

Charter Bylaw 19275

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No.3005

WHEREAS City Council at its meeting of February 22, 2001, gave third reading to Bylaw 12800, as amended; and

WHEREAS Council considers it desirable to amend the text of the Edmonton Zoning Bylaw;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. Bylaw 12800, as amended, The Edmonton Zoning Bylaw is hereby further amended by :

a) Add the following after Section 3.2(1)(o):

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

b) Add the following definition to Section 6.1:

“**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.”

c) Add the following definition to Section 6.1:

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

d) Add the following definition to Section 6.1:

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

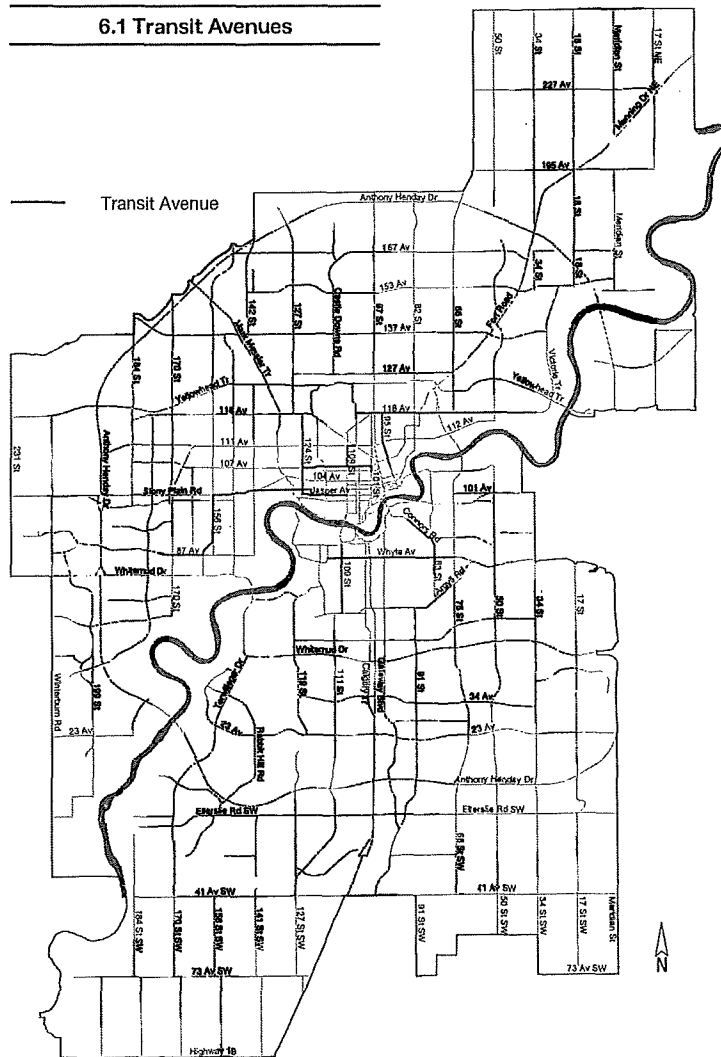
- e) Delete the following definition from Section 6.1:

“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;”

- f) Delete the definition for Transit Avenue from Section 6.1, and replace it with the following:

“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. 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.



g) Delete Section 7.4(40) and renumber the remainder of the Section accordingly;

h) Add new Section 7.4(50):

“Vehicle Parking means a development that designates a Parking Area for automobiles.”, and renumber accordingly.

and renumber the remainder of the Section accordingly;

i) Add to the end of Section 12.2.1:

“dd. A Vehicle Parking Use that is part of a development that contains a principal Use.”

- j) Delete Section 13.5(3)(g)(vi) entirely and replace it with the following:

“Vehicle Parking, Bicycle Parking, loading spaces, and pedestrian walkway areas; and”;

- k) Delete Section 23.1(12) entirely and replace it with the following:

“12. Notwithstanding subsection 23.1(2), it is an offence to Hardsurface an area within a Front Yard or a flanking Side Yard in a way that contravenes Section 54.3 of this Bylaw without a valid and approved Development Permit when a Development Permit is required.”;

- l) Delete “Hardsurfacing in contravention of subsection 54.1(4) or 54.1(5) without a Development Permit” entirely from Section 23A and replace it with the following:

“Hardsurfacing in contravention of Section 54.3 without a Development Permit.”;

- m) Delete Section 50.1(1) entirely and replacing it with the following:

“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.”;

- n) Delete Section 54.1 entirely and replace it with the following:

