

Mark-up of Proposed Changes

Black Font:	Existing Text in Zoning Bylaw 12800
Strikethrough:	Proposed deletion from Zoning Bylaw 12800
<u><i>Underline-Italic:</i></u>	Proposed addition to Zoning Bylaw 12800

3.2 Provisions for existing Development Permits and Direct Control Provisions

1. For the purpose of any Development Permit or Direct Control Provision:

p. Non-accessory Parking is deemed to be: Vehicle Parking

6.1 General Definitions

Above Ground Parkade means a structure, that provides parking spaces for more than three motorized vehicles that is designed for the parking of vehicles in tiers of floors, and at least one floor is located above ground.

Surface Parking Lot means an area that provides parking spaces for more than three motorized vehicles that is located wholly at ground level.

Underground Parkade means a structure that provides Parking for more than three motorized vehicles and is designed for the parking of vehicles underground.

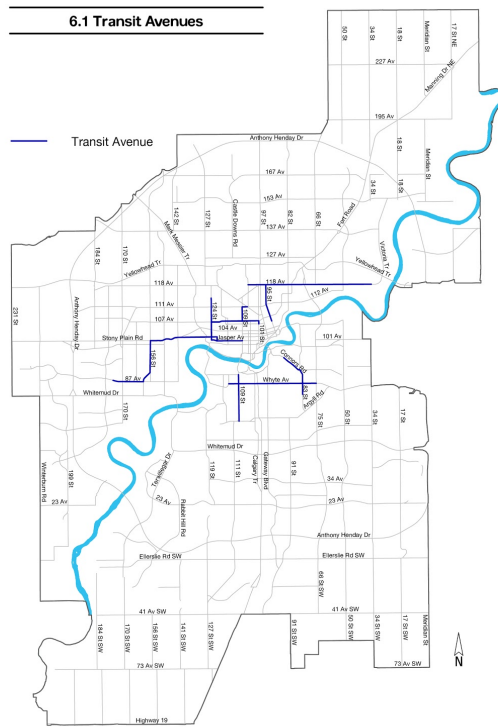
~~Parking Garage means an Accessory building or structure, or any portion of a principal building or structure, containing communal parking spaces used for vehicular parking or storage;~~

Rationale

3.2: This amendment would replace the non-accessory parking use with a new use that sets parking as an independent use of land. As a result, the Direct Control zones and existing development permits would be directed to the appropriate new use.

6.1: Three types of parking facilities are proposed to replace the Parking Garage definition. These facilities are not use classes; they are defined as building forms so that the City can apply specific development regulations to the Site. The purpose of these definitions is to apply separate regulations to each parking lot format.

Transit Avenue means a transportation corridor, served by one or more bus routes that provide service throughout the day, seven days a week, *as shown on Figure 6.1 Transit Avenues, as shown in Appendix I to Section 54.2*. The bus routes serving these areas operate with at least 15 minute frequency during weekday peak, weekday midday periods, Saturday midday periods, and Sunday midday periods and may connect major trip generators, LRT stations and Transit Centres. The land uses along these corridors are oriented toward the street.



6.1: The map from Section 54.2 Appendix I that shows the transit avenues is proposed to be relocated to the definition, because that appendix is proposed to be deleted and the content reorganized elsewhere.

7.4.40: The existing definition of non-accessory parking prevents sharing parking between different homes and businesses.

7.4 Commercial Uses

~~40. **Non-accessory Vehicle Parking** means a development *that designates a Parking Area for automobiles, providing vehicular parking which is not primarily intended for the Use of residents, employees or clients of a particular development. Typical Uses include surface parking lots and parking structures located above or below ground level.*;~~

<and renumber accordingly>

12.2 No Development Permit Required

1. A Development Permit is not required for:

~~*dd. A Vehicle Parking Use that is part of a development that contains a principal Use.*~~

13.5 Comprehensive Site Plan

3. The Comprehensive Project Site plan shall show:

g. common areas, including dimensions for the following:

vi. ~~*Vehicle Parking, Bicycle Parking, loading spaces, and pedestrian walkway areas;*~~
and

23. Enforcement and Penalties

23.1 Offences

12. Notwithstanding subsection 23.1(2), it is an offence to ~~*H*~~ardsurface an area within a Front Yard or a flanking Side Yard in a way that contravenes ~~*Section 54.3*~~

Replacing the non-accessory parking use in conjunction with the three new parking facility definitions and the 12.2.1(dd) exemption will allow shared use of existing parking supply.

Parking as a general use is intended to be applied in the same way that the City regulates the Personal Service Use.

12.2: Where parking is accessory to a principal use, a separate development permit, or a dual use development permit is not required. The intent is to require a development permit for parking lots that operate as the primary use on a Site. The regulation has been drafted this way to allow shared parking, while also to provide the precision necessary to apply unique regulations to each parking lot format.

13.5: Adding non-vehicle parking infrastructure to this list results in all types of parking and loading spaces to be shown on the plan.

~~subsection 54.1(4) or subsection 54.1(5)~~ of this Bylaw without a valid and approved Development Permit when a Development Permit is required.

Section 23A - Specified Penalties for Offences

Hardsurfacing in contravention of ~~Section 54.3-subsection 54.1(4) or 54.1(5)~~ without a Development Permit.

50. Accessory Uses and Buildings

50.1 Accessory Uses and Buildings: General

1. A Use shall be Accessory to a Permitted or Discretionary Use which is a principal Use on the Site, if such Use complies with the definition of Accessory in this Bylaw.
~~Notwithstanding the foregoing, Accessory parking may be on the same Site as the principal Use or comply with subsection 54.2(2) of this Bylaw.~~

23: Updated reference to reflect the new section numbering.

23: Updated reference to reflect the new section numbering.

50: Section 12.2 no development permit required replaces the intent to allow accessory parking on a site.

54.1 General On-Site Off-street Parking and Loading Regulations Requirements

~~1. Applicability and Exceptions~~

- ~~a. The regulations contained within this Section shall not apply to buildings or Uses existing at the time of the adoption of Zoning Bylaw 12800 until development takes place in a manner outlined in 54.1(1)(b).~~
- ~~b. When any development takes place on any Site, off-street parking and loading facilities for each building type or Use, including Accessory Uses, shall be provided and maintained in accordance with the regulations and standards of this Bylaw, except that:
 - ~~i. a change in Use development in accordance with subsection 12.2.(1)(f) shall not be required to provide additional parking on Site and shall maintain the parking requirement of the existing or proposed Use, whichever is less; and~~
 - ~~ii. where new off-street parking facilities or loading facilities are provided when not required, the location, design and operation of such facilities shall comply with all the regulations of this Bylaw.~~~~
- ~~c. All required parking and loading facilities shall only be used for the purpose of accommodating the vehicles of clients, customers, employees, members, residents or visitors in connection with the building or Use for which the parking and loading facilities are provided, and the parking and loading facilities shall not be used for driveways, access or egress, commercial repair work, display, sale or storage of goods of any kind, except for the purpose of Special Events.~~

~~1. Any provided on-Site Vehicle Parking and loading facilities shall be located, designed, and maintained in accordance with the regulations of this bylaw;~~

54: Renamed to reflect that these rules apply to all parking spaces provided.

54.1.x(c): Simplified and incorporated into the loading spaces regulations, in the next section.

2. All provided Vehicle Parking, drop-off areas, and loading facilities shall be designed to ensure a safe physical environment, and shall include adequate, safe and convenient:

a. entrances and exits,

b. driveways,

c. internal roadways,

d. aisles and ramps, and

e. loading of motor vehicles all in relation to buildings and entry points to buildings on the Site.

3. All provided Vehicle Parking and loading facilities shall have adequate storm water drainage facilities; storm water storage or detention facilities must be provided where applicable;

4. Unless otherwise specified, Parking Areas and loading facilities shall not be located within a Front Setback or a Side Setback Abutting the flanking public roadway, other than a Lane;

5. All provided Vehicle Parking space and loading spaces shall:

a. be clear of any obstructions, including: access driveways, aisles, ramps, columns, signs, pedestrian passageways, building door swing area, and other similar obstructions.

b. not be used for Driveways, entrances or exits, commercial repair work, display, sale, or storage of goods of any kind.

c. conform to the following minimum dimensions:

<u>Vehicle Parking space type</u>	<u>Length</u>	<u>Width (no obstructions)</u>	<u>Width with obstruction on one side (including two or more car garage)</u>	<u>Width with obstruction on both sides (including one car)</u>	<u>Vertical Clearance</u>	<u>Special consideration</u>

54.1.2: This regulation consolidates several requirements related to safety and design into a single regulation that apply to all parking areas. The regulations for a safe physical environment are found in Section 58.

54.1.3: Stormwater Management is covered under Drainage Bylaw 18093, and EPCOR Drainage Services Bylaw 18100

54.1.5(c): This table consolidates several regulations related to parking stall size and design into a single regulation that apply to all parking areas and loading spaces.

				<u>garage)</u>		
<u>i) Standard spaces and Visitor Parking spaces</u>	<u>A) 5.5 m</u>	<u>B) 2.6 m</u>	<u>C) 2.7 m</u>	<u>D) 3.0 m</u>	<u>E) 2.1 m</u>	<u>F) Includes passenger pick-up and drop-off spaces if they are designated with signs to reserve the Vehicle Parking spaces for pick-up and drop-off.</u> <u>G) Where visitor Vehicle Parking is provided, it must be readily available to an entrance of the building and be clearly identified as visitor Vehicle Parking.</u>
<u>ii) Small Car spaces</u>	<u>A) 4.6 m</u>	<u>B) 2.6 m</u>	<u>C) 2.7 m</u>	<u>D) 3.0 m</u>	<u>E) 1.9 m</u>	<u>F) Maximum 30% of provided spaces may be small car spaces. Such spaces shall be clearly signed as small car spaces.</u>
<u>iii) Tandem spaces</u>	<u>A) 11.0 m</u>	<u>B) 2.6 m</u>	<u>C) 2.7 m</u>	<u>D) 3.0 m</u>	<u>E) 2.1 m</u>	<u>F) Vehicle Parking spaces may only be provided as Tandem Parking if: the Tandem Parking is not used for visitor Vehicle Parking; both Tandem Parking spaces are developed to provide Vehicle Parking for the same Dwelling; and the Tandem Parking does not block access to any other Vehicle Parking space.</u>
<u>iv) Expanded/oversized spaces</u>	<u>A) 6.2 m</u>	<u>B) 2.9 m</u>	<u>C) 3.1 m</u>	<u>D) 3.3 m</u>	<u>E) 2.4 m</u>	<u>F) shall be painted with double line markings</u>
<u>v) Barrier Free spaces</u>	<u>A) 5.5 m</u>	<u>B) 2.4 m</u>	<u>C) be located adjacent to a 2.4 m wide access aisle where no Vehicle Parking shall be allowed and which shall be marked to indicate no Vehicle Parking is permitted</u>		<u>E) 2.4 m</u>	<u>F) be located adjoining to or near to a barrier free path of travel leading to a barrier free entrance.</u>

54.1.5(c)(i)(C): 2.7m is kept instead of increasing to 2.8, which would have to split the difference between the width with no obstructions (2.6 m) and width with obstructions on both sides (3.0 m). Reverting back to 2.7 is because on skinny lots, a variance would be required for a 2 car garage. SUVs are becoming much more popular, and they are typically larger and wider than cars, and so these regulations should be reviewed in future work to ensure that garage spaces are large enough that it is practical to use them for vehicle parking instead of storage of chattels.

<u>vi) Parallel spaces</u>	<u>A) 7.0 m</u>	<u>B) 2.6 m</u>	<u>C) Drive aisle width is not required if adjacent to a public right of way.</u>		<u>E) 2.1 m</u>	<u>F) Notwithstanding 54.1(5)(c)(vi)(A), an end space with an open end shall be a minimum length of 5.5 m.</u>
<u>vii) Passenger Pick-up and Drop-off spaces</u>	<u>A) 7.0 m</u>	<u>B) 2.6 m</u>	<u>C) N/A</u>	<u>D) N/A</u>	<u>E) 2.1 m</u>	<u>F) Passenger Drop-off Spaces shall be oriented parallel to the flow of traffic to accommodate through-movement of vehicles and to eliminate the need for backing or significant turning movements.</u>
<u>viii) Loading Spaces</u>	<u>A) 9.0 m</u>	<u>B) 3.0 m</u>	<u>C) N/A</u>	<u>D) N/A</u>	<u>E) 4.0 m</u>	<u>F) Each on-Site loading space shall be of adequate size and accessibility to accommodate the vehicles expected to load and unload and shall be designed in a manner so that the vehicles do not project into a public road way.</u>

6. Dimensions of all provided Vehicle Parking spaces and loading spaces shall comply with the following:

- a. When a Vehicle Parking space is obstructed on one or both sides by a wall or column, the width of a Vehicle Parking space is measured to the outside surface of any obstruction.
- b. Vertical clearance is required along the entire distance between the driveway and the Vehicle Parking space. For greater certainty, this includes mechanical units, plumbing and other pipes, structural supports that are along the drive path and into the Vehicle Parking space.
- c. Drive aisles shall be a minimum of:
 - i) 7.0 m wide for 90° Vehicle Parking,
 - ii) 5.5 m wide for 60° Vehicle Parking,
 - iii) 3.6 m wide for 45° Vehicle Parking and parallel parking, and

54.1.6: The measurements relocate and consolidate from several other sections, as well as answer common questions about how to design parking spaces and parking lots.

iv) where Vehicle Parking spaces are located with access directly off a Lane, the required width of the aisle may be reduced by the width of the Lane, but the entire Vehicle Parking space must be provided on the Site.

~~2. General Requirements~~

- ~~a. Where provision of off-street vehicular parking, Garage spaces, Bicycle Parking or loading spaces is required by this Bylaw with the exception of Single Detached Housing, Duplex Housing, and Semi-detached Housing, a plan of the proposed Site layout shall be included with the Development Permit Application. The Site plan must be drawn to scale and must clearly illustrate the lot size and configuration, building locations, site access, parking and loading spaces, on-site circulation and any other details relevant to the review of the development proposal.~~
- ~~b. The number of off-street vehicular parking spaces, Bicycle Parking spaces and loading spaces required for any Use is specified in Schedule 1, Schedule 2 and Schedule 3 respectively.~~
- ~~c. Where Schedules 1, 2 and 3 do not clearly define regulations for a particular development, the single Uses or combination of Uses most representative of the proposed development shall be used by the Development Officer to determine the vehicular parking, Bicycle Parking and loading requirements.~~
- ~~d. Where the total number of vehicular parking spaces, Bicycle Parking spaces or loading facilities is determined by reference to a unit such as the number of seats or Floor Area, the next higher whole number shall be required where the calculation results in a fractional number of required spaces.~~
- ~~e. Where more than one calculation of parking space requirements is specified for a Use, the greater requirement shall be applied.~~
- ~~f. Parking spaces may only be provided as Tandem Parking if:~~

54.x.2.a: Section 13.5 speaks to what is required to be shown on a site plan. These requirements are incorporated into section 13.

54.x.2.b: Schedules are deleted and the number of spaces are incorporated into the way the text is written.

54.x.2.c: The removal of minimum parking requirements

- ~~i. the Tandem Parking is not used for visitor parking;~~
- ~~ii. both Tandem Parking spaces are developed to provide parking for the same Dwelling; and~~
- ~~iii. the Tandem Parking does not block access to any other parking space~~

~~g. The Development Officer may use their variance power to relax the vehicular parking requirements in Schedule 1, the Bicycle Parking requirements in Schedule 2 and the loading requirements in Schedule 3, however such a variance shall only be considered in cases where the nature of the Use, the size of the Site, or other physical constraints result in a situation where the requirements cannot be met on-site without unnecessary hardship or practical difficulties.~~

~~h. In the case of the multiple Use of a Site, the Development Officer shall calculate the vehicular parking, Bicycle Parking and total off-street loading requirement for each individual Use and the total shall be deemed to be the required vehicular parking, Bicycle Parking or off-street loading for the Site, unless the applicant can demonstrate that there is complementary use of the parking or loading facilities which would warrant a reduction in the requirements. Where such reduction is made, this shall be considered a variance and the Development Officer shall state the reduction and the reasons for it on the Development Permit.~~

~~3. Parking for People with Disabilities~~

~~a. Parking spaces for the disabled shall:~~

- ~~i. be provided in accordance with the Alberta Building Code in effect at the time of the Development Permit application, for which no discretion exists;~~
- ~~ii. be included, by the Development Officer, in the calculation of the applicable minimum parking requirement; and~~

necessitates deletion of the schedules.

54.x.2.f: Tandem parking relocated to the special consideration column of the parking stall size table.

54.x.2.h: This text amendment eliminates the use-by-use parking requirements, and so this regulation is obsolete.

~~iii. be identified as parking spaces for the disabled through the use of appropriate signage, in accordance with Provincial standards.~~

~~4. The Front Yard of any ground level Dwelling in any Residential Zone, or in the case of a corner Site, either the Front Yard or the flanking Side Yard in any Residential Zone, may include a maximum of one Driveway. The Driveway shall:~~

- ~~a. lead directly from the roadway to the Garage or Parking Area;~~
- ~~b. for a Garage or Parking Area with one parking space, have a maximum width of 4.3 m, or the width of the Garage or Parking Area, whichever is the lesser;~~
- ~~c. For a Garage or Parking Area with two or more parking spaces, have a maximum width that shall be calculated as the product of 3.7 m multiplied by the total number of adjacent side-by-side parking spaces contained within the Garage or Parking Area, or the width of the Garage or Parking Area, whichever is the lesser; and~~
- ~~d. for a Site Zoned RF1 and less than 10.4 m wide, have a maximum width of 4.3 m.~~

~~5. For Residential and Residential-Related Uses, a Driveway may be used for parking.~~

**54.2 ~~Off-street Vehicular Accessory Parking On-Site Vehicle Parking~~
Quantities**

1. Maximum Number of Vehicle Parking spaces to be provided on a Site, by Zone in the Capital City Downtown Area Redevelopment Plan:

a. Residential and Residential-Related Uses

54.x.3: Barrier-free minimum parking requirements are retained elsewhere in this markup (54.2.2 on Page 16).

54.x.4: The front yard parking design requirements are relocated to the new Section 54.3

<u>Area of application</u>	<u>AED</u>	<u>CCA</u>	<u>CMU</u>	<u>HA</u>	<u>HDR</u>	<u>JAMSC</u>	<u>RMU</u>	<u>UW</u>
<u>i. Per Studio Dwelling</u>	<u>A.</u> <u>0.5</u>	<u>B.</u> <u>0.5</u>	<u>C.</u> <u>0.5</u>	<u>D.</u> <u>0.5</u>	<u>E.</u> <u>0.5</u>	<u>F.</u> <u>0.5</u>	<u>G.</u> <u>0.5</u>	<u>H.</u> <u>0.5</u>
<u>ii. Per 1 Bedroom Dwelling or Residential-Related Unit</u>	<u>A.</u> <u>1.25</u>	<u>B.</u> <u>0.75</u>	<u>C.</u> <u>0.75</u>	<u>D.</u> <u>0.75</u>	<u>E.</u> <u>1.0</u>	<u>F.</u> <u>0.75</u>	<u>G.</u> <u>1.0</u>	<u>H.</u> <u>0.75</u>
<u>iii. Per 2 or more Bedroom Dwelling or Residential Related Unit</u>	<u>A.</u> <u>1.25</u>	<u>B.</u> <u>1.25</u>	<u>C.</u> <u>1.25</u>	<u>D.</u> <u>1.25</u>	<u>E.</u> <u>1.5</u>	<u>F.</u> <u>1.25</u>	<u>G.</u> <u>1.5</u>	<u>H.</u> <u>1.25</u>
<u>iv. Visitor Parking</u>	<u>A.</u> <u>10</u>	<u>B.</u> <u>10</u>	<u>C.</u> <u>10</u>	<u>D.</u> <u>10</u>	<u>E.</u> <u>10</u>	<u>F.</u> <u>10</u>	<u>G.</u> <u>10</u>	<u>H.</u> <u>10</u>

<u>b. Non-Residential Uses</u>								
<u>Area of application</u>	<u>AED</u>	<u>CCA</u>	<u>CMU</u>	<u>HA</u>	<u>HDR</u>	<u>JAMSC</u>	<u>RMU</u>	<u>UW</u>

54.2: maximum parking requirements are retained in strategic areas (the areas where maximum parking requirements apply already - downtown, transit stations, and main street areas. The existing Schedule 1B and 1C are consolidated and reorganized, and the cap on parking quantity is carried forward.

However, maximum parking for non-residential uses around transit stations and in the main street overlay are added; but the maximum does not apply to underground parking in these areas. In these cases, the maximum applies only to Surface parking Lots and Above Ground parkades, and an exemption allows unlimited underground parking.

