p> <p>2.50 RL - Large Scale Residential Zone</p> <p>2.80 MU - Mixed Use Zone</p> <p><i>Add the following new subsection:</i></p> <p>3. Additional Regulations for Specific Uses</p> <p>Commercial Uses</p>	<p>This amendment proposes to add a cross-reference to the proposed new specific development regulations for the Centre City Temporary Parking use in the RM, RL and MU Zones.</p>

	<p><u>3.X. Centre City Temporary Parking must comply with Section 6.120.</u></p> <p><i>And renumber the following subsections accordingly.</i></p>	
<p>3</p>	<p>3.21 HDR - High Density Residential Zone</p> <p>3.22 CMU - Commercial Mixed Use Zone</p> <p>3.23 RMU - Residential Mixed Use Zone</p> <p>3.24 UW - Urban Warehouse Zone</p> <p>3.25 AED - Arena & Entertainment District Zone</p> <p>3.26 HA - Heritage Area Zone</p> <p>3.27 CCA - Core Commercial Arts Zone</p> <p>3.28 JAMSC - Jasper Avenue Main Street Commercial Zone</p> <p><i>Add the following new subsection:</i></p> <p>4. Additional Regulations for Specific Uses</p> <p>Commercial Uses</p> <p><u>4.X. Centre City Temporary Parking must comply with Section 6.120.</u></p> <p><i>And renumber the following subsections accordingly.</i></p>	<p>This amendment proposes to add a cross-reference to the proposed new specific development regulations for the Centre City Temporary Parking use in the Downtown Special Area Zones.</p>
<p>4</p>	<p><u>6.120 Centre City Temporary Parking</u></p>	<p>Section 6.120 is a proposed new Section under Part 6 -</p>

1. Application

1.1. Centre City Temporary Parking must only be located within the boundary shown in Appendix I.

1.2. Despite Section 7.40, General Development Regulations in Part 5, and any development regulations of the underlying Zone do not apply to Centre City Temporary Parking, except as noted in Section 6.120.

2. General Regulations

2.1. Development Permits for Centre City Temporary Parking are no longer valid after June 30, 2033.

2.2. Despite Subsection 2.1, where the Centre City Temporary Parking Lot is Hard Surfaced in accordance with Subsection 3.9.2, the permit is no longer valid after June 30, 2036.

2.3. Development must be completed within 18 months of the date of issuance of the Development Permit.

2.4. Development Permits for Centre City Temporary Parking must not be issued after June 30, 2026.

3. Parking Design Regulations

3.1. The following Subsections of Section 5.80 apply to Centre City Temporary Parking:

3.1.1. Subsection 1;

Specific Development Regulations for the proposed Centre City Temporary Parking Use.

1. Application

1.1 - Centre City Temporary Parking is proposed to be allowed only within the Centre City Node, as indicated in Appendix I.

1.2 - General Development Regulations and regulations within a Zone are proposed not to apply to Centre City Temporary Parking, unless noted in this section.

2. General Regulations

2.1 - Centre City Temporary Parking is proposed to have a maximum Development Permit duration of 7 years from the development permit issuance deadline. 7 years was selected to balance the cost of improvements with the

<p><u>3.1.2. Subsection 5, excluding Subsections 5.3, 5.4, 5.7, 5.8, 5.9;</u></p> <p><u>3.2. Vehicle access must be from an Alley where the Site Abuts an Alley, except that:</u></p> <p><u>3.2.1 an existing vehicle access from a Street may be permitted without a variance where the Development Planner, in consultation with the City department responsible for transportation planning, determines that the access is safe and compatible with the Abutting Street.</u></p> <p><u>3.3. The minimum Setback Abutting a Street is 2.0 m.</u></p> <p><u>3.4. Surface Parking Lots must be designed to:</u></p> <p><u>3.4.1. include adequate, safe, and convenient:</u></p> <p><u>3.4.1.1. vehicle access;</u></p> <p><u>3.4.1.2. provisions for pedestrians and active mobility users;</u></p> <p><u>3.4.1.4. Drive Aisles; and</u></p> <p><u>3.4.1.5. ramps,</u></p> <p><u>to the satisfaction of the Development Planner in consultation with the City department responsible for transportation planning; and</u></p> <p><u>3.4.2. include stormwater drainage facilities or provide stormwater retention or detention facilities to the satisfaction of the Development Planner in consultation with the City department responsible for drainage planning.</u></p>	<p>temporary intent of the program.</p> <p>2.2 - Where a parking lot is paved, the maximum Development Permit duration is proposed to be 10 years from the development permit issuance deadline. 10 years was selected to balance the cost of improvements with the temporary intent of the program.</p> <p>2.3 - Upon the issuance of a Development Permit, the development must be completed within 18 months. This is to ensure that plantings are installed in a timely manner and have an opportunity to become established.</p> <p>2.4 - The proposed cutoff date for when a Development Permit for this Use can be issued is June 30, 2026. The intent of this regulation is to</p>
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3.5. For Sites with a width or depth greater than 54.0 m, Pathways must be provided within the Surface Parking Lot so that there is no more than 54.0 m between Pathways.