“54.1 General On-Site Vehicle Parking and Loading Requirements

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

Vehicle Parking space type	Length	Width (no obstructions)	Width with obstruction on one side (including two or more car garage)	Width with obstruction on both sides (including one car garage)	Vertical Clearance	Special consideration
i) Standard spaces and Visitor Parking spaces	A) 5.5 m	B) 2.6 m	C) 2.7 m	D) 3.0 m	E) 2.1 m	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. 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.
ii) Small Car spaces	A) 4.6 m	B) 2.6 m	C) 2.7 m	D) 3.0 m	E) 1.9 m	F) Maximum 30% of provided spaces may be small car spaces. Such spaces shall be clearly signed as small car spaces.
iii) Tandem spaces	A) 11.0 m	B) 2.6 m	C) 2.7 m	D) 3.0 m	E) 2.1 m	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.
iv) Expanded/oversized spaces	A) 6.2 m	B) 2.9 m	C) 3.1 m	D) 3.3 m	E) 2.4 m	F) shall be painted with double line markings
v) Barrier Free spaces	A) 5.5 m	B) 2.4 m	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		E) 2.4 m	F) be located adjoining to or near to a barrier free path of travel leading to a barrier free entrance.
vi) Parallel spaces	A) 7.0 m	B) 2.6 m	C) Drive aisle width is not required if adjacent to a public right of way.		E) 2.1 m	F) Notwithstanding 54.1(5)(c)(vi)(A), an end space with an open end shall be a minimum length of 5.5 m.
vii) Passenger Pick-up and Drop-off spaces	A) 7.0 m	B) 2.6 m	C) N/A	D) N/A	E) 2.1 m	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.
viii) Loading Spaces	A) 9.0 m	B) 3.0 m	C) N/A	D) N/A	E) 4.0 m	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

Related Unit								
iv. Visitor Parking	A. 10	B. 10	C. 10	D. 10	E. 10	F. 10	G. 10	H. 10

b. Non-Residential Uses and non-residential- related Uses								
Area of application	AED	CCA	CMU	HA	HDR	JAMSC	RMU	UW
i. All Uses except those listed separately. (Vehicle Parking per square meter of Floor Area)	A. 1.0 per 200m ²	B. 1.0 per 200m ²	C. 1.0 per 200m ²	D. 1.0 per 200 m ²	E. 1.0 per 100 m ²	F. 1.0 per 100 m ²	G. 1.0 per 100 m ²	H. 1.0 per 200 m ²
ii. Child Care Services	A. Employee parking shall be provided at the rate of a maximum of 1 parking space per 200.0 m ² of Floor Area.							
iii. Urban Outdoor Farms	A. A maximum of 5 parking stalls may be provided							
iv. All other Zones and Uses not listed above	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.							

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. 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,

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.

Table 54.2.3

Tiers	Deemed Minimum Parking For the purpose of calculating required barrier free Vehicle Parking spaces
a) Tier 1: Residential Sales Centre Auctioneering Establishments Casinos and Other Gaming Establishments Commercial Schools Funeral, Cremation and Interment Services Health Services Adult Mini-Theatre Community Recreation Services Exhibition and Convention Facilities Indoor Participant Recreation Services Natural Science Exhibits Outdoor Participant Recreation Services Private Clubs Private Education Services Public Education Services Public Libraries and Cultural Exhibits Public Park Special Event Spectator Entertainment Establishments Spectator Sports Establishments Tourist Campsites	i) 1 parking space per 10.0 m ² 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: A) 0 Vehicle Parking spaces for the first 60 m ² of Floor Area; and B) 1 Vehicle Parking space per 30.0 m ² of Floor Area in excess of 60 m ² of Floor Area
b) Tier 2: Bars and Neighbourhood Pubs Nightclubs Restaurants Specialty Food Services Breweries, Wineries and Distilleries	i) 1 Vehicle Parking space per 10.0 m ² 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: A) 0 Vehicle Parking spaces for the first 60 m ² of Public Space; and B) 1 Vehicle Parking space per 30 m ² of Public Space in excess of 60 m ² of Public Space
c) Tier 3: Aircraft Sales/Rentals Animal Hospitals and Shelters Automotive and Equipment Repair Shops Automotive and Minor Recreation Vehicle Sales/Rentals Business Support Services Cannabis Lounge Cannabis Retail Sales Carnivals Convenience Retail Stores	i) 1 Vehicle Parking space per 30.0 m ² 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: A) 0 Vehicle Parking spaces for the first 60 m ² of Floor Area; and B) 1 Vehicle Parking space per 100 m ² of Floor Area

<p>Convenience Vehicle Rentals Creation and Production Establishments Drive-in Food Services Drive-in Motion Picture Theatres Equipment Rentals Market Fleet Services Gas Bars General Contractor Services General Retail Stores Greenhouses, Plant Nurseries and Garden Centres Household Repair Services Limited Contractor Services Liquor Stores Major Amusement Establishments Major Service Stations Media Studios Minor Amusement Establishments Minor Service Stations Mobile Catering Food Services Outdoor Amusement Establishments Non-accessory Parking Pawn Stores Personal Service Shops Professional, Financial and Office Support Services Rapid Drive-through Vehicle Services Recycling Depots Secondhand Stores Train Station Truck and Mobile Home Sales/Rentals Veterinary Services Vehicle and Equipment Sales/Rentals Publicly Accessible Private Park Religious Assembly</p>	<p>in excess of 60 m² of Floor Area.</p>
<p>d) Tier 4: Temporary Shelter Services Warehouse Sales General Industrial Uses Land Treatment Special Industrial Uses Temporary Storage Urban Indoor Farms Rural Farms Livestock Operations Natural Resource Development Recreational Acreage Farms</p>	<p>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: A) 1 Vehicle Parking space per 100.0 m² of Floor Area</p>