<u><i>i. All Uses except those listed separately. (Vehicle Parking per square meter of Floor Area)</i></u>	<u><i>A.</i></u>	<u><i>B.</i></u>	<u><i>C.</i></u>	<u><i>D.</i></u>	<u><i>E.</i></u>	<u><i>F.</i></u>	<u><i>G.</i></u>	<u><i>H.</i></u>
	<u><i>1.0</i></u>	<u><i>1.0</i></u>	<u><i>1.0</i></u>	<u><i>1.0</i></u>	<u><i>1.0</i></u>	<u><i>1.0 per</i></u>	<u><i>1.0</i></u>	<u><i>1.0</i></u>
	<u><i>per</i></u>	<u><i>per</i></u>	<u><i>per</i></u>	<u><i>per</i></u>	<u><i>per</i></u>	<u><i>100 m²</i></u>	<u><i>per</i></u>	<u><i>per</i></u>
	<u><i>200</i></u>	<u><i>200</i></u>	<u><i>200</i></u>	<u><i>200</i></u>	<u><i>100</i></u>		<u><i>100</i></u>	<u><i>200</i></u>
	<u><i>m²</i></u>	<u><i>m²</i></u>	<u><i>m²</i></u>	<u><i>m²</i></u>	<u><i>m²</i></u>		<u><i>m²</i></u>	<u><i>m²</i></u>
<u><i>ii. Child Care Services</i></u>	<u><i>A. Employee parking shall be provided at the rate of a maximum of 1 parking space per 200.0 m² of Floor Area.</i></u>							
<u><i>iii. Urban Outdoor Farms</i></u>	<u><i>A. A maximum of 5 parking stalls may be provided</i></u>							
<u><i>iv. All other Zones and Uses not listed above</i></u>	<u><i>A. All other Zones and Uses within the boundaries of the Capital City Downtown Area Redevelopment Plan not listed above shall meet the maximum parking requirements established by the abutting Downtown Special Area Zone with the longest shared zoning boundary.</i></u>							

2. Maximum Number of Vehicle Parking spaces to be provided on a Site, within the defined radius of a Transit Centre or LRT station; or within the boundary of the Main Streets Overlay shall comply with the following:

a. Residential and Residential-Related Uses

i. Multi-unit Housing:

A. Maximum 1 Vehicle Parking spaces per Studio Dwelling;

B. Maximum 1 Vehicle Parking spaces per 1 Bedroom Dwelling or

Residential-related unit;

- C. Maximum 1.5 Vehicle Parking spaces per 2 Bedroom Dwelling; and
- D. Maximum 1.75 Vehicle Parking spaces per 3 or more Bedroom Dwelling or Multi-Unit Housing in the form of Row Housing.

- ii. For the purposes of this section, Residential and Residential-related Uses are those Uses that are located outside of the boundary of the Capital City Downtown Area Redevelopment Plan but are located within:
 - A. 600 metres of an existing LRT station, or a future LRT station with the most recent version of a Council-approved Concept Plan;
 - B. 600 metres of an existing Transit Centre, or a future Transit Centre with the most recent version of a Council-approved Concept Plan;
 - C. 150 metres of a Transit Avenue; or
 - D. the boundaries shown in the Main Streets Overlay Section 819.2,

b. Non-Residential Uses

- i. Maximum 1 Vehicle Parking space per 50 m² of Floor Area.
- ii. Notwithstanding 54.2(2)(b)(i), maximum Vehicle Parking requirements shall not apply to public park and ride facilities, or an Underground Parkade.
- iii. For the purposes of this section, Non-Residential Uses are those Uses that are located outside of the boundary of the Capital City Downtown Area Redevelopment Plan but are located within:
 - A. 200 metres of an existing LRT station, or a future LRT station with the most recent version of a Council-approved Concept Plan;
 - B. 200 metres of an existing Transit Centre, or a future Transit Centre with the most recent version of a Council-approved Concept Plan;
 - C. 150 metres of a Transit Avenue; or
 - D. the boundaries shown in the Main Streets Overlay Section 819.2,

54.2.2(a): Maximum residential parking requirements in TOD and Main Streets areas are carried forward as they are today.

54.2.2(a)(ii): Area of application is retained as stated in the existing Section 54.2 Schedule 1C.

3. Table 54.2.3 shall only be used as a tool to calculate the required quantity of barrier free Vehicle Parking spaces, in accordance with the following:
- a. Deemed Minimum Parking requirements are not intended to represent the absolute number of required barrier free Vehicle Parking spaces;
 - b. Deemed Minimum Parking requirements shall be used as the basis for calculating the required quantity of barrier free Vehicle Parking spaces, in accordance with the applicable building code;
 - c. the Deemed Minimum Parking requirement does not create a requirement for standard Vehicle Parking spaces; and
 - d. the quantity of Vehicle Parking spaces provided for a development shall not apply as a substitute for the Deemed Minimum Parking requirements.

54.2.3: New regulations are added to ensure barrier-free parking is still required even when no vehicular parking is required.

<u>Table 54.2.3</u>	
<u>Tiers</u>	<u>Deemed Minimum Parking</u> <u>For the purpose of calculating required barrier free Vehicle Parking spaces</u>
<u>a) Tier 1:</u> <u>Residential Sales Centre</u> <u>Auctioneering Establishments</u> <u>Casinos and Other Gaming Establishments</u> <u>Commercial Schools</u> <u>Funeral, Cremation and Interment Services</u> <u>Health Services</u> <u>Adult Mini-Theatre</u> <u>Community Recreation Services</u> <u>Exhibition and Convention Facilities</u> <u>Indoor Participant Recreation Services</u>	<u>i) 1 parking space per 10.0 m² of Floor Area, except that, any Use located within the area of application of the Main Streets Overlay as defined in section 819.2, Downtown Special Areas, or the Quarters Overlay, and is a permitted Use or a discretionary Use the following Deemed Minimum Parking applies:</u> <u>A) 0 Vehicle Parking spaces for the first 60 m² of Floor Area; and</u> <u>B) 1 Vehicle Parking space per 30.0 m² of Floor Area in excess of 60 m² of Floor Area</u>

Table 54.2.3: The quantities listed here are for the deemed amount of required standard vehicle parking stall size. That quantity of standard vehicle parking spaces are then used as an input in Section 3.8 of the National Building Code - Alberta Edition to determine the proportion of that quantity of parking spaces that must be barrier free. The number of provided spaces does not factor into this calculation; even if zero regular spaces are provided,

<p><u>Natural Science Exhibits</u> <u>Outdoor Participant Recreation Services</u> <u>Private Clubs</u> <u>Private Education Services</u> <u>Public Education Services</u> <u>Public Libraries and Cultural Exhibits</u> <u>Public Park</u> <u>Special Event</u> <u>Spectator Entertainment Establishments</u> <u>Spectator Sports Establishments</u> <u>Tourist Campsites</u></p>	
<p><u>b) Tier 2:</u> <u>Bars and Neighbourhood Pubs</u> <u>Nightclubs</u> <u>Restaurants</u> <u>Specialty Food Services</u> <u>Breweries, Wineries and Distilleries</u></p>	<p><u>i) 1 Vehicle Parking space per 10.0 m² of Public Space, except that, any Use located within the area of application of the Main Streets Overlay as defined in section 819.2, Downtown Special Areas, or the Quarters Overlay, and is a permitted Use or a discretionary Use the following Deemed Minimum Parking applies:</u> <u>A) 0 Vehicle Parking spaces for the first 60 m² of Public Space; and</u> <u>B) 1 Vehicle Parking space per 30 m² of Public Space</u></p>
<p><u>c) Tier 3: Aircraft Sales/Rentals</u> <u>Animal Hospitals and Shelters</u> <u>Automotive and Equipment Repair</u></p>	<p><u>i) 1 Vehicle Parking space per 30.0 m² of Floor Area, except that, any Use located within the area of application of the Main</u></p>

there will still need to be barrier free parking provided as per the formulas described in the table.

54.2.3 Tier 1:
 All uses with a requirement of 1 space per 25 m² of Floor Area or more was deemed to have a parking requirement suitable for Tier 1.

Example: a 183 m² Commercial School not in a selected area
 183 m² / 1 space per 10m² = 18.3 spaces.
 The Building Code says that 2 barrier-free spaces are required for developments with 11-25 required parking spaces.
 Therefore, this example Commercial School would require 2 barrier free vehicle parking spaces, and 0 standard vehicle parking spaces

And within a main street area would result in
 183 - 60 = 123 m²
 123 m² / 1 space per 30m² = 4.1 spaces
 The building code says that 1 barrier-free space is required for developments which have 2-10 required parking spaces. So the site would require 1 barrier free vehicle parking space, and 0 standard vehicle parking spaces.

<p><u>Shops</u> <u>Automotive and Minor Recreation</u> <u>Vehicle Sales/Rentals</u> <u>Business Support Services</u> <u>Cannabis Lounge</u> <u>Cannabis Retail Sales</u> <u>Carnivals</u> <u>Convenience Retail Stores</u> <u>Convenience Vehicle Rentals</u> <u>Creation and Production</u> <u>Establishments</u> <u>Drive-in Food Services</u> <u>Drive-in Motion Picture Theatres</u> <u>Equipment Rentals</u> <u>Market</u> <u>Fleet Services</u> <u>Gas Bars</u> <u>General Contractor Services</u> <u>General Retail Stores</u> <u>Greenhouses, Plant Nurseries and</u> <u>Garden Centres</u> <u>Household Repair Services</u> <u>Limited Contractor Services</u> <u>Liquor Stores</u> <u>Major Amusement Establishments</u> <u>Major Service Stations</u> <u>Media Studios</u> <u>Minor Amusement Establishments</u> <u>Minor Service Stations</u> <u>Mobile Catering Food Services</u> <u>Outdoor Amusement Establishments</u> <u>Non-accessory Parking</u></p>	<p><u>Streets Overlay as defined in section 819.2, Downtown Special Areas, or the Quarters Overlay, and is a permitted Use or a discretionary Use the following Deemed Minimum Parking applies:</u> <u>A) 0 Vehicle Parking spaces for the first 60 m² of Floor Area; and</u> <u>B) 1 Vehicle Parking space per 100 m² of Floor Area in excess of 60 m² of Floor Area.</u></p>
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54.2.3 Tier 2:
 All uses with a requirement of 1 space per 25 m² of Public Space or more was deemed to have a parking requirement suitable for Tier 2.

Example: a 240 m² restaurant not in a selected area, which has 160 m² of public space:
 160 m² / 1 space per 10m² = 16 spaces.
 The Building Code states that 2 barrier-free spaces are required for developments with 11-25 required parking spaces.

Therefore ,the site would require 2 barrier free parking spaces, and 0 standard parking spaces

54.2.3 Tier 3:
 All uses that were not otherwise defined, or are general commercial uses are part of this group.

Example: a 15,500 m² supermarket not in a selected area
 15500 m² / 1 space per 30m² = 517 spaces.

The Building Code states that more than 100 required parking spaces requires 4 barrier free spaces, plus one for every

<p><u>Pawn Stores</u> <u>Personal Service Shops</u> <u>Professional, Financial and Office Support Services</u> <u>Rapid Drive-through Vehicle Services</u> <u>Recycling Depots</u> <u>Secondhand Stores</u> <u>Train Station</u> <u>Truck and Mobile Home Sales/Rentals</u> <u>Veterinary Services</u> <u>Vehicle and Equipment Sales/Rentals</u> <u>Publicly Accessible Private Park</u> <u>Religious Assembly</u></p>		<p>additional 100 spaces or fraction thereof.</p> <p>517 - 100 = 417 417/100 = 4.17. 4 + 4.17 (rounded to 5) = 9</p> <p>Therefore, the site would require 9 barrier free parking spaces, and 0 regular parking spaces.</p>
<p><u>d) Tier 4:</u></p> <p><u>Temporary Shelter Services</u> <u>Warehouse Sales</u> <u>General Industrial Uses</u> <u>Land Treatment</u> <u>Special Industrial Uses</u> <u>Temporary Storage</u> <u>Urban Indoor Farms</u> <u>Rural Farms</u> <u>Livestock Operations</u> <u>Natural Resource Development</u> <u>Recreational Acreage Farms</u> <u>Small Animal Breeding and Boarding Establishments</u> <u>Urban Outdoor Farms</u> <u>Cemeteries</u> <u>Detention and Correction Services</u></p>	<p><u>i) 1 Vehicle Parking space per 100.0 m² of Floor Area, except that, any Use located within the area of application of the Main Streets Overlay as defined in section 819.2, Downtown Special Areas, or the Quarters Overlay, and is a permitted Use or a discretionary Use the following Deemed Minimum Parking applies:.</u> <u>A) 1 Vehicle Parking space per 100.0 m² of Floor Area</u></p>	<p>54.2.3 Tier 4: Uses that are generally industrial, agricultural, or basic service uses, or which have low parking requirements are in this group.</p> <p>Example: a 2,725 m² light industrial building not in a selected area 2,725 m² / 1 space per 100 m² = 27.25 spaces. The Building Code states that 3 barrier free spaces are required for developments with 26-50 required parking spaces.</p>

<p><u>Essential Utility Services</u> <u>Extended Medical Treatment Services</u> <u>Government Services</u> <u>Major Impact Utility Services</u> <u>Minor Impact Utility Services</u> <u>Protective and Emergency Services</u> <u>Recycled Materials Drop-off Centre</u> <u>Child Care Services</u> <u>Natural Areas</u> <u>Urban Gardens</u></p>	
<p><u>e) Tier 5:</u> <u>Multi-unit Housing (with 5 or more Dwellings)</u> <u>Apartment Hotels</u> <u>Fraternity and Sorority Housing</u> <u>Group Home</u> <u>Limited Group Home</u> <u>Live Work Unit</u> <u>Lodging Houses</u> <u>Hotels</u> <u>Motels</u></p>	<p><u>i) 1 Vehicle Parking space per 0.8 Dwellings; or 1 Vehicle Parking space per 3 motel rooms, hotel suites, or Sleeping Units, which do not meet the definition for a Dwelling, except that, any Use located within the area of application of the Main Streets Overlay as defined in section 819.2, Downtown Special Areas, or the Quarters Overlay, and is a permitted Use or a discretionary Use the following Deemed Minimum Parking applies:</u> <u>A) 1 Vehicle Parking space per 1.2 Dwellings; except 1 Vehicle Parking space per 5 rooms, suites, or Sleeping Units, which do not meet the definition for a Dwelling,</u></p>

Therefore, the site would require 2 barrier free parking spaces, and 0 standard parking spaces

54.2.3 Tier 5: All residential and residential related uses that currently have a barrier free requirement (i.e. all except low density residential) are in this group.

Example: a mixed use building with 3,000 m² of office, 75 of hotel rooms, 500 m² of restaurant and 100 dwelling units is built downtown.

Office from tier 3 is 1 per 60 m² floor area; 3000 / 60 = 50 spaces
 Hotel is 1 per 5 hotel rooms; 75 / 5 = 15 spaces
 Restaurant from tier 2 has 350 m² of public space; 350 - 60 = 290 m²; 290 / 30 = 9.6 spaces
 Apartment is 1 per 0.8 dwellings; 100 * 0.8 = 80 spaces
 Totals: 50 + 15 + 9.6 + 80 = 154.6

The Building Code states that more than 100 required parking spaces requires 4 barrier free spaces, plus one for every additional 100 spaces or fraction thereof.

154.6 - 100 = 54.6
 54.6 / 100 = 0.546.
 4 + 0.54 (rounded to 1) = 5

4. All designated barrier free Vehicle Parking stalls shall be constructed and identified in accordance with the applicable building code.

~~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 the applicant for a Development Permit can demonstrate through a parking impact assessment completed in accordance with Section 14.11 that the parking requirement for the proposed development is less than any minimum or more than any maximum set out in 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.~~
- ~~c. For mixed Use developments of greater than 28 000 m² 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.~~

~~2. Location of Vehicular Parking Facilities~~

- ~~a. For all residential developments, the required parking spaces shall be wholly provided on the same Site as the building.~~
- ~~b. For all other Uses, parking spaces may be provided on a Site located remotely, but no further than 120.0 m from the Site. Such distance shall be measured along the shortest public pedestrian route from the nearest point of the parking area to the nearest point of the Site where the building or Use is located. Where off-site parking is provided pursuant to this provision, the development shall be considered as Class B Development.~~
- ~~c. Where required parking spaces are not on the same Site of the development or Use, these parking spaces shall be identified as parking spaces for that development or Use through the use of appropriate signage.~~

Therefore, the site would require 5 barrier free parking spaces, and 0 standard parking spaces.

54.x.1: Deletes all minimum parking requirements while retaining loading requirements, pick-up and drop-off requirements, and barrier free requirements.

- ~~d. Notwithstanding the definition of Accessory in this Bylaw, Accessory parking spaces for non-Residential Uses may be located on another Site where:
 - ~~i. the principal Use to which the parking is an Accessory Use is a Permitted or a Discretionary Use on the Site to be used for additional parking; or~~
 - ~~ii. Non-accessory Parking is a Permitted or a Discretionary Use on the Site to be used for parking.~~~~
- ~~e. Except as otherwise provided for in this Bylaw, parking spaces, not including Driveways, shall be located in accordance with the following:
 - ~~i. parking spaces shall not be located within a Front Yard in a Residential Zone;~~
 - ~~ii. on a Corner Lot in a Residential Zone, parking spaces, in addition to complying with the other provisions of this Bylaw, shall not be located within the Side Setback Abutting the flanking public roadway, other than a Lane; and~~
 - ~~iii. in all other Zones, parking spaces shall not be located within a Front Setback or a Side Setback Abutting the flanking public roadway, other than a Lane.~~~~

~~3. Landscaped Islands Within Parking Areas~~

- ~~a. Every off-street parking or loading area designed to accommodate 30 or more vehicles at ground level shall incorporate landscaped open space within the parking area, calculated on the basis of 2.0 m² of landscaped island area per required parking and loading space. This shall be Landscaped in accordance with Section 55.3 of this Bylaw.~~
- ~~b. For parking areas containing parking for 40 or more vehicles, a minimum of two landscaped islands shall be required. These islands shall be placed to provide visual relief, to assist vehicular circulation and to organize large areas of parking into smaller cells. The number of islands provided shall be to the satisfaction of the Development Officer.~~

~~4. Vehicular Parking Dimensions and Configuration~~

54.x.2.d: Since there is no distinction between accessory and non-accessory parking, the allowance for off-site accessory parking is no longer needed.

54.x.2.e: Rules for parking in the front yard have been simplified and incorporated into new regulations in Sections 54.3 and 54.4

54.x.3: Landscaping requirements are relocated to general regulations for landscaping in Section 55. Landscaping in parking area islands is relocated, retained, and clarified.

- ~~a. All required parking spaces shall be clear of any access driveways, aisles, ramps, columns, Signs or other similar obstructions, and shall conform to the following minimum dimensions:~~
- ~~i. —except as provided below, each required off-street parking space shall be a minimum of 2.6 m width with a minimum clear length of 5.5 m exclusive of access drives or aisles, ramps, columns. Parking spaces shall have a vertical clearance of at least 2.0 m. For parallel parking, the length of the parking spaces shall be increased to 7.0 m, except that an end space with an open end shall be a minimum length of 5.5 m.~~
 - ~~ii. —expanded parking spaces shall be a minimum of 2.9 m in width and 5.5 m in length, and shall be painted with double line markings;~~
 - ~~iii. for parking spaces other than parallel parking spaces, up to 30% of the required parking spaces may be of a length shorter than that required above, to a minimum of 4.6 m . Such spaces shall be clearly signed as small car spaces, easily located and convenient to use;~~
 - ~~iv. where the use of a parking space is limited on both sides by a wall or a column, the unobstructed width from face to face of the obstructions shall be 3.0 m, and if in this case, a building door opens into the parking space on its long side, the unobstructed width shall be 3.3 m.~~
 - ~~v. where the use of a parking space is limited to one side by a wall or a column, the unobstructed width of the parking space shall be 2.7 m, and if in this case, a building door opens into the parking space on its long side, the unobstructed width shall be 3.0 m.~~
 - ~~vi. aisles shall be a minimum of 7.0 m wide for 90° parking, 5.5 m wide for 60° parking, and 3.6 m wide for 45° parking and parallel parking;~~
 - ~~vii. disabled parking spaces shall:~~
 - ~~A. be a minimum of 2.4 m in width;~~
 - ~~B. be a minimum of 5.5 m in length;~~

54.x.4.a: All dimensions are relocated to a Table in Section 54.1

- ~~C. be located adjacent to a 2.4 m wide access aisle where no parking shall be allowed and which shall be marked to indicate no parking is permitted; and~~
- ~~D. be located adjoining to or near to a barrier free path of travel leading to a barrier free entrance.~~
- ~~vii. where parking spaces are located with access directly off a Lane, the required width of the aisle may be reduced by the width of the Lane, but the entire parking space must be provided on the site.~~

54.x.4.a.vi: All dimensions are relocated to a Table in Section 54.1

54.3 Vehicle Parking Design for Low-density Residential

1. This section shall apply to Single Detached Housing, Duplex Housing, Garden Suites, Mobile Homes, Secondary Suites, Semi-Detached Housing, and Multi-Unit Housing in the built form of Row Housing.
2. Every Driveway, on-Site Vehicle Parking or loading space, and access that is provided, including the area contained within City-owned land from which access or egress is obtained, shall be Hardsurfaced if access is from a public roadway except that:
 - a. Driveways and Parking Areas may be provided on the basis of Hardsurfaced tire tracks.
 - b. Driveways and Parking Areas that link to a public roadway that is not Hardsurfaced, do not have to be Hardsurfaced.
3. The Front Yard of any ground level Dwelling that is not part of a Multi-Unit Project Development, or in the case of a corner Site, either the Front Yard or the flanking Side Yard, may include a maximum of one Driveway. The Driveway shall:
 - a. lead directly from the roadway to the Garage or Parking Area;

- b. for a Garage or Parking Area with one Vehicle Parking space, have a maximum width of 4.3 m, or the width of the Garage or Parking Area, whichever is the lesser;
 - c. for a Garage or Parking Area with two or more Vehicle Parking spaces, the width of the garage or parking area or the number of side-by-side Vehicle Parking spaces multiplied by 3.7m; whichever is less; and
 - d. have a maximum width of 4.3 m for any Site Zoned RF1 that has a Site Width less than 10.4 m.
4. Except as otherwise provided for in this Bylaw, Vehicle Parking spaces, not including Driveways, shall be located in accordance with the following:
- a. Vehicle Parking spaces shall not be located within a Front Yard, other than those located on a Driveway; and
 - b. on a Corner Lot, Vehicle Parking spaces other than those located on a Driveway, in addition to complying with the other provisions of this Bylaw, shall not be located within the Side Setback Abutting the flanking public roadway, other than a Lane.
5. For Sites with reduced Side Setbacks, including Sites where one Side Setback is reduced to zero, the Garage or Parking Area shall not encroach on the private maintenance easement.