3.6. All Sites must provide a Pathway through the Landscaped Setback Area Abutting a Street to connect the Surface Parking Lot to adjacent sidewalks.

3.7. Pathways must have a minimum width of 1.8 m and must be free from obstructions for the full width and length of the Pathway.

3.8 Despite the definition of Pathways, Pathways may be surfaced in accordance with Subsection 3.9.1 where the maximum duration of the validity of a Development Permit is in accordance with Subsection 2.1.

3.9. Surface Parking Lots must be:

3.9.1. surfaced with hard-packed gravel using a well-graded material with a maximum aggregate particle size of 40 mm; or

3.9.2. Hard Surfaced.

3.10. Each Barrier-free parking space must be:

3.10.1. located Abutting a 2.4 m wide access space in which no parking is permitted;

3.10.2. located adjacent to a Pathway or sidewalk;

3.10.3. marked by a vertically mounted Sign; and

3.10.4. demarcated with a painted line where the Surface Parking Lot is Hard Surfaced.

establish an automatic end to this temporary program.

3. Parking Design Regulations

3.1 - Regulations in Section 5.80 - Parking, Access, Site Circulation, and Bike Parking that are proposed to apply to the Centre City Temporary Parking use are cross-referenced. Additional use-specific parking design regulations are outlined below:

3.2 - Alley access is proposed to be required. In response to engagement feedback, exceptions are proposed where existing accesses to the street comply with City standards.

3.3 - Proposed minimum 2.0 m landscaped setback from the street. This setback will allow for minimum offsets and soil volumes required for healthy tree growth.

3.11. The minimum number of Barrier-free parking spaces must comply with Table 3.11:

Table 3.11. Minimum Number of Barrier-free Parking Spaces		
<u>Subsection</u>	<u>Number of Provided Parking Spaces</u>	<u>Barrier-free Parking Spaces</u>
<u>3.11.1.</u>	<u>2-10</u>	<u>1</u>
<u>3.11.2.</u>	<u>11-25</u>	<u>2</u>
<u>3.11.3.</u>	<u>26-50</u>	<u>3</u>
<u>3.11.4.</u>	<u>51-100</u>	<u>4</u>
<u>3.11.5.</u>	<u>For each additional increment of 100 or part thereof</u>	<u>1 additional space</u>

3.12. A lighting plan must be submitted as part of a Development Permit application, and comply with Subsection 3 of Section 5.120.

4. Landscaping Regulations

3.4 - Transferred with minor adjustments from S.5.80.4.1

3.5 - This regulation is adapted from S.5.80.4.6 to ensure an adequate number of pathways are provided on large sites.

3.6 - This regulation is proposed to require pedestrian pathways to cross landscaped setback areas between the parking lot and adjacent sidewalks.

3.7 - This regulation aligns with minimum Pathway widths for non-residential development under S.5.80.3.1.2. 1.8 m also aligns with the minimum width prescribed for sidewalks in the Complete Streets design and Construction Standards and for barrier-free paths of travel in the Access Design Guide.

3.8 - This regulation proposes to exempt pathways from hard surfacing for the shorter 7-year

4.1. The following Subsections of Section 5.60 apply to Centre City Temporary Parking:

4.1.1. Subsection 1;

4.1.2. Subsection 2, excluding Subsection 2.1;

4.1.3. Subsection 8;

4.1.4. Subsection 10, excluding Subsections 10.1 and 10.7; and

4.1.5. Subsection 11.

4.2. The requirement for Landscaping must be a condition of a Development Permit.

4.3. A minimum of 1 tree and 4 shrubs per 20.0 m² of total Setback area must be provided, except:

4.3.1 the Development Planner may approve a development that does not provide the minimum number of trees and shrubs, if the development provides low impact development (LID) installations that include plantings, to the satisfaction of the Development Planner in consultation with the City departments responsible for lot grading, drainage and landscaping.