54.4 Vehicle Parking Design for Non-Residential and Medium and High Density Residential Development

- 1. The following section applies to all Non-Residential Uses and Multi-unit Housing, except Multi-unit Housing in the form of Row Housing.
- 2. Vehicle Parking spaces shall not be located within a Front Setback or a Side Setback Abutting the flanking public roadway, other than a Lane.

54.3.3: Existing regulations about front yard parking design are relocated to this section.

54.3.4: These regulations apply in low density residential zones under current regulations. Existing regulations relocated.

3. When Abutting a Residential Zone, a 1.5m Landscaped buffer must be provided to screen the Parking Area from adjacent Residential properties.

4 Walkways within a Surface Parking Lot shall:

- a. be located at regular intervals of not more than 50.0 m to provide access from Parking Areas to building entrances;
- b. provide direct connection from adjacent public walkways and/or transit stops to the building entrance; and
- c. be a minimum 1.5 m clear width, free from obstructions including vehicle overhangs.

5. Continuous raised or pre-cast curbing of not less than 0.1 m in Height shall be provided adjacent to streets, walkways and required landscaped areas, except that curbs may be replaced by bollards to separate shared pedestrian-vehicle areas from pedestrian-only areas.

6. Every Driveway, on-Site Vehicle Parking or loading space, and access that is provided shall be Hardsurfaced, except that:

- a. Vehicle Parking and loading facilities, and the access, are not required to be Hardsurfaced until the roadway or Lane from which access is provided is Hardsurfaced.
- b. any area at the rear or the side of the principal building provided or required for on-Site Vehicle Parking or loading space for an Industrial Use need not be Hardsurfaced, but shall be designed to minimize the carrying of dirt or foreign matter upon the public roadway.

54.2—Schedule 1

Schedule 1—Vehicular Parking Requirement

54.4: This section consolidates and strengthens existing design regulations for parking lot design to reduce pedestrian-vehicle conflicts, and to mitigate land use impacts resulting from parking areas. Medium and High Density residential means anything more dense than Row Housing.

54.4.4: Relocated and simplified regulations for the existing curbing requirement.

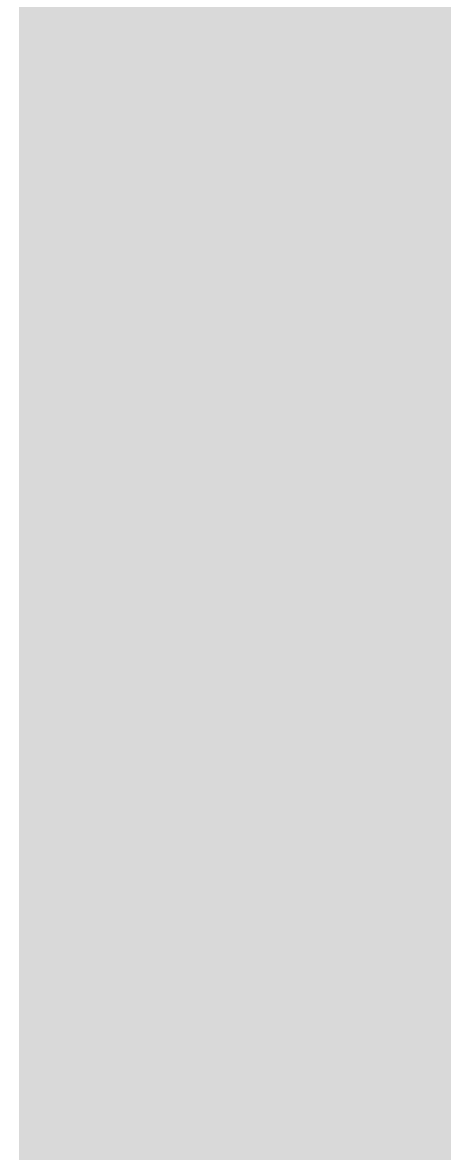
54.4.5: Relocated hardsurfacing requirements from current 54.6 “Hardsurfacing and curbing of parking and loading spaces”.

Schedule 1(A): All Areas Outside of the Downtown Special Area, Main Street Corridors, and Transit Nodes		
Use of Building or Site	Minimum Number of Parking Spaces Required	
Area of Application	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.	
Residential and Residential-Related Uses		
1. Apartment Housing Stacked-Row Housing	Dwelling-Size	Minimum
	–Studio	±
	–1 Bedroom Dwelling	±
	–2 Bedroom Dwelling	1.5
	–3 or more Bedroom Dwelling	1.7
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		

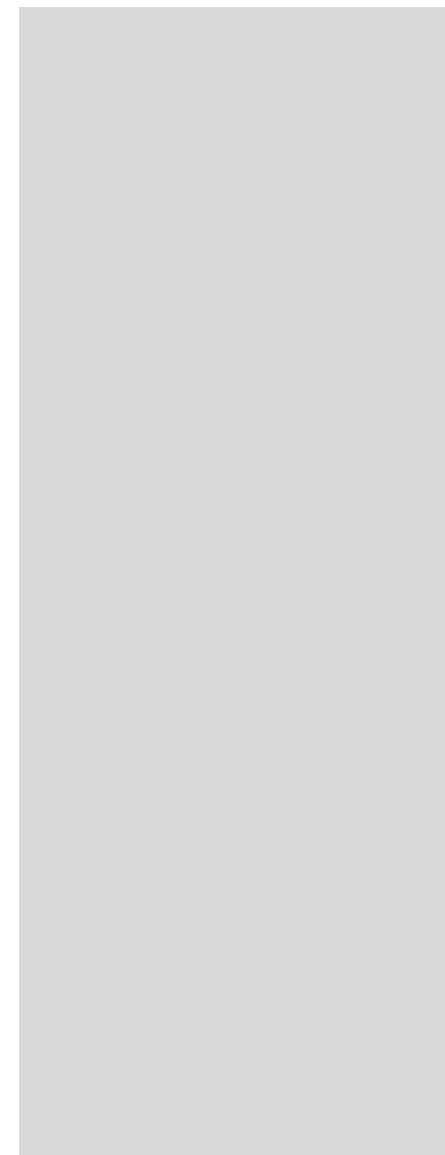
54.2.Schedule 1: Schedule 1 is no longer required as minimum parking requirements will not apply. From here until Page 44 is just showing the deletion of Schedule 1A; Deletion of Schedule 1B starts on Page 44.

	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.
2. Garden Suite Secondary Suite	1 parking space in addition to the parking requirements for principal Dwelling.
3. Duplex Housing Mobile Homes (excluding Mobile Home Parks) Semi-detached Housing Single Detached Housing Row Housing	1 parking spaces per Dwelling 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.
4. Fraternity and Sorority Housing	1 parking space per 2 Sleeping Units
5. Group Home	1 parking space per 3 Sleeping Units and 1 parking space per resident staff member. A Group Home with 6 or fewer residents shall require a minimum of 3 parking spaces.

6. Limited Group Home	Limited Group Home shall require a minimum of 3 parking spaces, one of which may be in tandem.
7. Lodging House	1 parking space per 2 Sleeping Units
8. Major Home Based Business Except: a. Bed and Breakfast	1 parking space in addition to parking required for principal Dwelling. 1 parking space per guest room is required in addition to the parking required for the principal Dwelling.
9. Mobile Home Parks	1 parking space per Mobile Home Lot plus 1 parking space per 7 Mobile Home Lots as visitor parking. The visitor parking shall be dispersed, to be conveniently located for all lots.
10. Residential Sales Centres	1 parking space per 20 m² of Floor Area



<p>11. Apartment Housing, Group Homes, and Lodging Houses, which meet the criteria of <u>Section 94, Supportive Community Provisions</u>, 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>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.</p>
<p>Non-residential Use Classes</p>	
<p>Commercial Uses</p>	
<p>12. Any development within a Commercial Use not listed separately in this table, with a Floor Area of:</p>	



1. less than 4 500 m² 2. 4 500m²– 9 000m² 3. 9 000 m² 28 000 m² 4. greater than 28 000 m²	1 parking space per 40.0 m² of Floor Area 1 parking space per 33.3 m² of Floor Area 1 parking space per 28.5 m² of Floor Area 1 parking space per 25.0 m² of Floor Area
13. Apartment Hotels Hotels and Motels	1 parking space per Dwelling, room, or suite
14. Bars and Neighbourhood Pubs	1 parking space per 8.0 m² of Public Space.
15. Casinos and Other Gaming Establishments	1 parking space per 2.4 m² of Public Space
16. Commercial Schools	1 parking space per 10 seats, plus auditorium requirements where applicable.
17. Funeral, Cremation and Interment Services	1 parking space per 4 seats plus 1 parking space per funeral home vehicle

18. Health Services	1 parking space per 22.2 m² of Floor Area
19. Major Alcohol Sales	1 parking space per 23.3 m² of Floor Area
20. Minor Alcohol Sales	1 parking space per 31.3 m² of Floor Area
21. Professional, Financial and Office-Support Services	1 parking space per 29.4 m² of Floor Area
22. Restaurants, Specialty Food Services	1 parking space per 9.6 m² of Public Space.
23. Urban Outdoor Farms	1 parking space per 1,000 m² of cultivated area minus 1 parking space, to a maximum of 10 required parking spaces
24. Warehouse Sales	1 parking space per 100.0 m² of Floor Area
Industrial Uses	
25. Any development within the Industrial Uses,	1 parking space per 100.0 m² of Floor Area provided this is not less than 3 parking spaces per tenant or establishment

except for Adult Mini-Theatres	
26. Adult Mini-Theatre	1 parking space per 3 seats, provided that a minimum of 1 parking space per each individual viewing area or booth with 3 seats or less, is provided.
27. Breweries, Wineries and Distilleries	Off-street Parking shall be provided based on the sum of the following: 1 parking space per 9.6 m² of Public Space; and 1 parking space per 100.0 m² of Floor Area not dedicated to Public Space.
28. Urban Indoor Farms	1 parking space per 100.0 m² of Floor Area
Basic Service Uses	
29. Extended Medical Treatment Services Except:	1 parking spaces per 90.9 m² of Floor Area
a. Auxiliary Hospitals	1 parking space per 3 beds
Community, Educational, Recreational and Cultural Service Uses	

<p>30. Any development within the Community, Educational, Recreational and Cultural Service Uses</p>	<p>1 parking space per 3.5 seats or 3.3 m² of Floor Area used by patrons</p>
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4.2.Schedule 1A.31.a: Passenger pick up and drop off requirements are relocated to new Section 54.6.

~~31. Child Care Services~~

~~a) Passenger pick-up/drop-off spaces shall be provided at the rate of 2 pick-up/drop-off spaces for the first 10 children, plus 1 additional pick-up/drop-off space for every 10 additional children.~~

~~i) Passenger pick-up/drop-off spaces shall be designed with signs to reserve the parking spaces for Child Care Services pick-up/drop-off, to the satisfaction of the Development Officer.~~

~~ii) Passenger pick-up/drop-off space shall be located as close as possible to the main entrance used by the Child Care Service, and shall not be located further than 100 m from the main entrance used by the Child Care Service. The distance between the farthest parking space in the pick-up/drop-off area and the main entrance of the Child Care Service shall be measured along the shortest publicly accessible pedestrian route.~~

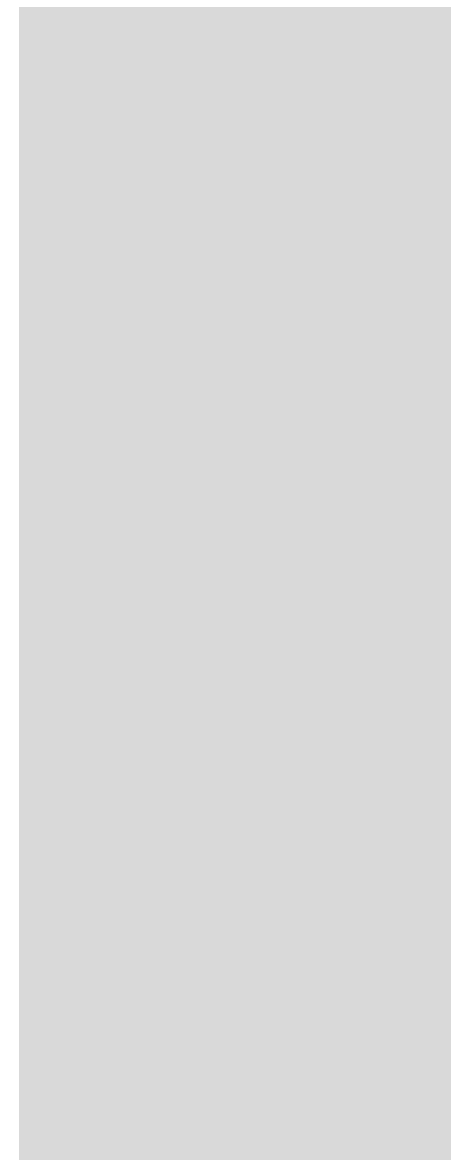
~~iii) An on-street loading zone shall satisfy a portion of the passenger pick-up/drop-off parking space requirement without a variance if the Development Officer, after consultation with Transportation Operations, is satisfied with the proposal.~~

~~b) employee parking shall be provided at the rate of:~~

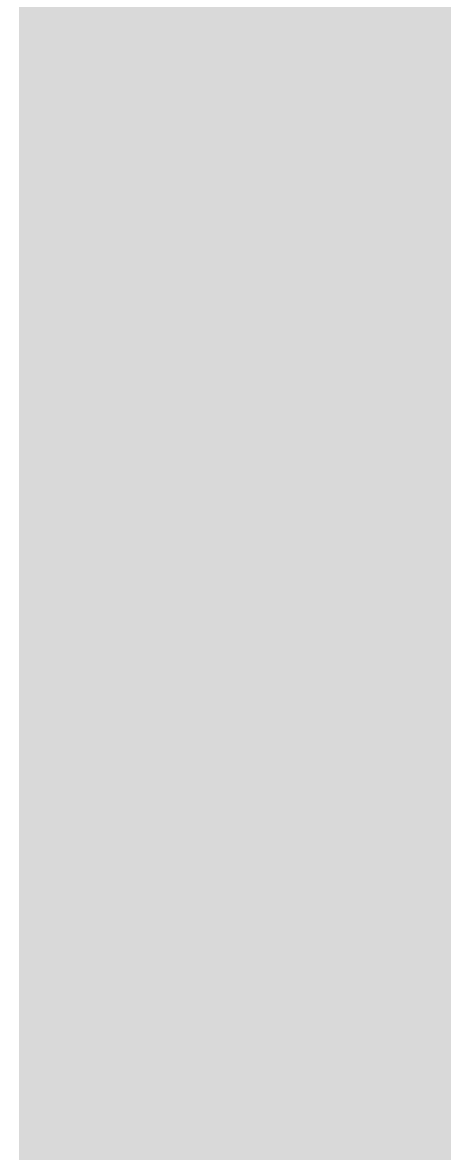
~~i) 1 parking space per 100.0 m² of Floor Area; or~~

~~ii) 1 parking space per 360.0 m² of Floor Area where the Child Care Service is proposed within 400 m of an LRT Station, Transit Centre, Transit Avenue, or all Lots within the boundaries of the Oliver Area Redevelopment Plan, as adopted by Bylaw 11618, as amended, or all Lots within~~

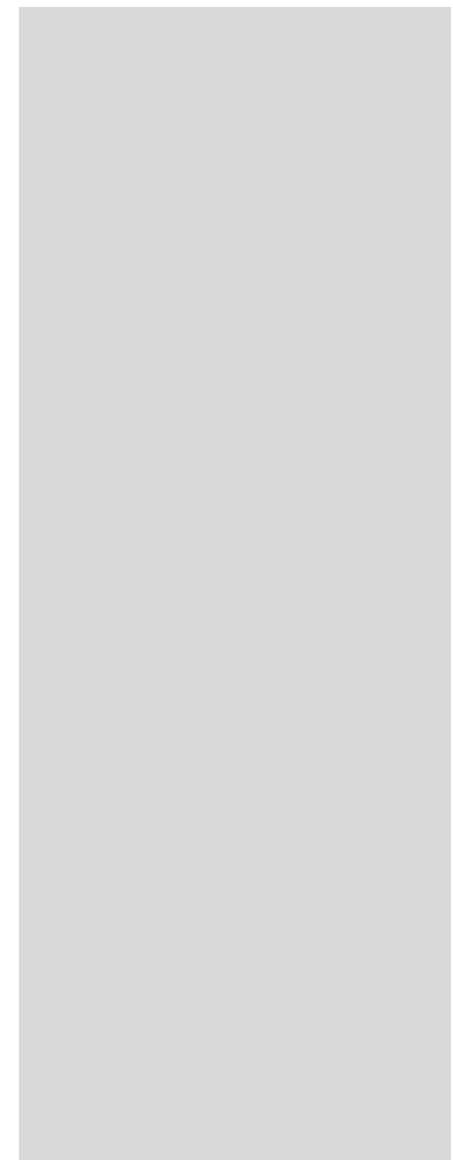
	<p>the boundaries of the Strathcona Area Redevelopment Plan, as adopted by Bylaw 11890, as amended; or</p> <p>iii) Where the Child Care Service is for a dayhome/group family care providing care to 7 or more children within the residence of the child care provider, 1 parking space for each non-resident employee, in addition to the parking required for the principal Dwelling. Where a Front Yard Driveway provides access to a parking space that is not within the Front Yard, the Developmentfficer may consider this Driveway as the provision of a parking space that is in tandem.</p>
<p>32. Community Recreation Services</p>	<p>16 parking spaces, plus where multipurpose room greater than 93 m² is present and is used for general assembly purposes, an additional</p> <p>1 parking space per 4.6 m² over 93 m² of Floor Area in a multipurpose room is required. The multipurpose area shall not include dressing rooms, change rooms, washrooms, storage areas, and cooking or kitchen areas, which are normally incidental to the primary function of the Community Recreation Services.</p> <p>Where the Community Recreation Service facility parking area immediately abuts a parking area for a school, a maximum of 50% of the additional parking spaces required pursuant to the above clause may be provided by including the parking facilities on the abutting school parking area.</p>



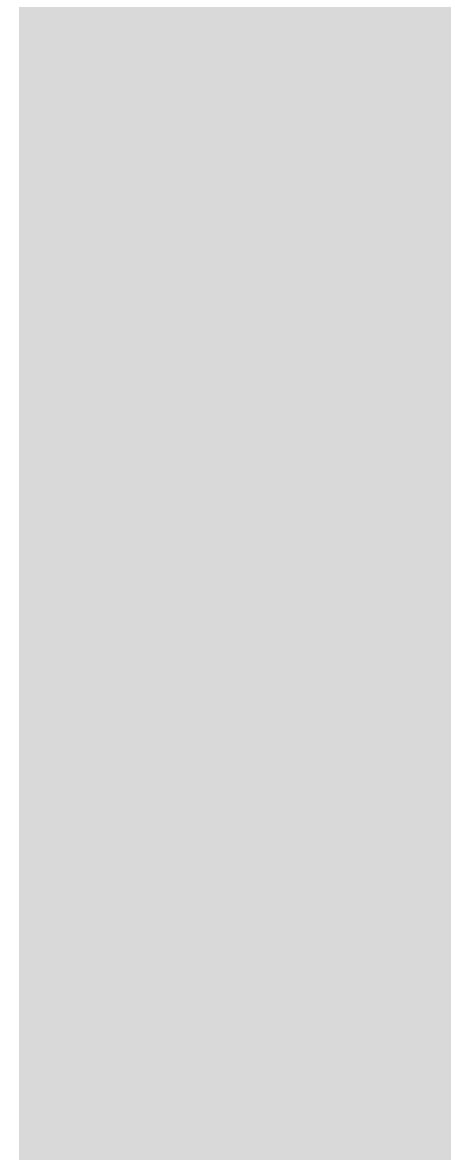
<p>33. Conversions of existing Public or Private Elementary, Junior High and High Schools to any other Public or Private Education Service</p>	<p>1.4 parking spaces for each classroom, plus 1 parking space for every 12 students.</p>
<p>34. Colleges, Business or Technical Schools</p>	<p>1 parking space per 10 seats, plus auditorium requirements where applicable.</p>
<p>35. Exhibition and Convention Facilities</p>	<p>1 parking space per 3.5 seats or 1 parking space per 3.3 m² of Floor Area used by patrons</p>
<p>36. Indoor Participant Recreation Services Except:</p>	<p>1 parking space per 3.5 seats or 1 parking space per 3.3 m² of Floor Area used by patrons</p>



<p>a. Bowling Alleys b. Curling Rinks c. Health and Fitness Clubs d. Hockey Rink and Swimming Pools e. Racket Sport Facilities</p>	<p>4 parking spaces per Lane plus parking requirements for Accessory Uses 8 parking spaces per sheet plus parking requirements for Accessory Uses 1 parking space per 10 m² of Floor Area used by patrons 1 parking space per 3.5 seats or 1 parking space per 5 m² playing/water surface or assembly area 2 parking spaces per court plus parking requirements for Accessory Uses</p>
<p>37. Natural Science Exhibits</p>	<p>1 parking space per 3.5 seats or 1 parking space per 3.3 m² of Floor Area used by patrons</p>
<p>38. Outdoor Participant Recreation Services Except:</p>	<p>1 parking space per 3.5 seats or 1 parking space per 3.3 m² of Floor Area used by patrons</p>

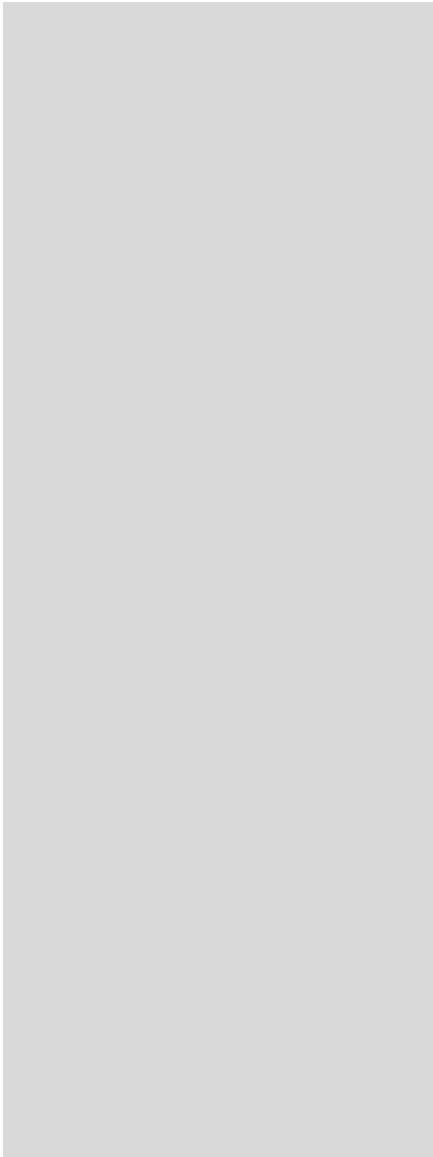


<p>a. Golf Course or Driving Range</p>	<p>5 parking spaces per hole (Golf Course) or 1 parking space per T-box (Driving Range) plus parking requirements for Accessory Uses</p>
<p>b. Sports Fields in association with school/park sites</p>	<p>A maximum of 10 parking spaces per field to be developed provided that the sports and playing fields are developed prior to the development of other Uses on the Site, such as Community Recreation Service facilities or other school Uses. The number and design of the parking spaces and the surface treatment of the parking area shall be approved by the Development Officer in consultation with Transportation Services, Community Services and the School Boards.</p>
<p>39. Private Clubs</p>	<p>1 parking space per 3.6 m² of Public Space</p>
<p>40. Public Libraries and Cultural Exhibits</p>	<p>1 parking space per 10.0 m² of Floor Area used by patrons</p>



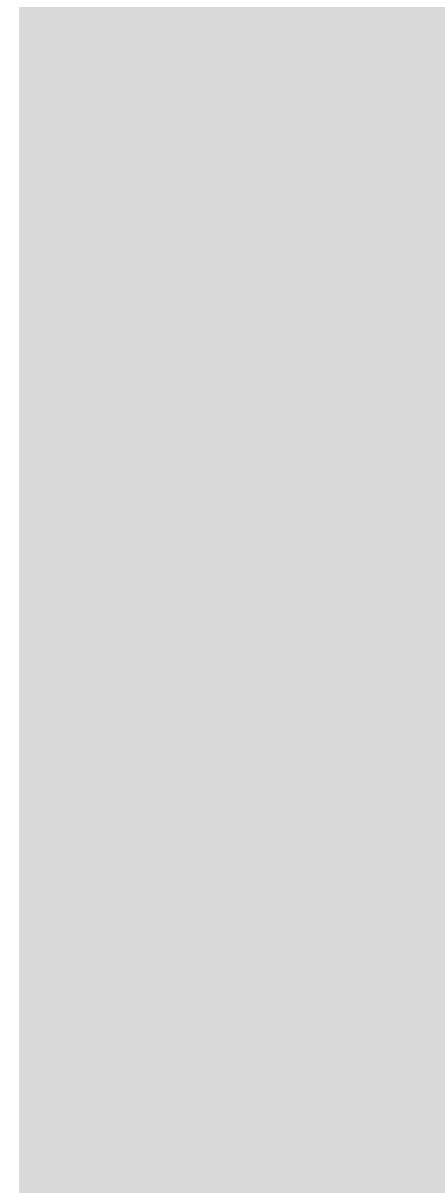
<p>41. Public or Private Elementary and Junior High Schools</p>	<p>1.4 parking spaces per classroom</p> <p>This calculation shall include the ultimate parking requirements for all potential future school development on site, whether contained in a core facility or in attached portable pods. Actual development of parking spaces may, however, be phased in accordance with each phase of school development.</p> <p>Where the school parking area immediately abuts a parking area for a Community Recreation Service facility, a maximum of 50% of the smaller parking requirement between the school and the Community Recreation Service facility may be provided by including the parking facilities on the abutting Community Recreation Service parking area.</p>
<p>42. Public or Private High Schools</p>	<p>1.4 parking spaces for each classroom, plus 1 parking space for every 12 students.</p> <p>This calculation shall include the ultimate parking requirements for all potential future school development on site, whether contained in a core facility or in attached portable pods. Actual development of parking spaces may, however, be phased in accordance with each phase of school development.</p> <p>Where the school parking area immediately abuts a parking area for a Community Recreation Service facility, a maximum of 50% of the smaller parking requirement between the school and the Community Recreation Service facility may be provided by</p>

	<p>including the parking facilities on the abutting Community Recreation Service parking area.</p>
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<p>43. Religious Assembly</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%; padding: 5px;">Location</th> <th style="width: 33%; padding: 5px;">Minor</th> <th style="width: 33%; padding: 5px;">Major</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;"> <p>Central Core Neighbourhoods, excluding the Downtown Special Area</p> </td> <td style="padding: 5px;"> <p>1720 m² of Floor Area or less: No minimum parking requirement</p> </td> <td style="padding: 5px;"> <p>Greater than 1720 m² of Floor Area: The minimum parking requirement shall be determined by the Development Officer based on a parking impact assessment for the Site, completed in accordance with Section 14.11.</p> </td> </tr> <tr> <td style="padding: 5px;"> <p>Mature Neighbourhoods, excluding the Central Core Neighbourhoods</p> </td> <td style="padding: 5px;"> <p>1400 m² of Floor Area or less: 1 parking space per 45.0 m²</p> </td> <td style="padding: 5px;"> <p>Greater than 1400 m² of Floor Area: The minimum parking requirement shall be determined by the Development Officer based on a parking impact assessment for the Site, completed in</p> </td> </tr> </tbody> </table>			Location	Minor	Major	<p>Central Core Neighbourhoods, excluding the Downtown Special Area</p>	<p>1720 m² of Floor Area or less: No minimum parking requirement</p>	<p>Greater than 1720 m² of Floor Area: The minimum parking requirement shall be determined by the Development Officer based on a parking impact assessment for the Site, completed in accordance with Section 14.11.</p>	<p>Mature Neighbourhoods, excluding the Central Core Neighbourhoods</p>	<p>1400 m² of Floor Area or less: 1 parking space per 45.0 m²</p>	<p>Greater than 1400 m² of Floor Area: The minimum parking requirement shall be determined by the Development Officer based on a parking impact assessment for the Site, completed in</p>
	Location	Minor	Major									
	<p>Central Core Neighbourhoods, excluding the Downtown Special Area</p>	<p>1720 m² of Floor Area or less: No minimum parking requirement</p>	<p>Greater than 1720 m² of Floor Area: The minimum parking requirement shall be determined by the Development Officer based on a parking impact assessment for the Site, completed in accordance with Section 14.11.</p>									
<p>Mature Neighbourhoods, excluding the Central Core Neighbourhoods</p>	<p>1400 m² of Floor Area or less: 1 parking space per 45.0 m²</p>	<p>Greater than 1400 m² of Floor Area: The minimum parking requirement shall be determined by the Development Officer based on a parking impact assessment for the Site, completed in</p>										
<p>Mature Neighbourhoods, excluding the Central Core Neighbourhoods</p>	<p>1400 m² of Floor Area or less: 1 parking space per 45.0 m²</p>	<p>Greater than 1400 m² of Floor Area: The minimum parking requirement shall be determined by the Development Officer based on a parking impact assessment for the Site, completed in</p>										

			accordance with Section 14.11.
	Established Neighbourhoods	2500 m ² of Floor Area or less: 1 parking space per 27.0 m ²	Greater than 2500 m ² of Floor Area: The minimum parking requirement shall be determined by the Development Officer based on a parking impact assessment for the Site, completed in accordance with Section 14.11.
	Industrial Neighbourhoods	2570 m ² of Floor Area or less: 1 parking space per 33.0 m ²	Greater than 2570 m ² of Floor Area: The minimum parking requirement shall be determined by the Development Officer based on a parking impact assessment for the Site, completed in accordance with Section 14.11.



	<p>Developing, Planned and Future Neighbourhoods, and Urban Growth areas.</p>	<p>3760 m² of Floor Area or less: 1 parking space per 14.0 m²</p>	<p>Greater than 3760 m² of Floor Area: The minimum parking requirement shall be determined by the Development Officer based on a parking impact assessment for the Site, completed in accordance with Section 14.11.</p>
<p>Locations are as identified in Edmonton's The Way We Grow: Municipal Development Plan, Bylaw 15100, Maps.</p>			
<p>44. Special Event</p>	<p>No Parking is required</p>		
<p>45. Spectator Entertainment Establishments</p>	<p>1 parking space per 3.5 seats or 1 parking space per 3.3 m² of Floor Area used by patrons</p>		
<p>46. Spectator Sports Establishments</p>	<p>1 parking space per 5 seats</p>		

47. Urban Gardens	No parking is required
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Schedule 1(B)—Areas Within the Downtown Special Area

Residential and Residential-Related Uses

Area of Application	Number of Required Parking Spaces by Zone							
	AE D	CC A	CMU	HA	HDR	JAMSC	RMU	UW
1. Studio								
Minimum Parking Requirement per unit	0	0	0	0	0.4	0	0	0
Maximum Parking Requirement per unit	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

54.2.Schedule 1B: Schedule 1B is no longer required as minimum parking requirements will not apply in the areas where this Schedule applies. Parking maximums have been retained. From here until Page 50 is just showing the deletion of Schedule 1B; Deletion of Schedule 1C starts on Page 52.

2. 1 Bedroom Dwelling or Residential Related Unit								
Minimum Parking Requirement per unit	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0
Maximum Parking Requirement per unit	1.25	0.75	0.75	0.75	1.0	0.75	1.0	0.75
3. 2 or more Bedroom Dwelling or Residential Related Unit								
Minimum Parking Requirement per unit	0.4	0.8	0.8	0.8	0.8	0.8	0.8	0
Maximum Parking Requirement per unit	1.25	1.25	1.25	1.25	1.5	1.25	1.5	1.25

4. Visitor Parking								
Minimum Parking Requirement per unit	0	0	1.0 per 10 units	0	1.0 per 10 units	0	1.0 per 10 units	0
Maximum Parking Spaces	10	10	10	10	10	10	10	10
5. Other Parking Regulations	<ol style="list-style-type: none"> 1. Where visitor parking is required, it must be readily available to an entrance of the building and be clearly identified as visitor parking. 2. The Development Officer may accept Tandem Parking spaces of a number that is equivalent to the total required parking minus the total number of Dwellings and minus visitor parking. Visitor parking spaces shall not be in tandem. 3. Where a Front Yard driveway provides access to a parking space that is not within the Front Yard, the Development Officer may consider this driveway as the provision of a second car parking space that is in tandem. 4. Employee Parking for Live Work Units shall not be required. 							

Non-Residential Uses

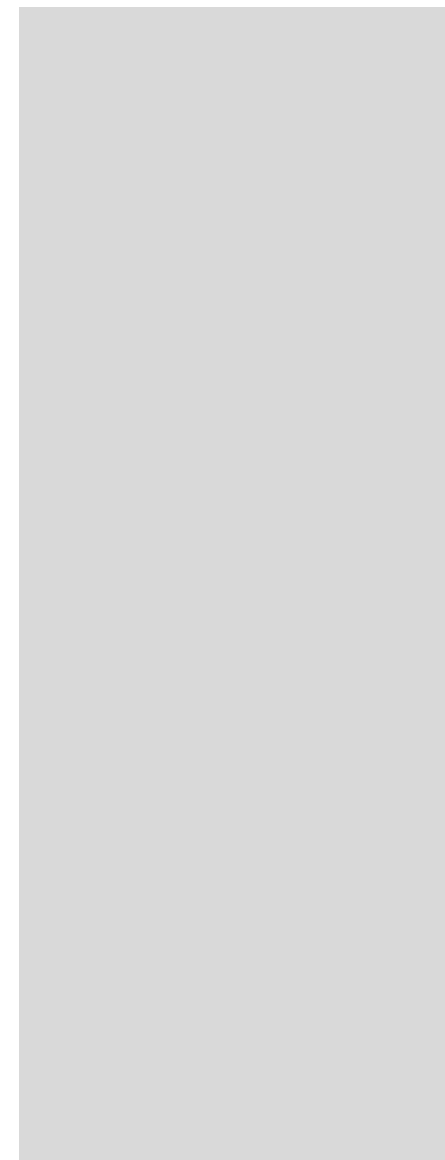
	Number of Required Parking Spaces by Zone
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Area of Application	AED	CCA	CMU	HA	HDR	JAMSC	RMU	UW
6. Any development within a Non-Residential Use Class not listed separately in this table								
Minimum Parking Space Required (space/sq.m of GFA)	1.0 per 400 m ²	1.0 per 400 m ²	1.0 per 300 m ²	1.0 per 400m ²	1.0 per 350m ²	1.0 per 400m ²	1.0 per 400m ²	0
Maximum Parking Space	1.0 per 200 m ²	1.0 per 200 m ²	1.0 per 200m ²	1.0 per 200m ²	1.0 per 100 m ²	1.0 per 100 m ²	1.0 per 100 m ²	1.0 per 200m ²

<p>Required (space/ sq. m of GFA)</p>								
<p>7. Child Care Services</p>	<p>a. Passenger pick-up/drop-off spaces shall be provided at the rate of 2 pick-up/drop-off spaces for the first 10 children, plus 1 additional pick-up/drop-off space for every 10 additional children.</p> <p style="padding-left: 40px;">i. Passenger pick-up/drop-off spaces shall be designated with signs to reserve the parking spaces for Child Care Service pick-up/drop-off, to the satisfaction of the Development Officer.</p> <p style="padding-left: 40px;">ii. Passenger pick-up/drop-off spaces shall be located as close as possible to the main entrance used by the Child Care Service, and shall not be located further than 100 m from the main entrance used by the Child Care Service. The distance between the farthest parking space in the pickup/drop-off area and the main entrance of the Child Care Service shall be measured along the shortest publicly accessible pedestrian route.</p> <p style="padding-left: 40px;">iii. An on-street loading zone shall satisfy a portion of the passenger pick-up/drop-off parking space requirement without a variance if the Development Officer, after consultation with Transportation Operations, is satisfied with the proposal.</p> <p>b. Employee parking shall be provided at the rate of:</p>							

54.2.Schedule 1B.7: Passenger pick up and drop off requirements are relocated to new Section 54.6.

	<p>i. A minimum of 1 parking space per 400.0 m² of Floor Area to a maximum of 1 parking space per 200.0 m² of Floor Area.</p>
<p>8. Convenience Retail Stores</p>	<p>No parking is required</p>
<p>9. Restaurants, Bars and Neighbourhood Pubs, Specialty Food Services</p>	<p>Less than 200 occupants and 240m² of Public Space, no parking is required. Zero minimum parking requirement for the UW zone.</p>
<p>10. Special Event</p>	<p>No Parking is required</p>
<p>11. Urban Outdoor Farms</p>	<p>No parking is required. A maximum of 5 parking stalls may be provided</p>
<p>12. Urban Indoor Farms</p>	<p>No parking is required. A maximum of 5 parking stalls may be provided</p>



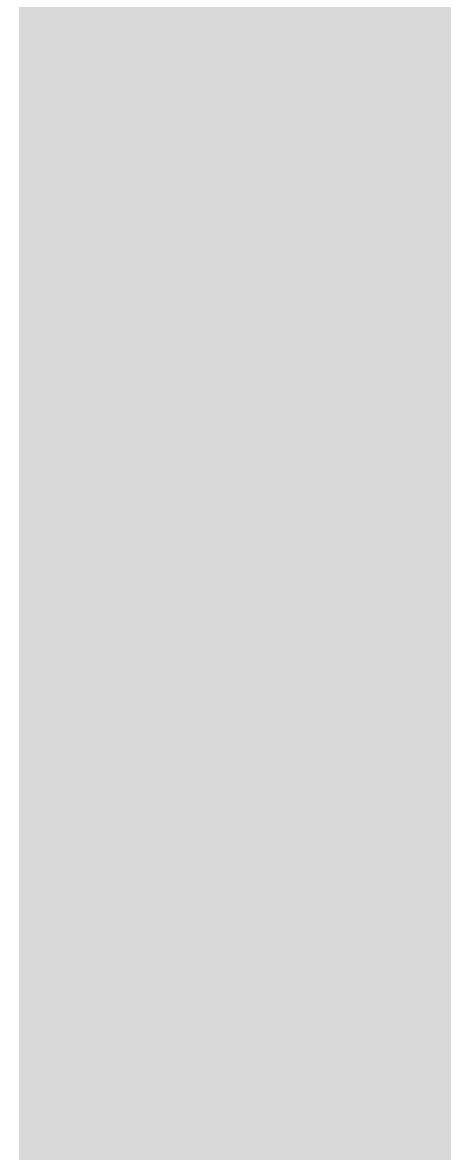
13. Urban Gardens	No parking is required. A maximum of 5 parking stalls may be provided
14. All other Zones and Uses not listed above	All other Zones and Uses within the boundaries of the Capital City Downtown Area Redevelopment Plan not listed above shall meet the parking requirements established by the abutting Downtown Special Area Zone with the longest shared zoning boundary.

Schedule 1(C) — Transit Oriented Development and Main Streets Overlay	
Use of Building or Site	Minimum or Maximum Number of Parking Spaces Required
Residential and Residential-Related Uses	

54.2.Schedule 1C: Schedule 1C is no longer required as minimum parking requirements will not apply in the areas where this Schedule applies. Parking maximums have been retained. From here until Page 58 is just showing the deletion of Schedule 1C.

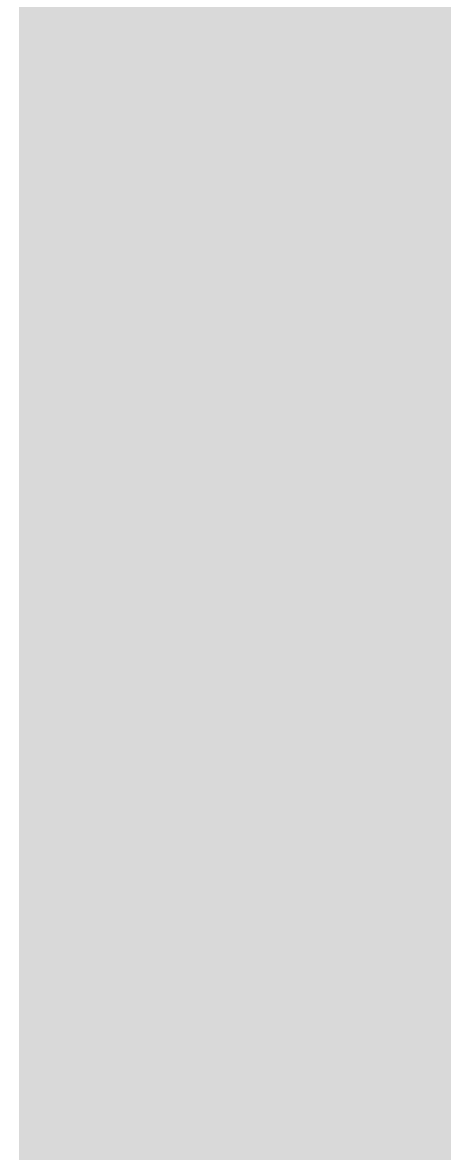
54.2.Schedule 1C. Area of Application: The area of application is retained in new Section 54.1.