4.4. Landscaping provided in accordance with Subsection 4.3 must be provided along the perimeter of Surface Parking Lots Abutting Streets to enhance the view and soften the edge.

4.5. Only deciduous trees are permitted in a Setback Abutting a Street.

4.6 New trees and shrubs must comply with the following:

4.6.1. Deciduous trees must have a minimum Caliper of 50 mm.

temporary development permit option.

3.9 - The Zoning Bylaw requires all Surface Parking Lots to be Hard Surfaced. This regulation proposes to allow hard-packed gravel as a surfacing option for Centre City Temporary Parking. Hard-packed gravel is only allowed for the 7-year temporary permit option. (Subsection 2.2 only allows the 10 year permit option for lots that are hard surfaced).

3.10 - 3.11 - These regulations propose to require barrier-free parking spaces. The Alberta Building Code does not require barrier-free parking spaces for development that does not include a building, so required spaces for the City Centre Temporary Parking use have been listed in this section. This regulation intends to provide

4.6.2. Deciduous shrubs must have a minimum Height of 300 mm (5 gallon pot).

4.6.3. Coniferous shrubs must have a minimum spread of 450 mm (5 gallon pot).

4.7. Trees and shrubs must be maintained in a healthy condition for a minimum of 24 months after a Development Planner determines, at the time of landscape inspection, that the required Landscaping has been installed.

4.8. The maximum Height of Fences and Landscaping, excluding trees, is 1.0 m.

4.9. A landscape security in the form of an irrevocable letter of credit or cheque must be provided prior to the issuance of a Development Permit.

4.10. The City may draw on the landscape security for the City's use absolutely to install, maintain, or replace improperly maintained Landscaping required for the development if the Landscaping has not been:

4.10.1. installed within 18 months of the date of issuance of the Development Permit; or

4.10.2. maintained in a healthy condition for a minimum of 24 months after the Landscaping has been determined to be installed in compliance with Subsection 10.5 of Section 5.60.

All expenses incurred by the City to renew or draw upon the security must be reimbursed by the property owner to the City by payment of an invoice or from the landscape security.

Appendix I: Centre City Temporary Parking Boundary

improved accessibility downtown.

3.12 - This regulation aligns with general site performance standards for lighting.