<p>Area of application</p>	<p>Where the following Uses are outside of the boundary of 54.2 Schedule 1(B) but are located within:</p> <ul style="list-style-type: none"> — 600 metres of an existing LRT station, or a future LRT station with the most recent version of a Council approved Concept Plan; — 600 metres of an existing Transit Centre, or a future Transit Centre with the most recent version of a Council approved Concept Plan; — 150 metres of a Transit Avenue; or — the boundaries shown in the Main Streets Overlay Section 819.2, <p>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.</p> <p>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.</p>
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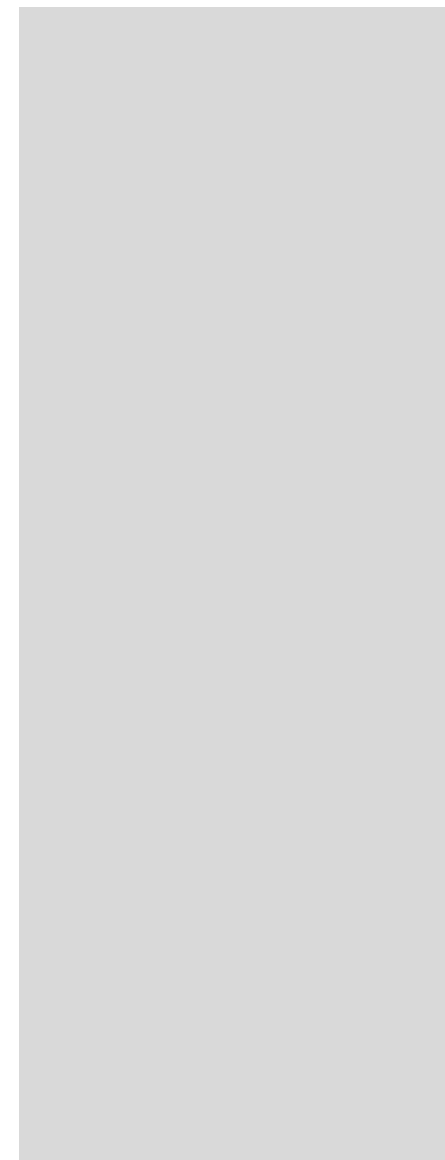


1. Apartment Housing Stacked Row Housing	In Core and Mature neighbourhoods, as identified in Edmonton's Municipal Development Plan, Bylaw 15100, excluding the Downtown Special Area:		
	Minimum and Maximum Parking Spaces per Dwelling size		
	Dwelling Size	Minimum	Maximum
		m	
	Studio	0.5	1.0
	1 Bedroom Dwelling	0.5	1.0
	2 Bedroom Dwelling	0.75	1.5
	3 or more Bedroom Dwelling	1.0	1.75
	In all other neighbourhoods:		
	Minimum and Maximum Parking Spaces per Dwelling size		
	Dwelling Size	Minimum	Maximum
		m	
	Studio	0.7	1.0
	1 Bedroom Dwelling	0.8	1.0
2 Bedroom Dwelling	1.0	1.5	
3 or more Bedroom Dwelling	1.25	1.75	

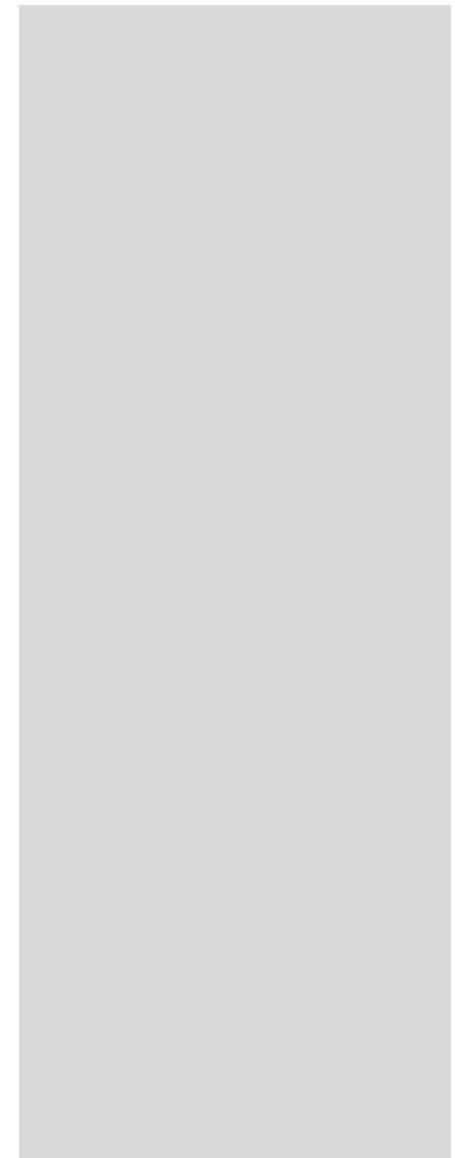
	<p>Visitor parking shall be provided at a minimum rate of 0 visitor parking spaces for the first 7 Dwellings, and 1 visitor parking space per 7 Dwellings thereafter. Visitor parking must be readily available to the primary building entrance for each multi-unit residential building on Site, and be clearly identified as visitor parking, to the satisfaction of the Development Officer.</p>
<p>2. Garden Suite Secondary Suite</p>	<p>0 parking space in addition to the parking requirements for principal Dwelling.</p>



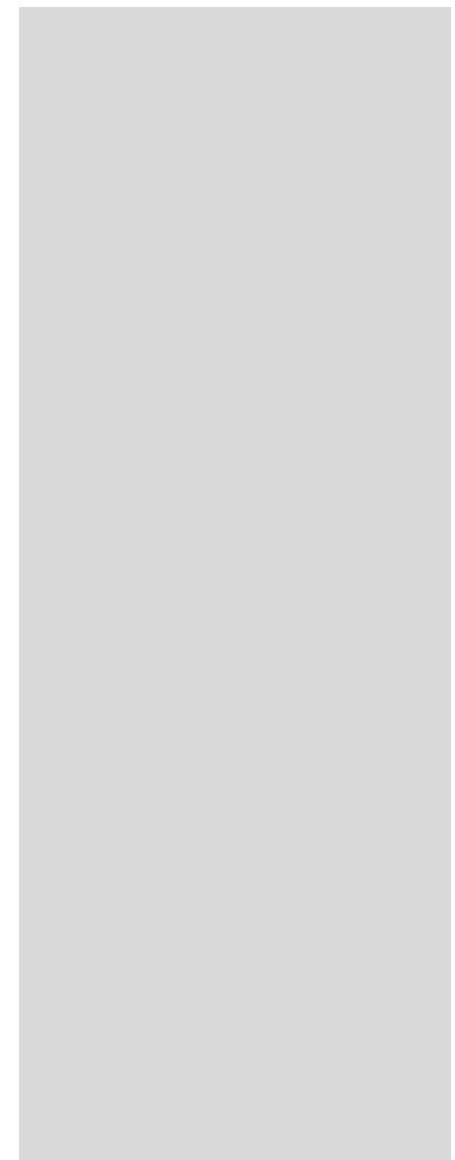
<p>3. Row Housing</p>	<p>In Core and Mature neighbourhoods, as identified in Edmonton's Municipal Development Plan, Bylaw 15100, excluding the Downtown Special Area:</p>	
	Minimum Parking Spaces per Dwelling	Maximum Parking Spaces per Dwelling
	0.5	1.75
	<p>In all other neighbourhoods:</p>	
	Minimum Parking Spaces per Dwelling	Maximum Parking Spaces per Dwelling
	1.0	1.75
	<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 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.</p>	



<p>4. Apartment Housing, Group Homes, and Lodging Houses, which meet the criteria of <u>Section 94</u>, Supportive Community Provisions, of this Bylaw</p>	<p>0.35 parking spaces per Dwelling, regardless of the number of bedrooms; plus</p> <p>0.25 parking spaces per Sleeping Unit, or</p> <p>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</p> <p>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.</p>
<p>Non-Residential and non-Residential-Related Uses</p>	



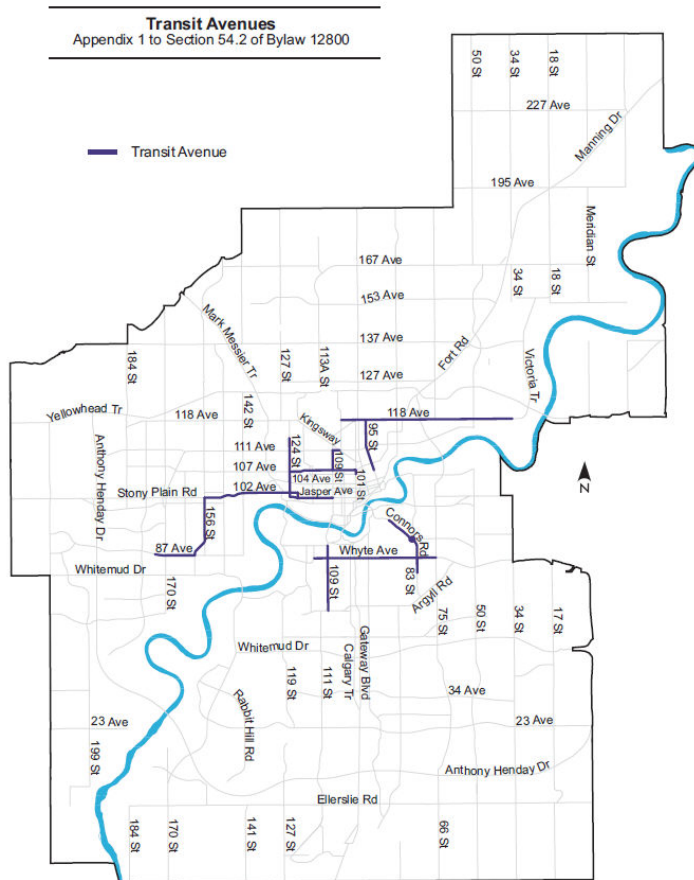
<p>Area of application</p>	<p>Where the following Uses are outside of the boundary of 54.2 Schedule 1(B) but are located within:</p> <ul style="list-style-type: none"> ← 200 metres of an existing LRT station or a future LRT station with the most recent version of a Council approved Concept Plan; ← 200 metres of an existing Transit Centre or a future Transit Centre with the most recent version of a Council approved Concept Plan; ← 150 metres of a Transit Avenue; or ← the boundaries shown in the Main Streets Overlay, Section 819.2; <p style="padding-left: 40px;">the minimum and maximum parking requirements shown below shall apply.</p> <p>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.</p>
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<p>1. Bars and Neighbourhood Pubs, Nightclubs, Restaurants, Specialty Food Services</p>	<p>1 parking space per 30.0 m² of Public Space for establishments with greater than 60.0 m² of Public Space.</p> <p>0 parking spaces for establishments with 60.0 m² of Public Space or less.</p>
<p>2. Breweries, Wineries and Distilleries</p>	<p>Off-street Parking shall be provided based on the sum of the following:</p> <p>1 parking space per 30.0 m² of Public Space for establishments with greater than 60.0 m² of Public Space; or</p> <p>0 parking spaces for establishments with 60.0 m² of Public Space or less; and</p> <p>1 parking space per 100.0 m² of Floor Area not dedicated to Public Space.</p>
<p>3. Special Event</p>	<p>No Parking is required</p>
<p>4. All other non-residential Uses</p>	<p>1 parking space per 100.0 m² of Floor Area</p>

54.2. Appendix I: Transit Avenues are no longer required to be

54.2 Required Off-street Vehicular Accessory Parking
Appendix I



<Delete map>

identified as they do not have a parking reduction value associated with them. This image is relocated to the definition for Transit Avenues, which is retained.

54.3.Schedule 2: The number of required bicycle parking spaces is proposed to be de-linked from vehicle parking spaces and

~~54.3 Schedule 2~~

~~Schedule 2 – Bicycle Parking Requirement~~

replaced with an independent variable based on floor area or dwellings or the zone.

Area of Application	Minimum Number of Bicycle Parking Spaces
<p>1. Areas where Section 54.2 Schedule 1(A) applies</p>	<p>For all Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Class developments:</p> <p>10% of the number of vehicular parking spaces required under Section 54.2 Schedule 1(A) with 5 Bicycle Parking spaces being the minimum to be provided. At least 10% of Bicycle Parking spaces shall be short term spaces.</p>
<p>2. Areas where Section 54.2 Schedule 1(B) applies</p>	<p>For all Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Class developments:</p> <p>40% of the number of vehicular parking spaces required under Section 54.2 Schedule 1(B) with 5 Bicycle Parking spaces being the minimum to be provided. At least 10% of Bicycle Parking spaces shall be short term spaces.</p>
<p>3. Areas where Section 54.2 Schedule 1(C) applies</p>	<p>For all Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Class developments:</p> <p>40% of the number of vehicular parking spaces required under Section 54.2 Schedule 1(C) with 5 Bicycle Parking spaces being</p>

	<p>the minimum to be provided. At least 10% of Bicycle Parking spaces shall be short term spaces.</p>
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54.35 Bicycle Parking Facilities

1. Number of Bicycle Spaces

- ~~a. In addition to the required vehicular parking, Bicycle Parking shall be provided in accordance with Schedule 2~~
- ~~a. For Residential Uses that are part of a Multi-unit Project Development, and for Multi-Unit Housing, the minimum number of Bicycle Parking spaces shall be one Bicycle Parking space per two Dwellings.~~
- ~~b. For Duplex Housing, Garden Suite, Mobile Home, Multi-unit Housing in the form of Row Housing, Secondary Suite, Semi-detached Housing, Single Detached Housing, General Industrial, Temporary Storage, and Warehouse Sales Uses, no bicycle parking is required.~~
- ~~c. For the Medium Industrial Zone, Heavy Industrial Zone, Agricultural Zone, Industrial Reserve Zone, Urban Reserve Zone, Alternative Jurisdiction, and all Municipal Airport Zones, no bicycle parking is required.~~
- ~~d. For all other Uses the minimum number of Bicycle Parking spaces shall be one Bicycle Parking space per 140 m² of Floor Area.~~
- ~~e. At least 10% of Bicycle Parking spaces shall be short term spaces.~~

<the remainder of the former Section 54.3 is retained and located here>

54.46 ~~Off-street On-Site Vehicular~~ Loading Facilities

1. The quantity of loading spaces for Residential and non-Residential Uses shall be provided as per the following:

54.5.1: Multi-unit Project Developments are developments of three or more principal Dwellings, Commercial or Industrial uses developed on a Site that includes common property, such as, but not limited to, communal parking areas, driveways, private roadways, amenity areas, or maintenance areas that are shared. Typical Multi-unit Project Developments include rental projects and conventional Condominium developments, developed in accordance with the Condominium Property Act, RSA 2000, c. C-22.

54.6.1: The existing loading space requirement is typically excessive to what is needed on a site.

For example, a large grocery store of 13 000 m² would require seven loading spaces, whereas in

<u>Threshold to Require a loading space</u>	<u>Minimum Number of loading Spaces Required</u>
<u>i) Less than 2500 m² of Floor Area or fewer than 100 Dwellings</u>	<u>0</u>
<u>ii) 2500 m² to 7500 m² of Floor Area or 100 to 199 Dwellings</u>	<u>1</u>
<u>iii) More than 7500 m² of Floor Area or 200 Dwellings or greater</u>	<u>2</u>

2. Loading spaces shall be designed to safely accommodate the dimensions of a standard delivery vehicle.
3. For the purposes of 54.6(2), a standard delivery vehicle shall be determined by consideration of the vehicle length and frequency of trips that are anticipated to meet the need of the development, such as a:
 - a. delivery van,
 - b. semi-tractor-trailer truck, or
 - c. tenant moving box truck.
4. On-Site loading spaces shall be provided entirely within the property of the development being served, and shall be subject to all Setback requirements specified in the applicable section of this Bylaw.
5. Access to any loading area shall be provided, wherever possible, internally to the development or from a Lane Abutting the development.
6. Access to any loading area shall be arranged such that no backing or turning movement of vehicles going to or from the Site cause interference with traffic on Abutting streets or Lanes.

practice they will typically provide two.

The proposed requirements decrease the total required loading spaces to 2 for the largest developments.

54.6.2: Flexibility is provided for the size and design of the loading spaces depending on the needs of the building. For example, larger commercial units may need to accommodate semi-trailers whereas residential-related uses may only require space for a large van.

54.6: Other loading space requirements are simplified and consolidated in the new regulations.

1. Number of Spaces

a. The number of off-street loading spaces, required for each Use is specified in Schedule 3.

2. Location of Loading Spaces

a. Off-street loading spaces shall be provided entirely within the property of the development being served, and shall be subject to all Setback requirements specified elsewhere in this Bylaw.

b. Off-street loading shall be oriented away from residential developments.

c. All required loading spaces shall be clear of any access driveways, aisles, ramps, columns, Signs or other similar obstructions.

3. Size and Access

a. Each off-street loading space shall be of adequate size and accessibility to accommodate the vehicles expected to load and unload. Each required loading space shall be a minimum of 3.0 m in width, a minimum of 9.0 m in length and maintain a minimum overhead clearance of 4.0 m, unless larger dimensions are required, having regard to the type of vehicle loading and unloading without projecting into a public roadway.

b. Access to any loading area shall be provided, wherever possible, internally to the development or from a Lane abutting the development.

c. Access to any loading area shall be arranged such that no backing or turning movement of vehicles going to or from the Site causes interference with traffic on the abutting streets or Lanes.

54.4 — Schedule 3

Schedule 3 – Loading Spaces Requirement

Use of Building or Site	Total Floor Area of Building	Minimum Number of loading Spaces Required
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54.4. Schedule 3: The loading space requirement is folded into the regulations 54.5 - loading spaces. The requirements are updated to reduce the range of required loading spaces to 0-2 from 1 to an uncapped total.

<p>1. Any development within the Commercial or Industrial Use Classes, excluding Professional, Financial and Office Support Services</p>	<p>Less than 465 m²</p> <p>465 m² to 2 300 m²</p> <p>Each additional 2 300 m², or fraction thereof</p>	<p>1</p> <p>2</p> <p>1 additional</p>
<p>2. Any development within the Residential-Related, Basic Services or Community, Educational, Recreational and Cultural Service Use Classes and Professional, Financial and Office Support Services, excluding Limited Group Homes</p>	<p>Up to 2 800 m²</p> <p>Each additional 2 800 m², or fraction thereof</p>	<p>1</p> <p>1 additional</p>

54.57 Passenger Drop-off Spaces for Public and Private Elementary, Junior High and High Schools

1. Passenger drop-off Vehicle Parking spaces for Public and Private Elementary, Junior High School and High Schools shall be provided according to the following:

<p><u>Use of Building or Site</u></p>	<p><u>Total Number of Drop-Off Vehicle Parking Spaces Required</u></p>	<p><u>Number of On-Site Drop-Off Vehicle Parking Spaces Required</u></p>
<p><u>a. Elementary or Junior High School:</u></p>	<p><u>i) 3 spaces per 100 students, but no less than 5 spaces.</u></p>	<p><u>ii) 1 space per 100 students, or 5 spaces, whichever is greater.</u></p>
<p><u>b. High School:</u></p>	<p><u>i) 1.5 spaces per 100 students, but no less than 5 spaces.</u></p>	<p><u>ii) 0.5 spaces per 100 students, or 5 spaces, whichever is greater.</u></p>

54.7: All pick-up and drop-off requirements are consolidated into the same place. Existing requirements are retained.

2. For the purposes of this 54.7(1),
a. "On-site drop-off Vehicle Parking spaces" means those Drop-off Spaces located on school lands, and "Total Number of Drop-off Spaces" means the total of On-site Drop-off Spaces plus any Drop-off Spaces located on City-owned property within the roadway plan, as approved by the applicable City department.
b. Passenger drop-off Vehicle Parking spaces may be located within the roadway plan subject to the approval of the applicable City Department.

54.7.2: Regulations for the pickup and drop off have been relocated from the parking schedule to the pick up and drop off regulations, and retained

3. Passenger Drop-off Spaces for Child Care Services shall:

a. be provided at the rate of 2 pick-up/drop-off spaces for the first 10 children, plus 1 additional pick-up/drop-off space for every 10 additional children;

i. An on-street loading zone shall satisfy a portion of the passenger pick-up/drop-off Vehicle Parking space requirement without a variance if the Development Officer, after consultation with the applicable City department, finds that the proposal meets the requirements of the applicable City department.

b. be located as close as possible to the main entrance used by the Child Care Service, and shall not be located further than 100 m from the main entrance used by the Child Care Service.

4. Drive-through/Turn Around Route

a. When any new school development is proposed, provision must be made, to the satisfaction of Transportation Services, for vehicles that are dropping off or picking up passengers, to safely turn around.

~~1. Applicability~~

- ~~a. When any new school development is proposed, Passenger Drop-off Spaces shall be provided in accordance with Schedule 4.~~
- ~~b. Where an existing school building is to be enlarged to accommodate an increased enrolment of more than 100 students, or of more than 20% of existing student enrolment, whichever is less, the Development Officer shall apply the standards for Passenger Drop-off Spaces, as identified in Schedule 4, to the total school enrolment capacity. Where Site constraints do not feasibly permit the full application of the standards identified in Schedule 4, the Development Officer, may use their variance power to apply a lesser standard, at his discretion.~~
- ~~c. Where the calculation of the number of Drop-off Spaces results in a fractional number of spaces, the next highest whole number of Drop-off Spaces shall be required.~~
- ~~d. Required on-site parking spaces shall not be used to satisfy the requirements for the provision of Passenger Drop-off Spaces.~~

~~2. Location of Passenger Pick-up and Drop-off Spaces~~

- ~~a. Passenger Drop-off Spaces located on-site shall be placed on land other than that used or designated for future use as required on-site parking, and shall be located so as to provide for safe and efficient movement of vehicles.~~
- ~~b. Passenger Drop-off Spaces may be located within the roadway plan in accordance with Schedule 4 and subject to the approval of Transportation Services.~~
- ~~c. The Development Officer shall consult with Transportation Services and Community Services, as well as the applicable School Board, to obtain information relevant to the determination of the number and location of Passenger Drop-off Spaces for school developments.~~
- ~~d. Notwithstanding the foregoing, the Development Officer may use their variance power to reduce or eliminate the required number of Passenger Drop-off Spaces for the development of new schools in new subdivisions, in consultation with~~

~~Transportation Services and Community Services, as well as the applicable School Board, where:~~

- ~~i. there are demonstrated physical Site constraints for a specific development which shall limit the location and number of on-site Passenger Drop-off Spaces which can be provided; or~~
- ~~ii. there are no physical Site constraints, but where all parties are agreed on alternate solutions to the development of Passenger Drop-off Spaces, and where the Development Officer is satisfied that such alternate solutions are adequate.~~

~~e. The total number of Passenger Drop-off Spaces shall be calculated on the basis of the ultimate Drop-off requirements for all potential future school development on the Site in question, whether contained in a core facility or in attached portable pods.~~

~~3. Design of Passenger Drop-off Spaces~~

- ~~a. Passenger Drop-off Spaces shall be a minimum of 7.0 m in length and a minimum of 2.6 m in width.~~
- ~~b. Passenger Drop-off Spaces shall be oriented parallel to the flow of traffic to accommodate through movement of vehicles and to eliminate the need for backing or significant turning movements.~~

~~4. Drive-through/Turn Around Route~~

~~When any new school development is proposed, provision must be made, to the satisfaction of Transportation Services, for vehicles that are dropping off or picking up passengers, to safely turn around.~~

~~**54.5 — Schedule 4**~~

~~**Schedule 4 — Passenger Drop-off Spaces for Public and Private Elementary, Junior High School and High Schools**~~

54.5.Schedule 4: The passenger pick up and drop off requirement is folded into the regulations, 54.7.

Use of Building or Site	Total Number of Drop-Off Spaces Required	Number of On-Site Drop-Off Spaces Required
1. Elementary or Junior High School	3 spaces per 100 students, but in no case less than 5 spaces.	1 spaces per 100 students, or 5 spaces, whichever is greater.
2. High School	1.5 spaces per 100 students, but in no case less than 5 spaces.	0.5 spaces per 100 students, or 5 spaces, whichever is greater.
<p>Note: For the purposes of this Schedule, "On-site Drop-off Spaces" means those Drop-off Spaces located on school lands, and "Total Number of Drop-off Spaces" means the total of On-site Drop-off Spaces plus any Drop-off Spaces located on City-owned property within the roadway plan, as approved by Transportation Services.</p>		

54.6 — Hardsurfacing and Curbing of Parking and Loading Spaces

1. General Requirements

- a. Required parking and loading facilities shall provide for, and include, an adequate, safe and convenient arrangement of vehicular points of ingress or egress, driveways, internal roadways, aisles and ramps, loading of motor vehicles all in relation to buildings and entry points to buildings on the Site.
- b. Such facilities shall comply with the following design, development and maintenance standards:
 - i. all required parking and loading facilities shall be clearly demarcated, have adequate storm water drainage and storage facilities, and be Hardsurfaced;

54.6.1.a: Moved to new section 54.1

54.6.1.b.i: Stormwater Management is covered under Drainage Bylaw 18093, and EPCOR Drainage Services Bylaw 18100

- ~~ii. Notwithstanding Section 54.6(1)(a)(i), parking and loading facilities, and the access thereto, are not required to be Hardsurfaced until the roadway or Lane from which access is provided is Hardsurfaced; and~~
- ~~iii. in situations where lighting of off-street parking and loading facilities is to be provided, the lighting shall be arranged, installed and maintained to deflect, shade and focus light away from any adjacent land Uses.~~

~~2. Residential Zones~~

- ~~a. Every Driveway, off-street parking or loading space, and access provided or required in any Residential Zone, including the area contained within City-owned land from which access or egress is obtained, shall be Hardsurfaced if access is from a public roadway which is Hardsurfaced or gravelled.~~
- ~~b. For an on-site Driveway or Parking Area in any Residential Zone, the area required to be Hardsurfaced may be constructed on the basis of separated Hardsurfaced tire tracks~~

~~3. Commercial Uses, Industrial Uses, and Multi-unit Project Developments~~

- ~~a. Every off-street parking or loading space provided or required for any Commercial Use, and the access thereto, including the whole area contained within the City-owned land to which a curb crossing permit applies, shall be Hardsurfaced if the access is from a public roadway which is Hardsurfaced.~~
- ~~b. Every off-street parking or loading space provided or required for an Industrial Use, and the access thereto, including the whole area contained within the City-owned land to which a curb crossing permit applies, shall be Hardsurfaced if such area lies in front of the principal building. Any area at the rear or the side of the principal building provided or required for off-street parking or loading space need not be Hardsurfaced, but shall be of such a surface that shall minimize the carrying of dirt or foreign matter upon the highway.~~
- ~~c. Where a Hardsurfaced Parking Area has been provided on a Site to the minimum required, then the type of surface permitted for Parking Areas and Walkways on~~

54.6.1.b.iii: Lighting covered by Section 51, Lighting of Sites.

54.6.2: Relocated and simplified in new Section 54.4.

54.6.3: Relocated hardsurfacing to Section 54.4

c: deleted this requirement

~~the balance of the Site shall be of such material approved by the Development Officer, in consultation with Transportation Services.~~

- ~~d. In parking areas and similarly congested locations, curbs and other protective measures shall be used to protect adjacent Fences, walls, boulevards, landscaped areas or buildings on the Site or an adjacent Site.~~
- ~~e. Continuous raised or pre-cast curbing of not less than 100 mm in Height shall be provided adjacent to streets and required landscaped areas, 600 mm from the front of the parking stall. Concrete curb stops shall be placed to ensure that vehicles do not overhang boulevards, sidewalks, or required landscaped areas. Curbing shall also be required to clearly demarcate the required portion of Driveway leading to an internal roadway, aisle, ramp, parking space or loading space.~~
- ~~f. Where continuing curbs are used as wheel stops, the measured size of parking spaces shall be reduced 1.0 m in length than otherwise required. In such instances, the parking layout should allow for the vehicle to overhang the curb by 1.0 m and such overhang areas must be clear of all obstructions (Signs, shrubs, trees, etc.) and shall not be regarded as a required landscaped area.~~

54.78 Parking ~~Garages~~ Facilities

1. In addition to the general requirements for Vehicle Parking, the following regulations apply to an Above Ground Parkade:

a. the design of the Above Ground Parkade shall:

i. provide ground floor windows or wall openings along the street frontages, have active ground floor facades, or provide a minimum 3.0 m Setback from the Front property line or Flanking property line and build a pocket park in that space.

A. in addition to 54.8(1)(a)(i) above, in any Commercial Zone, Commercial Uses other than Vehicle Parking shall be provided at ground level along the street Frontage of an Above Ground Parkade in order to provide

e: relocated to general regulations 54.1

54.8: All other regulations that apply to parking lots are applicable, such as landscaping regulations (55), minimum number of parking area islands (54), lighting of sites (51), access and egress (53), etc. and so they must also be provided on the Site.

54.8.1(a)(i)(A): This requirement is retained from the former Parking Garages section 54.7

- continuity of commercial Frontage along each block face that Abuts a public roadway, other than a Lane.
- ii. not have any blank walls along the street frontages and shall screen any Above Ground Parkade above the first Storey with building Facades or public art;
 - iii. provide a minimum 4.0 m in Height on the ground level Storey;
 - iv. be located appropriately, considering surrounding land uses, adjacent public roadways, any buffers, adjacent pedestrian areas, and Site access;
 - v. maintain adequate vision clearance so that motorists leaving a parking structure have a clear view of the sidewalk on either side of the exit, and so that approaching pedestrians have a clear view of any approaching vehicle;
 - vi. have sufficient queuing space at the entrance and exit areas so that vehicles approaching or leaving the parking structure can queue to enter/exit the traffic stream without blocking the sidewalk or impeding traffic flow on the Abutting public right of way;
 - vii. be reviewed in accordance with applicable statutory plans; and
 - viii. be reviewed by the applicable City department(s).
- b. A stand-alone Above Ground Parkade shall only be allowed in the following Zones: Arena and Entertainment District Zone (AED), Low Intensity Business Zone (CB1), General Business Zone (CB2), Commercial Mixed Business Zone (CB3), Core Commercial Arts Zone (CCA), Commercial Mixed Use Zone (CMU), Griesbach Village Centre Zone (GVC), Heritage Area Zone (HA), Jasper Avenue Main Street Commercial Zone (JAMSC), Municipal Airport Airfield Zone (MA1), Municipal Airport Business Industrial Zone (MA2), Municipal Airport General Business Zones (MA3), Marquis Entertainment District (MED), Marquis Mixed Use Transition Zone (MMUT), Marquis Main Street Zone (MMS), High Rise Apartment Zone (RA9), Urban Institutional Zone (UI), Ambleside Urban Village Commercial Zone (UVCa), Urban Warehouse Zone (UW).

54.8.1(b): The new use of “Vehicle Parking” is designed to capture all types of parking. The definition applies to both “accessory” and “non-accessory” parking, and so all parking lots have to follow these regulations, regardless of who parks there. However, a separate development permit is not required when the parking lot is part of a development permit for another use, due to the exemption of 12.2.

In approaching the definitions in this way, the barriers to shared use parking are removed. This will allow Edmontonians to make

c. Notwithstanding 54.8.1(b) Above Ground Parkades shall not be located within any zone where Single Detached Housing is a permitted Use.

2. In addition to the general requirements for Vehicle Parking, the following regulations apply to a Surface Parking Lot:

a. the design of the Surface Parking Lot shall:

i. be located a minimum of 3.0 m from a property line that Abuts a sidewalk;

ii. provide landscaping that both shades and screens the Parking Area

iii. provide Parking Area islands in accordance with the following:

A. A Surface Parking Lot that contains 30 or more Vehicle Parking spaces shall incorporate landscaped open space within the Parking Area, calculated on the basis of 2.0 m² per provided Vehicle Parking and loading space, with a minimum of one Parking Area island on the Site.

B. A Surface Parking Lot that contains 40 or more Vehicle Parking spaces shall incorporate landscaped open space within the Parking Area, calculated on the basis of 2.0 m² per Vehicle Parking and loading, with a minimum of two Parking Area islands on the Site.

C. Islands within a Parking Area shall be placed to provide visual relief, to assist vehicular and pedestrian circulation, and to organize large areas of Vehicle Parking into smaller courts, and shall be Landscaped in accordance with Section 55.3 - General Planting Requirements.

b. A Surface Parking Lot that is wholly, or partially, not associated with a principal Use shall only be allowed in the following Zones: Low Intensity Business Zone (CB1), General Business Zone (CB2), Griesbach Village Centre Zone (GVC), Municipal Airport Airfield Zone (MA1), Municipal Airport Business Industrial Zone (MA2), Municipal Airport General Business Zones (MA3), Marquis Entertainment District (MED), Marquis Mixed Use Transition Zone (MMUT), Ambleside Urban Village Commercial Zone (UVCa).

better use of the existing parking supply, and open the possibility for private agreements to share parking between sites.

54.8.1: Regulations for parkade security are simplified and relocated to Section 58 to ensure a safe physical environment.

- 3. In addition to the general requirements for Vehicle Parking, the following regulations apply to an Underground Parkade:
 - a. When an Underground Parkade Abuts a Treed Landscaped Boulevard, the Development Officer shall request information about the protection of the root system of adjacent trees and, in consultation with the applicable City Department, shall apply conditions to the approval of the Development Permit to protect Treed Landscaped Boulevards.
 - b. Where an Underground Parkade is constructed closer than 3.0 m from a Property line, maintenance easement is required for the adjacent property.
 - c. The design of an Underground Parkade shall:
 - i. maintain adequate vision clearance so that motorists leaving a parking structure have a clear view of the sidewalk on either side of the exit, and so that approaching pedestrians have a clear view of any approaching vehicle;
 - ii. have sufficient queuing space at the entrance and exit areas so that vehicles approaching or leaving the parking structure can queue to enter/exit the traffic stream without blocking the sidewalk or impeding traffic flow on the Abutting public right of way; and
 - iii. be reviewed by the applicable City department(s).

- ~~1. Parking Garages shall be developed in accordance with the following:~~
 - ~~a. in any Commercial Zone, Commercial Uses other than the parking shall be provided at ground level along the street Frontage of Parking Garages when required by the Development Officer to provide continuity of commercial Frontage along the street. In the case of a corner Site the Development Officer shall pay due regard to the nature of the adjacent Uses on the flanking public roadway;~~

- ~~b. in any Commercial Zone, a Parking Garage with queuing access shall provide a minimum of 30.0 m for queuing of motor vehicles on site before any control device is reached. A reduced queuing space may be considered at the discretion of the Development Officer in consultation with Transportation Services;~~
- ~~c. no dangerous goods, or flammable or combustible liquids, shall be permitted within a Parking Garage, other than as contained within, or permanently installed or connected to the fuel system of a motor vehicle using the Parking Garage;~~
- ~~d. Parking Garages and interior stairwells shall be designed for visual accessibility. Machine rooms, heating systems, elevators and stairwell shafts, building columns and other major visual obstructions shall be located to enable visual supervision of the parking spaces and stairwells;~~
- ~~e. entrapment spots in a Parking Garage shall be eliminated wherever possible. Potential entrapment areas such as storage rooms shall be provided with locking mechanisms. Entrapment areas can be closed with chain link Fence or other types of intrusion resistant material;~~
- ~~f. clear safety glass panels shall be incorporated in all doors leading to stairwells, corridors and entrances including elevator lobbies to allow for clear sightlines;~~
- ~~g. sharp blind corners on stairs or corridors in a Parking Garage shall be eliminated wherever possible. If blind corners can not be avoided, security mirrors or others devices such as video cameras shall be utilized;~~
- ~~h. landscaping around the Parking Garage shall be of a type that permits the widest possible view from the street of all pedestrian entry and exit areas; and~~
- ~~i. directional and information signage consistent in design, colour, symbols and graphics shall be provided to:
 - ~~i. direct patrons to pedestrian exits;~~
 - ~~ii. direct patrons to vehicular exits;~~
 - ~~iii. identify areas so that patrons can locate their vehicles;~~
 - ~~iv. advise patrons to lock their vehicles and remove all valuables;~~~~

- ~~v. direct patrons to the nearest intercom system;~~
- ~~vi. advise patrons of the presence of security patrols; and~~
- ~~vii. advise patrons of the presence of CCTV security cameras.~~
- ~~2. The Development Officer shall require a Crime Prevention Through Environmental Design (CPTED) assessment prepared by a qualified security consultant for any development which includes a Parking Garage.~~
- ~~3. The Development Officer shall advise the applicant of and strongly encourage compliance with the security management guidelines contained within subsection 3.1 of the Design Guide for a Safer City.~~

55. Landscaping

55.3 General Planting Requirements

1. Unless otherwise specified in this Bylaw, Landscaping shall be provided in accordance with the following:
 - a. for new Multi-unit Project Development consisting of Single Detached Housing, Semi-detached Housing, Duplex Housing, Row Housing, Multi-unit Housing or for new Mobile Homes when developed as part of a Mobile Home Park, the number of trees and shrubs shall be determined on the basis of the following:
 - i. a minimum of one tree for each 35 m² and one shrub for each 15 m² of Setback;

54.x.2: CPTED relocated to Section 58, and the detailed requirements are removed and replaced with “qualified security consultant”.

- ii. a minimum of one *deciduous* tree *that is well-suited to survive in a high traffic environment* for each 20 m² and one shrub for each 10 m² of *Parking Area island, in addition to the general planting requirements parking area islands as determined by subsection 54.3(4)*; and
 - iii. in no case shall there be less than one *deciduous* tree *that is well-suited to survive in a high traffic environment* per *Parking Area island, in addition to the general planting requirements.*
- b. for new development consisting of Residential-Related Use Classes, Commercial Use Classes, Industrial Use Classes, Basic Services Use Classes, and Community, Educational, Recreational and Cultural Service Use Classes, the number of trees and shrubs provided shall be determined on the basis of the following:
- i. *a minimum of* one tree for each 25 m² and one shrub for each 15 m² of Setback;
 - ii. a minimum of one *deciduous* tree *that is well-suited to survive in a high traffic environment* for each 20 m² and one shrub for each 10 m² of *Parking Area island, in addition to the general planting requirements as determined by subsection 54.3(4)*; and
 - iii. in no case shall there be less than one *deciduous* tree *that is well-suited to survive in a high traffic environment* per *Parking Area island, in addition to the general planting requirements*;

55.3.1.a.ii: Clarified that the trees in the landscaped islands are in addition to the general planting requirements and that they must be deciduous, to improve sightlines and reduce damage to vehicles.

55.3.1.b.ii: Clarified that the trees in the landscaped islands are in addition to the general planting requirements and that they must be deciduous, to improve sightlines and reduce damage to vehicles.

55.5 General Requirements

9. Soil depth for landscaping in Outdoor Amenity Areas shall be of a sufficient depth to contribute to healthy root development for the tree or shrub species specified in the landscape plan.

10. An Underground Parkade developed to Abut a street that is identified as neighbourhood streets in the Urban Design Framework for Downtown Streets within the Capital City Downtown Plan, Bylaw 15200 shall ~~are to be located sufficiently belowground,~~ or a suitable alternative, to provide a minimum of 1.2 m soil depth to contribute to healthy root development to result in soil depth for landscaping in Outdoor Amenity Areas that is sufficient to contribute to healthy root development for the tree or shrub species specified in the landscape plan.

119. Landscaping that extends onto or over City-owned lands shall be developed in accordance with the Traffic Bylaw 5590 and the City Design & Construction Standards.

1210. All plant materials shall be hardy to the Edmonton area and to the Site conditions.

1311. All plant materials shall meet the horticultural standards of the most current edition of the "Canadian Standard for Nursery Stock", produced by the Canadian Nursery Landscape Association.

1412. For Industrial Uses on Sites that are unserviced at the time of application, a minimum of 50% of plant materials shall be native to the Edmonton area.

1513. The Development Officer may, where the Development Officer considers it appropriate, vary any or all of the Landscaping regulations of this Bylaw. Before granting a variance to the Landscaping standards of this Bylaw, the Development Officer may require the applicant to submit a report from a qualified landscape

55.5.9: Relocated from Section 230.6.1(c) to ensure broad application outside of the High Rise Apartment Zone (RA9)

55.5.10: Relocated from Section 910.4.1(d) to contain all soil depth information in the same place.

professional, such as a horticulturist, or landscape architect, explaining and justifying the variance.

55.7 Additional Landscaping Regulations for Specific Land Uses

1. The Development Officer may require Landscaping in addition to that specified in Section 55 if:
 - b. such additional Landscaping is warranted due to combinations of Uses including, but not limited to the following:
 - iv. any ~~Non-accessory~~ Vehicle Parking; or

58. General Performance Standards for a Safe Physical Environment

1. Crime Prevention Through Environmental Design (CPTED)

~~1. The Development Officer Site and building layouts shall encourage the inclusion of include design elements that take the principles of Crime Prevention Through Environmental Design (CPTED) into consideration, readily allow for casual surveillance, particularly for commercial, industrial, multi-unit residential Uses and Vehicle Parking Uses ~~parkade structures~~. These elements may include, but are not limited to elements that allow for natural surveillance, increase sightlines and activity; and, large window areas, high quality interior and exterior lighting, The physical layout and landscaping shall that reduces the vulnerability of pedestrians by (avoiding areas of concealment or entrapment such as; long public corridor spaces, stairwells, or other movement predictors); avoiding landscaping hazards such as: unpruned trees, rocks that can be thrown, or blind corners; and by locating the placement and use of Landscaping that limits areas of concealment, and the location of parking Vehicle Parking areas close to building access points and by using wayfinding mechanisms. The Development Officer ~~may~~ shall require a Crime~~

58.1: These rules have been rewritten to improve clarity and intent, as well as remove subjectivity. The safety rules now apply to all parking areas, not just parkade structures.

Prevention Through Environmental Design assessment prepared by a qualified security consultant, or similar professional, ~~for multi-unit residential/commercial/institutional/industrial developments that, in the opinion of the Development Officer, requires such an assessment., and may apply conditions to the approval of the Development Permit based on the recommendations of the CPTED assessment to promote a safe physical environment.~~ The Development Officer shall advise applicants of the approved crime prevention design guidelines contained in the Design Guide for a Safer City, such as the layout and design of buildings and associated parking and loading areas, yards and landscaped areas, to promote a safe, well-lit physical environment. In addition, the Development Officer shall apply the requirements of subsection 54 (7) to Parking Garages.

2. The Development Officer shall require a Crime Prevention Through Environmental Design (CPTED) assessment prepared by a qualified security consultant for any development which includes a Parking Garage.

82. Residential Sales Centres

~~4. Notwithstanding Section 54.2 Schedule 1, there shall be no parking required for Residential Sales Centres located in the areas identified in Schedule 1(B) and 1(C).~~

86. Secondary Suites

A Secondary Suite shall comply with the following regulations:

~~8. Notwithstanding Section 54.2, where a Secondary Suite is developed in accordance with Section 93 of this Bylaw, the minimum number of Parking Spaces shall be 0.~~

87. Garden Suites

58.2: Relocated from former section 54.7 Parking Garages, to Environmental Safety.

82.4: Deleted reference to minimum parking requirements

86.8: Deleted reference to minimum parking requirements

~~24. Notwithstanding Section 54.2, where a Garden Suite is developed in accordance with Section 93 of this Bylaw, the minimum number of Parking Spaces shall be 0.~~

87.24: Deleted reference to minimum parking requirements

94. Supportive Community Provision

1. The portion of a Development Permit application for Multi-unit Housing Apartment Housing or Group Homes that achieves all of the criteria listed in subsection 94(1)(a) Supportive Community Criteria, shall be considered a supportive community and the regulations of subsection 94(1)(b) shall apply.

94.1.a.viii: Not necessary to reference other parts of the bylaw; these rules will already apply.

a. Supportive Community Criteria:

~~viii. the dimensions for parking spaces are shown to be in accordance with subsection 54.2(4)(a)(ii) of this Bylaw.~~

b. Supportive Community Regulations:

~~i. parking for Apartment Housing and Group Homes that meet the criteria of Section 94(1)(a) above shall be provided in accordance with Section 54.2 Schedule 1 of this Bylaw; and~~

94.1.b.i: Not necessary to reference other parts of the bylaw; these rules will already apply.

ii. density shall be calculated in accordance with the Zone in which the development is located, except that the maximum density may be increased by 25%. If a Dwelling or Sleeping Unit is designed to convert into a smaller unit, the density and parking shall be calculated based upon the highest number of potential Dwellings or Sleeping Units.

130 (RPL) Planned Lot Residential Zone

130.4 Development Regulations for Permitted and Discretionary Uses

- ~~11. On-site parking shall be located in accordance with the regulations of Section 50 of this Bylaw, and provided in accordance with the following requirements:~~
- ~~a. for Sites with reduced Side Setbacks, including Sites where one Side Setback is reduced to zero, the Garage or Parking Area shall not encroach on the private maintenance easement;~~
 - ~~b. Parking Areas shall be developed in accordance with Site Coverage and Setback requirements for Accessory Buildings in accordance with Section 50.3 of this Bylaw; and~~
 - ~~c. Parking Areas, Garages and Garage pads must be developed with the following requirements:~~
 - ~~i. one Garage or Garage pad shall be clearly demarcated both on the Site and on the plan accompanying any application for a principal building. A hard surface Walkway is required between the Garage or Garage pad and an entry to the Dwelling; or~~
 - ~~ii. a Parking Area shall be developed, the dimensions of which shall conform to the off-street parking space requirements of Section 54.2(4) of this Bylaw. The Parking Area shall include an underground electrical power connection with outlet on a post approximately 1.0 m in Height, located within 1.0 m of the Parking Area.~~

150 (RF4) Semi-detached Residential Zone

150.4 Development Regulations for Permitted and Discretionary Uses

- ~~10. On-Site parking shall be located in accordance with Section 50 of this Bylaw. On-Site parking shall be provided by means of one of the following options:~~
- ~~a. on-Site parking may be provided within a Garage or Garden Suite. A mutual Garage may be constructed on the common property line to the satisfaction of the Development Officer;~~

130.4.11: These regulations are redundant and no longer needed

150.4.10: These regulations are redundant and no longer needed.