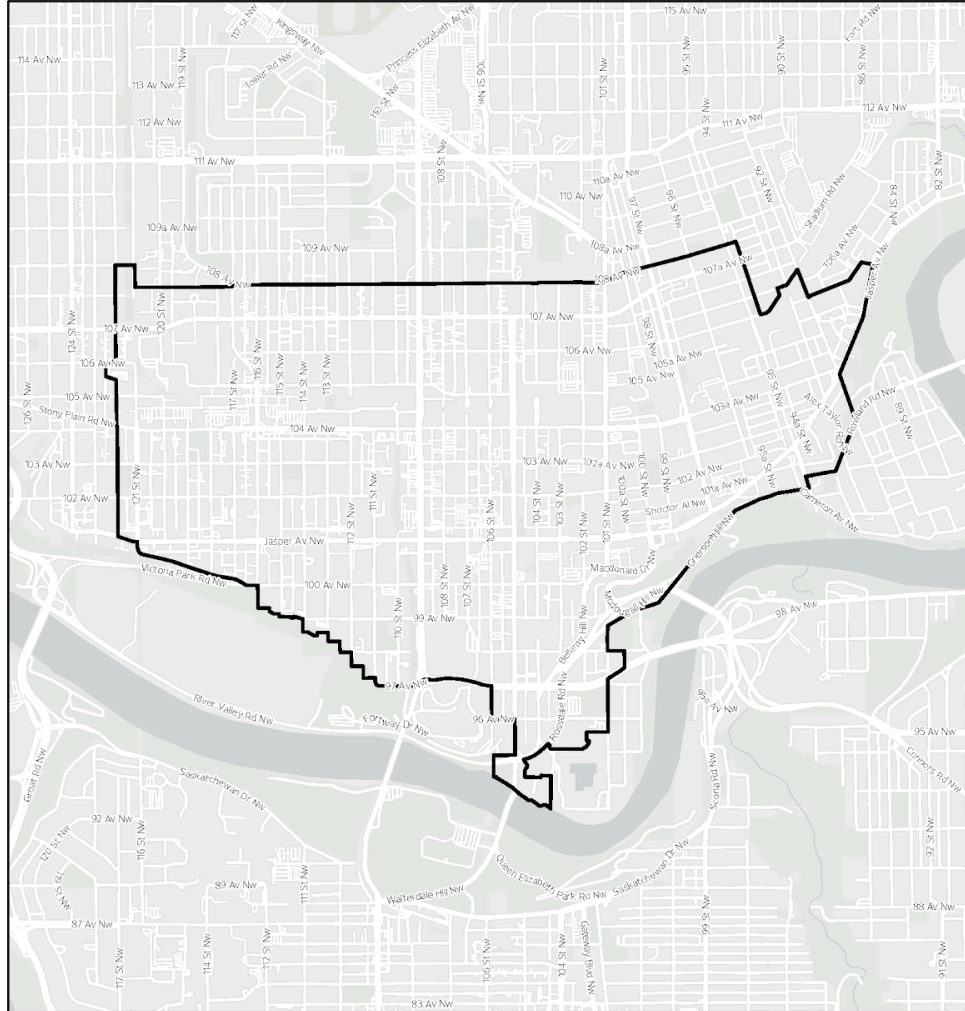
4. Landscaping Regulations

4.1- This regulation cross-references regulations in Section 5.60 (Landscaping) that are proposed to apply to the Centre City Temporary Parking use. Additional use-specific landscaping regulations are outlined below:

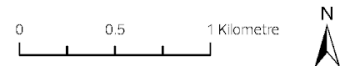
4.2 - This regulation is adapted from S.5.60.2.1. The only change is that exceptions have been removed.

4.3 - The tree and shrub requirement is increased from S.5.60.4.1.1 to ensure sufficient plantings within setback areas along the street. Subsection 4.3.1. provides the applicant flexibility where their

Appendix I: Centre City Temporary Parking Boundary



Centre City Temporary Parking Boundary



development includes low impact development (LID) installations that include plantings.

4.4 - This regulation is adapted from S.5.60.4.6. It requires plantings to be located on the edge of the site, between the parking lot and the street, to improve the public realm. The requirement for perimeter planting adjacent to other sites is removed because these locations do not significantly impact the streetscape and would likely be removed for future redevelopment.

4.5 - This regulation is transferred from the Downtown Special Area Zones to help maintain sightlines into the site from the street.

4.6 - This regulation is adapted from S.5.60.6 with references to coniferous trees removed.

4.7 - This regulation is transferred from S.5.60.9.2.2. to support a high survival rate for installed landscaping.

4.8 - A maximum height of 1.0 m for fencing and landscaping, excluding trees, is proposed to help maintain sightlines into the site from the street.

4.9 - This regulation requires collection of landscape securities prior to the issuance of a Development Permit. This is to ensure compliance with landscaping requirements.

4.10 - This regulation is transferred from S.5.60.10.7 to ensure the City may draw on the landscape security, where required.

Appendix I

This map details the boundary of application for the Centre City Temporary Parking use.

5 8.10 Use Definitions

Commercial Uses

Centre City Temporary Parking

Centre City Temporary Parking means a temporary Surface Parking Lot that does not have another principal Use on the Site other than Signs and that was operating as a Surface Parking Lot as of January 1, 2024.

Proposed new use definition. This definition is based on the existing Standalone Parking Facility use but is limited to surface parking and has temporary applicability.

Centre City Temporary Parking must be located within the Centre City boundary, which is detailed in Appendix I of the proposed Section 6.120. This is intended to limit where this use can occur to areas within Edmonton’s Centre City.

Only sites that operated as a Surface Parking Lot prior to January 1, 2024 qualify for the Centre City Temporary Parking use. This is intended to provide a pathway to compliance for existing sites that operate as a Surface Parking Lot, without allowing for the creation of new Surface Parking Lots in the Centre City.