~~b. on Site parking may be provided by means of a Garage pad. A Garage pad shall not be constructed over a common property line; or~~

~~c. on Site parking may be provided by means of a Parking Area, the dimensions of which shall conform to the off-street parking space requirements of subsection 54.2(4) of this Bylaw. The Parking Area shall include an underground electrical power connection with outlet on a post approximately 1.0 m in Height, located within 1.0 m of the Parking Area.~~

~~A hard surface Walkway is required between the Garage, Garage pad, or Parking Area and an entry to the Dwelling.~~

155 (RMD) Residential Mixed Dwelling Zone

155.4. Development Regulations for Permitted and Discretionary Uses

24. Notwithstanding subsection ~~54.1(4)~~ 54.3, a front attached Garage for Row Housing and Semi-Detached Housing as part of a Zero Lot Line Development shall be developed with the following regulations:

155.4.24: Updated reference

160 (RF5) Row Housing Zone

160.4 Development Regulations for Permitted and Discretionary Uses

14. Where detached rear ~~parking G~~garages are developed, the maximum width of the building containing the ~~G~~garage(s) shall not exceed:

- a. 25 m, provided that the building does not contain more than four separate ~~G~~garages, outside of the boundaries of the Mature Neighbourhood Overlay (MNO); or

- b. 13 m, provided that the building does not contain more than two separate Ggarages, within the boundaries of the Mature Neighbourhood Overlay (MNO).

165 (UCRH) Urban Character Row Housing Zone

165.4 Development Regulations for Permitted and Discretionary Uses

12. Where ~~the required off-street~~ on-Site Vehicle Parking parking spaces are located at the rear of any Dwelling the following requirements apply:
- a. one Ggarage, or Site for one Ggarage shall be clearly demarcated both on the Site and on the plan accompanying any application for a principal building, located in accordance with the regulations of this Bylaw. A Hardsurfaced Walkway is required between the Ggarage or Ggarage Site pad and an entry to the Dwelling;
 - b. Where detached rear parking Ggarages are developed, the maximum width of the building containing the Ggarage(s) shall not exceed:
 - i. 25 m, provided that the building does not contain more than four separate Ggarages, outside of the boundaries of the Mature Neighbourhood Overlay; or
 - ii. 13 m, provided that the building does not contain more than two separate Ggarages, within the boundaries of the Mature Neighbourhood Overlay.

165.4.12: Garage is a defined term in the general definitions.

230 (RA9) High Rise Apartment Zone

230.5 Development Regulations for the Building Design and Features

1. Interface at ground level

d. Vehicle Parking shall be permitted within the lower 14.0 m of a building, only where the ~~Above Ground Parkade Parking Garage~~ has active commercial or residential Frontages Abutting a public roadway, other than a Lane. The active Frontage shall have a minimum depth of 10.0 m.

230.6 Development Regulations for the Landscaping, Lighting, Vehicle Parking, and Site Design

1. Landscaping

~~c. Soil depth for landscaping in Outdoor Amenity Areas shall be of a sufficient depth to contribute to healthy root development for the tree or shrub species specified in the landscape plan.~~

3. Vehicle Parking

- a. ~~An Underground Parkade Parking Garages located underground~~ shall be permitted to be built to the property line.
- b. to avoid a monolithic slab from ~~Underground Parkade Parking Garage~~ that are not wholly underground, massing shall be modulated using a variety of design techniques including elevation changes, terraces, stepbacks, and architectural features and a variety of plantings or other landscape features.

230.7 Development Regulations for Permitted and Discretionary Uses

3. Business Support Services, Convenience Retail Stores, General Retail Stores, Liquor Stores, ~~Non-accessory Vehicle~~ Parking in an Above Ground Parkade, Personal Service Shops, Restaurants, and Specialty Food Services shall:

8. ~~Non-accessory Vehicle~~ Parking

230.5.1: Parking Garage is replaced with new general terms.

230.6.1(c): Soil depth requirements are moved to the general landscaping requirements in Section 55.5

230.6.3: Parking Garage is replaced with new general terms.

a. ~~Non-accessory Vehicle~~ Parking in an Above Ground Parkade shall only be developed as a part of a building that contains a Tower, and Vehicle Parking in a Surface Parking Lot shall only be developed as part of a Site that contains a principal Use.

230.7.8: Non-accessory parking will be replaced with the new parking use.

320.4 Development Regulations for Permitted and Discretionary Uses

4. In addition to the minimum Setback required by clause (3) above, where a Site Abuts a Site zoned residential a minimum Setback of 15.0 m shall be required for all buildings, structures and both the Accessory Underground Parkade, and Above Ground Parkade Parking Garages—other than parking lots at ground level where a Site Abuts a Site zoned residential. This minimum Setback may be reduced to the minimum Setback requirements at the discretion of the Development Officer, where, in the opinion of the Development Officer, the provision of Landscaping, Fencing, berming, building Façade treatment or other design features adequately protect the amenities of nearby residential areas.

320.4.4: Parking Garage is replaced with new general terms.

370 (CB3) Commercial Mixed Business Zone

370.4 Development Regulations

17. ~~Non-accessory p. Vehicle~~ Parking shall not be located at ground level, and shall not interfere with a pedestrian-oriented, mixed-Use area.

574 (UI) Urban Institutional Zone

574 Appendix I

MacEwan University — Downtown Campus

3. Site Specific Development Regulations for Permitted and Discretionary Uses

3. ~~Off-street On-Site Vehicle Parking~~ ~~Vehicular parking~~ shall be provided in accordance with Section 54 of the Zoning Bylaw, except that:

~~Vehicular parking shall be provided to a minimum of 1,500 and a maximum of 3,000 spaces.~~

~~ab.~~ Any Development Permit for a ~~Non-accessory Parking~~ Vehicle Parking Use shall be for a temporary period of ten (10) years from the date of third reading of this Bylaw amendment. For greater clarity, after August 25, 2024, ~~Non-accessory Parking~~ Vehicle Parking Parking shall no longer be an allowable Use. Where ~~Non-accessory Parking~~ Vehicle Parking is developed, the following regulations shall apply:

- i. A minimum 3 m landscaped Setback shall be required from any property line Abutting a public roadway, other than a Lane;
- ii. Every ~~off-street on-Site Vehicle Parking parking~~ space and access provided or required, including the area contained within City-owned land from which access or egress is obtained, shall be Hardsurfaced;
- iii. All Vehicle Parking parking facilities shall be clearly demarcated, have adequate storm water drainage and storage facilities;
- iv. Every ~~off-street on-Site~~ Parking Area shall incorporate landscaped open space within the Parking Area, calculated on the basis of 2.0 m² of landscaped island area per Vehicle Parking parking space provided. This shall be landscaped in accordance with the Zoning Bylaw. Landscaped islands shall be placed to provide visual relief, to assist vehicular circulation and to organize large areas of Vehicle Parking parking into smaller cells. The number of islands provided shall be to the satisfaction of the Development Officer.

574.3.3: Parking requirements are deleted.

- v. The storage of materials inclusive of accumulated snow on ~~non-accessory parking a Surface Parking Lot surface lots~~ shall be in a location away from the public roadway to improve safety and visibility; and
 - vi. Lighting of ~~off-street-on-Site Vehicle Parking parking~~ facilities shall be provided, and the lighting shall be arranged, installed and maintained to deflect, shade and focus light away from any adjacent land Uses as well as provide a safely lit pedestrian environment.
- ~~be~~ Access to vehicular Underground Parkade, Above Ground Parkade, Parking Garages or Surface Parking Lot Parking Areas from 105 Avenue NW shall be in accordance with the 105 Avenue Corridor Study and to the satisfaction of the Development Officer in consultation with Transportation Services.
- ~~cd~~ No portion of Above Ground Parkade an above-Grade Parking Garage on the ground floor shall be allowed for a minimum depth of 10.0 m from any building Façade facing 105 Avenue NW.
- ~~de~~. No portion of Above Ground Parkade an above-Grade Parking Garage above the first Storey ground floor of the podium portion of a building shall be allowed for a minimum depth of 6.0 m from any building Façade facing 105 Avenue NW.
4. Bicycle Parking shall be provided in accordance with Section 54.53 of the Zoning Bylaw, except that:
- a. Bicycle Parking spaces shall be provided to a minimum of 10% of the number of vehicular parking spaces provided on Site, or 200 Bicycle Parking spaces, whichever is greater.
 - b. A minimum of 25% of the total number of Bicycle Parking spaces shall be provided as secure parking within a building or ~~accessory pParking a~~Areas. Secure parking may include any of the following: bicycle storage rooms, bike lockers, bike cages, or other similar bicycle storage areas that provide limited access.

574 Appendix I. 3.b, c, & d: Parking Garage is replaced with new general terms.

574.3.4: These provisions may be further refined, changed , or removed as part of the Bike Plan implementation.

5. ~~Off-street On-Site~~ Vehicular Loading Facilities shall be provided in accordance with Section 54 of the Zoning Bylaw, except that:

a. A centralized loading facility shall be provided with a minimum of 4 ~~off-street on-Site~~ loading spaces.

~~b. For new building construction, or the expansion of existing structures, vehicular loading requirements may be assessed at the Development Permit stage at the request of the Development Officer. Where the applicant for a Development Permit can demonstrate through a vehicular loading demand study prepared and submitted with respect to the proposed development, that by virtue of the Use and capacity of existing loading facilities, the vehicular loading requirement for the proposed development is less than any minimum set out in Section 54.4, the Development Officer may allow a reduction from the minimum number of loading spaces. The Development Officer shall submit the demand study to Transportation Services for analysis, and the proposed reduction may be approved by the Development Officer in consultation with Transportation Services.~~

4. Environmental Site Assessment and Risk Management Regulations

4. For Sub-Area 4, as depicted on Maps 2a and 2b and legally described in Section 4.4(c) of this Appendix, the following regulations shall apply:

- a. A Risk Management Plan to address those substances that do not meet Alberta Environment and Sustainable Resource Development remediation requirements shall be submitted, reviewed and approved to the satisfaction of the Development Officer in consultation with the Environmental Planning Unit prior to the issuance of any Development Permit for ~~Non-accessory~~ Vehicle Parking on any titled parcel within the sub-area.
- b. Required remediation work, as described in the Thurber May 5, 2014 Master Environmental Document, and further described in the July 7, 2014 Addendum No. 1 to that report, shall be undertaken and verified to the satisfaction of the Development Officer in consultation with the Environmental Planning Unit prior to the issuance of any building Permit within the sub-area, excepting any

574.3.5: Loading requirements are set out in the new Section 54.6

excavation building Permit or any ~~Non-accessory Vehicle~~ Parking building Permit. The Development Officer shall not release the Development Permit for the purposes of a building Permit other than an excavation building Permit or ~~Non-accessory Vehicle~~ Parking building Permit until this regulation has been adequately satisfied.

5. For Sub-Area 5, as depicted on Maps 2a and 2b and legally described in Section 4.5(c) of this Appendix, the following regulations shall apply:
 - a. A Risk Management Plan to address those substances that do not meet Alberta Environment and Sustainable Resource Development remediation requirements shall be submitted, reviewed and approved to the satisfaction of the Development Officer in consultation with the Environmental Planning Unit prior to the issuance of any Development Permit for ~~Non-accessory Vehicle~~ Parking on any titled parcel within the sub-area.
 - b. Required remediation work, as described in the Thurber May 5, 2014 Master Environmental Document, and further described in the July 7, 2014 Addendum No. 1 to that report, shall be undertaken and verified to the satisfaction of the Development Officer in consultation with the Environmental Planning Unit prior to the issuance of any building Permit within the sub-area, excepting any excavation building Permit, any ~~Non-accessory Vehicle~~ Parking building Permit or any building Permit for uses contained within the footprint of a building existing on the site prior to January 1, 2014. The Development Officer shall not release the Development Permit for the purposes of a building Permit other than an excavation building Permit, ~~Non-accessory Vehicle~~ Parking building Permit or building Permit for Uses contained within the footprint of a building existing on the site prior to January 1, 2014 until this regulation has been adequately satisfied.

816 High Rise Residential Overlay

816.3 Development Regulations for areas shown in Appendix 1 and Appendix 2

1. In addition to the Development Regulations for Permitted and Discretionary Uses in the underlying zone, Business Support Services, Convenience Retail Stores, General Retail Stores, Liquor Stores, ~~Non-accessory~~ Vehicle Parking, Personal Service Shops, Professional, Financial and Office Support Services, Restaurants, and Specialty Food Services shall:

860 The Quarters Overlay

860.3 Variance and Interpretation

1. The Development Officer may vary requirements such as building setbacks and building stepbacks, tower separation, built form and podium design, Vehicle Parking parking, glazing, and application of The Quarters Downtown Sustainable Development Standard Checklist as contained in Appendix ~~III~~ provided consideration is given to the character of the built form, and its visual, shadow and other microclimatic impacts on adjacent development, and to the objectives of The Quarters Downtown Urban Design Plan and principles of Crime Prevention Through Environmental Design (CPTED).

860.4 Development Regulations

1. General Provisions
2. Parking, Loading and Bicycle Storage shall be provided as specified in ~~Appendix III~~ Section 54.

860.5 Urban Design Regulations

3. Vehicle Parking and Loading

860: Appendix III is proposed to be deleted, which will necessitate the renumbering of appendices and amendment of Appendix references in the Overlay.

860.5.3: Parking Garage is replaced with new general terms.

- e. Blank walls (with or without windows) of ~~an Above Ground Parkade vehicular Parking Garages~~ shall not be developed adjacent to, or be visible from, any public roadway.
- f. No portion of ~~an Above Ground Parkade an above-ground Parking Garage~~ on the first floor shall be allowed for a minimum depth of 10.0 m from any building Façade facing a public roadway, other than a lane.
- g. No portion of ~~an Above Ground Parkade an above-ground Parking Garage~~ on the first floor up to 5 storeys shall be allowed for a minimum depth of 6.0 m from any building Façade facing a public roadway, other than a lane.
- h. No portion of ~~an Above Ground Parkade an above-ground Parking Garage~~ will be located on or above the top floor of any building or, in the case of a tower, podium structure.

8. Technical Study Requirements

- a. Technical studies not required to accompany Development Permit applications for base level and Incentive Levels 1 or 2, as per Appendix ~~IIIV~~ include the following;
 - i. Sun Shadow Impact Study;
 - ii. Traffic Impact Assessment;
 - iii. Park Impact Assessment;
 - iv. Parking Impact Assessment;
 - v. Conceptual Site Servicing Report.
 - vi. Loading / Unloading and Waste Management

The above noted technical studies may be required to accompany Development Permit applications for Incentive Level 3 as per Appendix ~~III~~IV to the satisfaction of the Development Officer.

Appendix III

Parking, Loading and Bicycle Storage Requirements

Vehicular Parking Requirements			
Use of building or Site	Gross Floor Area (m²)	Minimum Spaces	Maximum Spaces
Residential and Residential Related Uses	Less than 40	0.20 spaces	0.35 spaces
	40 to 50	0.30 spaces	0.50 spaces
	50 to 60	0.50 spaces	0.75 spaces
	60 to 70	0.50 spaces	0.75 spaces
	70 to 80	0.70 spaces	1.00 spaces
	80 to 90	0.75 spaces	1.00 spaces
	90 to 100	0.80 spaces	1.00 spaces
	100 to 110	1.00 spaces	1.25 spaces
	110 to 120	1.00 spaces	1.25 spaces
	120 to 130	1.00 spaces	1.50 spaces

860 Appendix III: Parking requirements in The Quarters are deleted for consistency with the rest of the City. Standard loading and bicycle parking requirements are also proposed to apply to all areas of the City. From here until page 96.

	130 to 150	1.00 spaces	2.00 spaces
Visitor parking for Residential Uses shall be provided at a minimum of 1 stall per 10 Dwellings			

Commercial Uses	Minimum Spaces	Maximum Spaces
Professional, Financial and Office Support Services	1 parking space per 333.3 m ² of Gross Floor Area	1 parking space per 142.9 m ² of Gross Floor Area
Specialty Food Services and Restaurants	1 per 4.8 m ² of Public Space	
Health Services	1 parking space per 66.7 m ² Gross Floor Area	
All other Commercial Uses	1 parking space per 333.3 m ² of Gross Floor Area	1 space per 100.0 m ² of Gross Floor Area
All non-Residential and non-Commercial Uses	As per Section 54 of the Zoning Bylaw	

Loading Space Requirements		
Use of building or Site	Gross Floor Area of building	Minimum Number of Loading Spaces
Any development	Less than 200 m ²	0

within the Commercial Uses	Between 200 m ² and 2,500 m ²	±
	Each additional 2,500 m ² or fraction thereof	± additional
Professional, Financial, and Office Support Services	Less than 200 m ² of GFA of the building	0
	Between 200 m ² and 5,000 m ² of GFA of the building	±
	Between 5,000 m ² and 10,000 m ²	2
	Each additional 10,000 m ² or portion thereof	± additional
Any development within Residential Related Uses	Less than 100 dwelling units	0
	Between 100 and 199 units	±
	Between 200 and 399 unit	2
	Each additional 100 units or portion thereof	± additional
Any development within the Basic Services, Community, Educational, Recreational, and Cultural Service Uses	Less than 2,500 m ² of GFA of the buildings	±
	Each additional 2,500 m ² of GFA of the building or portion thereof	± additional

Bicycle Storage Requirements	
Use of building or Site	Minimum Number of Bicycle Spaces
Any development within Commercial Uses including Professional, Financial, and Office Support Services	20% of the number of vehicular parking spaces required or a minimum of 5 spaces, whichever is more.
Any development within Residential Uses	No requirement for multi-family developments of less than 20 units
	A minimum of 0.5 spaces per unit with a minimum requirement of 5 bicycle parking spaces for multi-family, whichever is more.
Any development within the Basic Services, Community, Educational, Recreational, and Cultural Service Uses	25% of the number of vehicular parking spaces with a minimum of 10 bicycle parking spaces, whichever is more.

Appendix ~~III~~^{IV}

Floor Area Ratio (FAR) and Height Incentives

1. The Floor Area Ratio and Height Incentives shall be calculated as additional FAR and Height, up to the maximum achievable FAR and Height as provided in Table 1, based on points earned according to the sustainable development initiatives added to the development as per Appendix ~~IV~~^V provided in this provision.

860 Appendix IV & V: these appendices are renumbered to reflect that Appendix III is proposed to be deleted.

2. To secure the Floor Area Ratio and Height Incentives shall be submitted along with the Development Permit application with the information required as per Appendices ~~III~~ and IV.
3. Floor Area Ratio and Height Incentives
 - a. The maximum achievable FAR and Height as per the incentives for each Area shown in Appendix I shall be as stated in Table 1. Incentive Level 1 can be achieved by accumulating 15 points, Incentive Level 2 can be achieved by accumulating 30 points and Incentive Level 3 can be achieved by accumulating 50 points as per Appendix IV provided in this provision. Some points must be accumulated in each of the 8 categories.
 - b. Development sites may be developed up to the base allowable FAR and Height in each Area shown in Appendix I without providing any sustainable development incentives listed on Appendix IV. All development shall still conform to all other provisions in the Zone where the development is located in the Zoning Bylaw.
 - c. In order to develop above the base FAR and Height, developments may pursue the FAR Incentive Level 1 or the FAR Incentive Level 2 as defined in Appendix IV.
4. Sustainable Development Standard Checklist
 - a. Incentive Rates:
 - i. In order to be granted the FAR and Height Incentive Level 1, as per Table 1, the development shall provide all required sustainable development initiatives and achieve 15 points in Appendix IV. If the development achieves less than 15 points, no additional FAR or additional Height shall be granted.
 - ii. In order to be granted the FAR and Height Incentive Level 2, as per Table 1, the development shall provide all required sustainable development initiatives and achieve 30 points in Appendix IV. If the development achieves 15 or more points, but less than 30 points, and should the applicant choose to proceed,

860 Appendix IV: Renumber the multi-level list to conform to the established numbering convention for Zoning Bylaw 12800.

the development shall be granted additional FAR and additional Height according to FAR and Height Incentive Level 1 in Table 1.

*iii*3. The points assigned to each of the sustainable development initiatives are summarized in Appendix *IV*:

*iv*4. The applicant shall provide evidence to the Development Officer, as requested in Appendix *IV*, as to how the sustainable development initiatives will be implemented.

c. FAR and Height Incentives Submittal Requirements. Appendix *IV*: The Quarters Downtown Sustainable Development Standard Checklist identifies submittal requirements, to the satisfaction of the Development Officer, for each of the FAR and Height Incentives. The scope of these submittal requirements are as follows:

1. Plan and Associated Narrative:
2. Floor Plans:
3. Elevation Drawings:
4. Lighting Plan:
5. Parking Plan:
6. Simpson’s Diversity Index:
7. Energy Management Plan:
8. Energy Modelling Screening Tool:
9. Letter of Commitment:
10. Affordable Housing Agreement:
11. Water Management Plan:
12. Landscape Plan:
13. Construction Waste Management Plan:
14. Air and Dust Emissions Control Plan:
15. Car-Share Plan or contract with car cooperative:

Appendix *IV*

860 Appendix IV: Renumber the multi-level list to conform to the established numbering convention for Zoning Bylaw 12800.

This appendix is to be used in conjunction with Appendix ~~III~~**IV**

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~~ Vehicle 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.~~

~~a.b.~~ Vehicle 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.

910.4.1: No minimum parking requirement relieves the need for these exemptions.

- ~~c. Parkade(s) developed below ground shall be permitted to be built to the property line.~~
- ~~d. Parkade(s) developed below ground 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 belowground, or a suitable alternative, to provide a minimum of 1.2 m soil depth to contribute to healthy root development.~~
- be. No portion of an Above Ground Parkade ~~above ground Parking Garage~~ on the 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.
- cf. Surface Parking Lots:
- i. ~~No surface parking shall be allowed, other than accessory parking that is~~ A Surface Parking Lot shall only be located at the rear of a building and ~~is~~ be accessed from the abutting alley;
 - ii. A minimum 4 m landscaped setback shall be provided from any property line abutting a Public Roadway, other than a lane, for any Surface Parking Lots~~surface parking area~~;
 - iii. The storage of materials inclusive of accumulated snow on a Surface Parking Lot ~~non-accessory parking surface lots~~ shall be in a location away from the public roadway to improve safety and visibility; and
 - iv. Lighting for ~~the non-accessory~~ Ssurface Pparking Llots shall be a minimum of 6 LUX.

910.4.1.c: These are now incorporated as general regulations

910.4.1.d: Soil depth requirements are moved to the general landscaping requirements in Section 55.5

910.7 (HA) Heritage Area Zone

5. Urban Design Regulations

d. Other Regulations

- iii. No portion of ~~an Above Ground Parkade an above-ground Parking Garage~~ on the ground (first) floor shall be allowed for a minimum depth of 10.0 m from any building Façade facing a public roadway, other than a Lane.
- iv. No portion of ~~an Above Ground Parkade an above-ground Parking Garage~~ above the ground (first) floor up to 5 Storeys shall be allowed for a minimum depth of 6.0 m from any building Façade facing a public roadway, other than a Lane.

6. Additional Development Regulations for Specific Uses and Streets

- a. Fleet Services Use shall be allowed only in the form of an enclosed building.
- b. ~~Non-accessory~~ ~~S~~surface ~~P~~parking ~~L~~lots shall provide a minimum 2.0 m landscaped Setback from any property line abutting a public roadway and Lane in addition to the Landscaping requirements ~~set forth in Section 55 of the Zoning Bylaw.~~

950.4 (CCHD) Clareview Campus High Density Residential Zone

3) Development Regulations

The following regulations shall apply to all Uses:

- f. ~~A~~ Surface ~~P~~parking ~~L~~lot shall be provided in a manner such that it is screened from view from the open space corridor, and adjacent roadways and properties ~~in accordance with Section 54;~~
- g. Parking and loading facilities shall be located a minimum 6 metres from the open space corridor and the Setback must be landscaped and screened from the open space corridor to the satisfaction of the Development Officer. If ~~P~~parking ~~A~~areas are covered (~~Parking Garages Above Ground Parkade~~), they shall be integrated

910.7.5: Parking Garage is replaced with new general terms.

into the overall architectural theme of the associated residential buildings through the use of similar materials and colours;

~~h. Parking shall be provided in accordance with Section 54 of this Bylaw;~~

950.5 (CCMD) Clareview Campus Medium Density Residential Zone

3) Development Regulations

The following regulations shall apply to all Uses:

~~j. Parking shall be provided in accordance with Section 54 of this Bylaw;~~

~~jk. A Surface Parking Lot shall be screened from view from the open space Amenity Area and corridors, adjacent roadways and properties in accordance with Section 54;~~

~~kl. Vehicle Parking and loading facilities shall be located a minimum 6.0 metres from the open space corridor and the Setback must be landscaped and screened from the open space corridor to the satisfaction of the Development Officer. If surface parking areas are covered (Parking Garages), they An Above Ground Parkade shall be integrated into the overall architectural theme of the associated residential buildings through the use of similar roof lines, materials, colours and roof pitch;~~

950.8 (CCNC) Clareview Campus Neighbourhood Commercial Zone

3) Development Regulations

The following regulations shall apply to all Uses:

~~f. Parking shall be provided in accordance with Section 54 of this Bylaw;~~

950.4.3.h: References to other sections are not required.

950.5.3: References to other sections are not required.

950.5.3: References to other sections are not required.

~~fg.~~ No Vehicle Parking, loading, storage, trash collection, outdoor service or display area shall be permitted within a Setback. Loading, storage and trash collection areas shall be located to the rear or sides of the principal building and shall be screened from view from any adjacent Sites and public roadways ~~in accordance with the provisions of subsection 55.4 of the Zoning Bylaw;~~

960.4 (RA7a) Ambleside Low-Rise Apartment Zone

4. Development Regulations for Permitted and Discretionary Uses

~~n. Parking shall be provided in accordance with Section 54 of the Zoning Bylaw.~~

970. SPECIAL AREA EDMONTON ENERGY AND TECHNOLOGY PARK

970.5.1. Eco-Industrial Design Plan

970.5.2. Landscaping Plan

970.5.3. Natural Area Management Plan

970.5.4. Drainage Servicing Report

970.5.5. Risk Management Plan

970.5.6. Parking Plan

To encourage green development in parking standards, ~~applicant~~stions that propose to provide Vehicle Parking for a Development Permit shall submit a Vehicle Parking plan with the following elements to the satisfaction of the Development Officer in consultation with ~~the applicable City Department~~Transportation Services:

~~a. required parking shall be based on parking demand objectives, to avoid requiring more parking than is actually needed. A parking demand assessment~~

950.8.3: References to other sections are not required.

960.4.4.n: References to other sections are not required.

~~may be a requirement of each development application to determine the parking needs of each development.~~

~~a.-b. A Multi-leveled, structured parking Above Ground Parkade or Underground Parkade shall be integrated into multi-use buildings, where large Vehicle Parking volumes are unavoidable.~~

~~b.c. Incorporate Green Parking Lot criteria where feasible.~~

970.5.7. Transportation Impact Analysis

970.5.8. Design

970.5.9. Additional Development Regulations

970.11 (EETIM) Edmonton Energy and Technology Park Medium Industrial Zone

970.11.1. General Purpose

970.11.2. Permitted Uses

970.11.3. Discretionary Uses

970.11.4. Development Regulations

970.11.5. Additional Development Regulations for Discretionary Uses

970.5.6.a: The removal of minimum parking requirements make this regulation redundant.

c. Notwithstanding subsection 54.46, storage, display, or Vehicle Parking areas surfaces shall be designed to minimize ~~impervious surfaces~~ Impermeable Material on Site and shall incorporate low impact development best management practices.

970.11.6. Service Commercial Nodes

990.4 (TC-C) HERITAGE VALLEY TOWN CENTRE COMMERCIAL ZONE

4.2 Design Regulations

Roadways and Parking

~~f. Notwithstanding Section 54 of the Zoning Bylaw, a parking reduction shall be permitted in the provision of off-street parking spaces, with the submission and approval of a Parking Impact Assessment~~

~~g. Notwithstanding Section 54 of this Bylaw, bicycle parking spaces shall be provided at the rate of 5% of the number of vehicular parking spaces required, 5 Bicycle Parking spaces being the minimum.~~

<and renumber accordingly>

997.6 Special Land Use Provisions for Blatchford-Specific Uses

3. Blatchford Urban Agriculture

~~f. Notwithstanding Section 54, no parking shall be required for Blatchford Urban Agriculture developments.~~

997.7 (BP) Blatchford Parks Zone

990.4.4.2.f: The removal of minimum parking requirements makes this provision redundant.

4. Development Regulations

The following regulations shall apply to Permitted and Discretionary Uses.

~~g. Any parking provided shall be in accordance with Section 54 of the Zoning Bylaw. Notwithstanding Section 54, parking shall not be required for any development within this zone.~~

997.8. (BRH) Blatchford Row Housing Zone

4. Development Regulations

I. Notwithstanding Section 54 of the Zoning Bylaw, the following parking regulations shall apply:

~~i. Individual Lot Blatchford Townhousing developments shall provide a minimum of 1 parking stall per unit;~~

~~i.ii. 1 parking stall shall be required for each Blatchford Lane Suite or Blatchford Accessory Suite.~~ Any individual lot Blatchford Townhousing development containing a Blatchford Lane Suite or Blatchford Accessory Suite shall not provide more than 2 parking stalls on the Site~~7.2~~.

~~iii. Multi-unit Project Developments containing Blatchford Townhousing and Blatchford Stacked Row Housing shall meet the Dwelling unit parking space requirements and visitor parking requirements as specified in Section 54, Schedule 1(C);~~

~~iv. Parking for Non-Residential Uses shall be provided according to Section 54, Schedule 1(C); and~~

997.6.3.f: The removal of minimum parking requirements makes this provision redundant.

997.7.4.g: The removal of minimum parking requirements makes this provision redundant. References to other sections of the Bylaw are not necessary.

997.8.4: Minimum requirements are removed from this Blatchford zone.

~~v. Bicycle Parking for Residential and Residential-Related Uses shall be provided according to Section 54, Schedule 2.~~

997.10 (BMR) Blatchford Medium Rise Residential Zone

2. Permitted Uses

- n. ~~Non-accessory Vehicle~~ Parking, limited to ~~an Underground Parkingade structures~~

999.5 (MMUT) Marquis Mixed Use Transition Zone

4. Development Regulations for Permitted and Discretionary Uses

- 18. ~~Non-accessory Vehicle~~ Parking ~~that is not associated with a principal Use~~ shall be permitted:
 - a. in a ~~an Above Ground Parkade or an Underground Parkade-Parking-Garage located above or below Grade.~~
 - b. at ground level as parallel or angle parking along a private roadway.

999.6 (MMS) Marquis Main Street Zone

6. Access, Circulation and Parking

- 1. Loading, storage and trash collection areas shall be screened and located to the rear of the principal building.

New bicycle parking quantities are proposed, which de-link bicycle parking and vehicle parking quantities.

2. Parking for Residential Uses shall be provided ~~underground or~~ in an Above Ground Parkade or in an Underground Parkade Garage and in accordance with Section 54 of the Zoning Bylaw.
- ~~3. Notwithstanding 6.2 above, supplied parking may be shared between uses if a Shared Use Parking Impact Assessment is submitted that demonstrates, to the satisfaction of the Development Officer, 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 Section 54.2 Schedule 1.~~
- ~~4. Notwithstanding Section 54.2 Schedule 1, Parking shall not be required on site for any non-residential use, but may be provided as on-street parking or within adjacent parcels as non-accessory parking. A parking study shall be submitted at the Development Permit stage to confirm the availability of parking for proposed uses, to the satisfaction of the Development Officer.~~
- ~~5. Non-accessory Vehicle Parking *that is not located on a Site that contains a principal Use* shall only be permitted in an Above Ground Parkade or an Underground Parkade below-Grade parking garage or in an above-Grade Parking Garage.~~
- ~~6. Parking Garages Above Ground Parkades and Underground Parkades shall be screened from view where visible from a public roadway, other than a lane, through methods such as public art, architectural screening, or landscaping.~~
- ~~7. Where a main street is developed as a private roadway, a minimum 2.5 m sidewalk shall be provided on both sides.~~
- ~~8. Bicycle parking shall be provided in accordance with Section 54.3 of the Zoning Bylaw.~~

996.6.3 & 996.6.4: Shared Parking is allowed in all zones now, so these exemptions are no longer required.

Application of the proposed new Vehicle Parking Use

How the “Non-accessory Parking” Use is replaced with “Vehicle Parking” Use.

Zone Designation	Existing: non-accessory	Proposed: Parking
110 (RF1) Single Detached Residential Zone	Not Listed	Not Listed
115 (RSL) Residential Small Lot Zone	Not Listed	Not Listed
120 (RF2) Low Density Infill Zone	Not Listed	Not Listed
130 (RPL) Planned Lot Residential Zone	Not Listed	Not Listed
135 (RLD) Residential Low Density Zone	Not Listed	Not Listed
140 (RF3) Small Scale Infill Development Zone	Not Listed	Not Listed
150 (RF4) Semi-detached Residential Zone	Not Listed	Not Listed
155 (RMD) Residential Mixed Dwelling Zone	Not Listed	Not Listed
160 (RF5) Row Housing Zone	Not Listed	Not Listed
165 (UCRH) Urban Character Row Housing Zone	Not Listed	Not Listed
170 (RF6) Medium Density Multiple Family Zone	Not Listed	Not Listed
210 (RA7) Low Rise Apartment Zone	Not Listed	Not Listed
220 (RA8) Medium Rise Apartment Zone	Not Listed	Not Listed
230 (RA9) High Rise Apartment Zone	Discretionary	Discretionary
240 (RR) Rural Residential Zone	Not Listed	Not Listed

Zones with existing allowances for dedicated parking facilities will continue to have that opportunity as a permitted use.

Parking Use table: The new use of “Vehicle Parking” is intended to encompass all parking types. The exemption to a Development Permit in 12.2 enables what is typically called “accessory Parking” to be allowed without a separate permit. But all the regulations for parking lot design will apply. Where Vehicle Parking is proposed on a site that does not contain a principal use, a

Attachment 2

250 (RMH) Mobile Home Zone	Not Listed	Not Listed
310 (CNC) Neighbourhood Convenience Commercial Zone	Not Listed	Not Listed
320 (CSC) Shopping Centre Zone	Not Listed	Not Listed
330 (CB1) Low Intensity Business Zone	Discretionary	Discretionary
340 (CB2) General Business Zone	Discretionary	Discretionary
350 (CHY) Highway Corridor Zone	Not Listed	Not Listed
360 (CO) Commercial Office Zone	Not Listed	Not Listed
370 (CB3) Commercial Mixed Business Zone	Discretionary	Discretionary
400 (IB) Industrial Business Zone	Not Listed	Not Listed
410 (IL) Light Industrial Zone	Not Listed	Not Listed
420 (IM) Medium Industrial Zone	Not Listed	Not Listed
430 (IH) Heavy Industrial Zone	Not Listed	Not Listed
510 (US) Urban Services Zone	Not Listed	Not Listed
520 (PU) Public Utility Zone	Not Listed	Not Listed
530 (AP) Public Parks Zone	Not Listed	Not Listed
531 (NA) Natural Areas Protection Zone	Not Listed	Not Listed
540 (A) Metropolitan Recreation Zone	Not Listed	Not Listed
541 (AN) River Valley Activity Node Zone	Not Listed	Not Listed
541 (AN) River Valley Activity Node Zone Appendix I - Fort Edmonton Park	Not Listed	Not Listed
541 (AN) River Valley Activity Node Zone Appendix II - Muttart Conservatory	Not Listed	Not Listed
541 (AN) River Valley Activity Node Zone Appendix III - Louise McKinney Riverfront	Not Listed	Not Listed
550 (MA) Municipal Airport Zone	Not Listed	Not Listed
551 (MA1) Municipal Airport Airfield Zone	Permitted	Permitted
552 (MA2) Municipal Airport Business Industrial Zone	Permitted	Permitted
553 (MA3) Municipal Airport General Business Zone	Discretionary	Discretionary
560 (AJ) Alternative Jurisdiction Zone	Not Listed	Not Listed
570 (CS1) Community Services 1 Zone	Not Listed	Not Listed
571 (CS2) Community Services 2 Zone	Not Listed	Not Listed
572 (CS3) Community Services 3 Zone	Not Listed	Not Listed
573 (CS4) Community Services 4 Zone	Not Listed	Not Listed
574 (UI) Urban Institutional Zone	Not Listed	Not Listed
574 (UI) Urban Institutional Zone - Appendix 1: MacEwan University — Downtown Campus	Discretionary	Discretionary

Development Permit is required. The locations where this use is allowed is proposed to be the same as the “non-accessory parking” use, and is a general replacement.

The result of this is that the Bylaw can be more precise with where each type of parking is allowed, and apply specific development regulations to mitigate land use impacts. Furthermore, this removes barriers to shared use parking. This will allow Edmontonians to make better use of the existing parking supply, and open the possibility for private agreements to share parking between sites or to rent out surplus parking spaces in developments that are already constructed.

574 (UI) Urban Institutional Zone - Appendix 2: Concordia University College	Not Listed	Not Listed
574 (UI) Urban Institutional Zone - Appendix 3: MacEwan University - West Jasper Place Campus	Discretionary	Discretionary
574 (UI) Urban Institutional Zone - Appendix 4: Northern Alberta Institute of Technology - Main Campus	Discretionary	Discretionary
610 (AG) Agricultural Zone	Not Listed	Not Listed
620 (AGU) Urban Reserve Zone	Not Listed	Not Listed
630 (AGI) Industrial Reserve Zone	Not Listed	Not Listed
910.5 (CCA) Core Commercial Arts Zone	Discretionary	Discretionary
910.6 (CMU) Commercial Mixed Use Zone	Discretionary	Discretionary
910.7 (HA) Heritage Area Zone	Discretionary	Discretionary
910.8 (HDR) High Density Residential Zone	Not Listed	Not Listed
910.9 (JAMSC) Jasper Avenue Main Street Commercial Zone	Discretionary	Discretionary
910.10 (RMU) Residential Mixed Use Zone	Not Listed	Not Listed
910.11 (UW) Urban Warehouse Zone	Discretionary	Discretionary
910.12 (AED) Arena & Entertainment District Zone	Discretionary	Discretionary
920.4 (RPLt) Terwillegar Planned Lot Residential Zone	Not Listed	Not Listed
920.5 (RF4t) Terwillegar Semi-detached Residential Zone	Not Listed	Not Listed
920.6 (RF5t) Terwillegar Row Housing Zone	Not Listed	Not Listed
920.8 (TSDR) Terwillegar Single Detached Residential	Not Listed	Not Listed
920.9 (TSLR) Terwillegar Small Lot Residential Zone	Not Listed	Not Listed
920.10 (TMU) Terwillegar Mixed Use Zone	Not Listed	Not Listed
930.4 (EIB) Ellerslie Industrial Business	Not Listed	Not Listed
930.5 (EIM) Ellerslie Medium Industrial Zone	Not Listed	Not Listed
940.5 (GLD) Griesbach Low Density Residential Zone	Not Listed	Not Listed
940.6 (GVC) Griesbach Village Centre Zone	Discretionary	Discretionary
940.7 (RF5g) Griesbach Row Housing Zone	Not Listed	Not Listed
940.8 (RA7g) Griesbach Low Rise Apartment Zone	Not Listed	Not Listed
940.9 (GLG) Griesbach Low Density Residential with Garage Suites Zone	Not Listed	Not Listed
950.4 (CCHD) Clareview Campus High Density Residential Zone	Not Listed	Not Listed
950.5 (CCMD) Clareview Campus Medium Density Residential Zone	Not Listed	Not Listed
950.6 (CCLD) Clareview Campus Low Density Residential Zone	Not Listed	Not Listed
950.7 (CCSF) Clareview Campus Single Family Residential Zone	Not Listed	Not Listed
950.8 (CCNC) Clareview Campus Neighbourhood Commercial Zone	Not Listed	Not Listed

960.4 (RA7a) Ambleside Low-Rise Apartment Zone	Not Listed	Not Listed
960.5 (CSCa) Ambleside Shopping Centre Zone	Not Listed	Not Listed
960.6 (UVCa) Ambleside Urban Village Commercial Zone	Permitted	Permitted
970.6 (EETB) Edmonton Energy and Technology Park Business Park Zone	Not Listed	Not Listed
970.7 (EETC) Edmonton Energy and Technology Park Chemical Cluster Zone	Not Listed	Not Listed
970.8 (EETL) Edmonton Energy and Technology Park Logistics Zone	Not Listed	Not Listed
970.9 (EETM) Edmonton Energy and Technology Park Manufacturing Zone	Not Listed	Not Listed
970.10 (EETR) Edmonton Energy and Technology Park Industrial Reserve Zone	Not Listed	Not Listed
970.11 (EETIM) Edmonton Energy and Technology Park Medium Industrial Zone	Not Listed	Not Listed
980 (HVLD) Heritage Valley Low Density Zone	Not Listed	Not Listed
981 (HVRH) Heritage Valley Row Housing Zone	Not Listed	Not Listed
990.4 (TC-C) Heritage Valley Town Centre Commercial Zone	Not Listed	Not Listed
993.6 (RTCC) Riverview Town Centre Commercial Zone	Permitted	Permitted
993.7 (RTCR) Riverview Town Centre Residential Zone	Not Listed	Not Listed
993.8 (RTCMR) Riverview Town Centre Medium Rise Zone	Not Listed	Not Listed
994.4 (OLD) Orchards Low Density Residential Zone	Not Listed	Not Listed
994.5 (ORH) Orchards Row Housing Zone	Not Listed	Not Listed
994.6 (ORA) Orchards Rear Attached Row Housing Zone	Not Listed	Not Listed
995 (GHLD) Special Area Graydon Hill Low Density Residential Zone	Not Listed	Not Listed
997.7 (BP) Blatchford Parks Zone	Not Listed	Not Listed
997.8 (BRH) Blatchford Row Housing Zone	Not Listed	Not Listed
997.9 (BLMR) Blatchford Low to Medium Rise Residential Zone	Permitted	Permitted
997.10 (BMR) Blatchford Medium Rise Residential Zone	Permitted	Permitted
998.4 (SLD) Stillwater Low Density Residential Zone	Not Listed	Not Listed
998.5 (SRH) Stillwater Row Housing Zone	Not Listed	Not Listed
998.6 (SRA) Stillwater Rear Attached Row Housing Zone	Not Listed	Not Listed
999.4 (MRC) Marquis Retail Centre Zone	Not Listed	Not Listed
999.5 (MMUT) Marquis Mixed Use Transition Zone	Discretionary	Discretionary
999.6 (MMS) Marquis Main Street Zone	Permitted	Permitted
999.7 (MED) Marquis Entertainment District	Permitted	Permitted