<p>Small Animal Breeding and Boarding Establishments Urban Outdoor Farms Cemeteries Detention and Correction Services Essential Utility Services Extended Medical Treatment Services Government Services Major Impact Utility Services Minor Impact Utility Services Protective and Emergency Services Recycled Materials Drop-off Centre Child Care Services Natural Areas Urban Gardens</p>	
<p>e) Tier 5: Multi-unit Housing (with 5 or more Dwellings) Apartment Hotels Fraternity and Sorority Housing Group Home Limited Group Home Live Work Unit Lodging Houses Hotels Motels</p>	<p>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: 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,</p>

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

p) Delete Section 54.3 entirely and replace it with the following:

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.
- q) Delete Section 54.4 entirely and replace it with the following:

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.
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.

r) Delete Section 54.5 entirely and replace it with the following:

54.5 Bicycle Parking Facilities

1. Number of Bicycle Spaces

- 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.

2. Size and Location of Bicycle Parking Facilities

- a. Each Bicycle Parking space shall be a minimum of 0.6 m in width with a minimum clear length of 1.8 m. Bicycle Parking spaces shall have a vertical clearance of at least 2.0 m.
- b. Required Bicycle Parking spaces shall be wholly provided on the same Site as the building.
- c. Adequate access to and exit from individual Bicycle Parking spaces shall be provided with an aisle of not less than 1.5 m in width, to be provided and maintained beside or between each row of Bicycle Parking.
- d. Required Bicycle Parking spaces and accesses shall be located on Hardsurfaced areas.
- e. Bicycle parking shall be separated from vehicular parking by a physical barrier or a minimum 1.5 m of open space.
- f. Bicycle Parking spaces shall be visibly located where possible and provided in one or more of the following ways:

- i. secure bicycle storage rooms, lockers, racks, railings or other such device inside the building, preferably at the ground level;
 - ii. secure bicycle storage rooms, lockers, racks, railings or other such device in any Accessory parking area; or
 - iii. within any Yard of a Site but not more than 15.0 m from a principal entrance of the building, except: in the case of educational services developments where the students are restricted from using the principal entrance of the building, Bicycle Parking spaces may be provided in any Yard of a Site, no more than 15.0 m from the principal entrance of the building designated for student use
- g. Where Bicycle Parking is not visibly located on site, directional signage shall be displayed indicating its location.
- h. All Bicycle Parking spaces shall be situated to maximize visibility so as to discourage theft and vandalism, and shall be illuminated.

3. Design of Bicycle Parking Facilities

- a. Bicycle Parking shall be designed so that the bicycle is supported upright and allows locking of at least one closed section of the bicycle frame and at least one wheel with a U-lock; or designed so that the entire bicycle is contained within an individual bicycle safe.
 - i. Bicycle Parking racks shall provide two points of contact with the frame, at least 0.2 m apart horizontally so that the bicycle cannot fall or be pushed over causing damage to the bicycle.
 - ii. The design and installation Bicycle Parking racks and corrals shall accommodate a variety of bicycle types and attachments.
 - b. Bicycle Parking racks or bicycle safes shall be anchored securely to the ground or to a fixed structure.
- s) Delete Section 54.6 entirely and replace it with the following:

54.6 On-Site Vehicle Loading Facilities

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

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

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.

t) Delete Section 54.7 entirely and replace it with the following:

54.7 Passenger Drop-off Spaces

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:

Use of Building or Site	Total Number of Drop-Off Vehicle Parking Spaces Required	Number of On-Site Drop-Off Vehicle Parking Spaces Required
a. Elementary or Junior High School:	i) 3 spaces per 100 students, but no less than 5 spaces.	i) 1 space per 100 students, or 5 spaces, whichever is greater.
b. High School:	i) 1.5 spaces per 100 students, but no less than 5 spaces.	ii) 0.5 spaces per 100 students, or 5 spaces, whichever is greater.
<p>2. For the purposes of this 54.7(1),</p> <p>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.</p> <p>b. Passenger drop-off Vehicle Parking spaces may be located within the roadway plan subject to the approval of the applicable City Department.</p>		

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.

u) Add the following after Section 54.7:

54.8 Parking 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 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).
 - 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).
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; and
 - 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).”

v) Delete Section 54.2 Schedule 1 entirely

w) Delete Section 54.2 Appendix I entirely

x) Delete Section 54.3 Schedule 2 entirely

y) Delete Section 54.4 Schedule 3 entirely

z) Delete Section 54.5 Schedule 4 entirely

2.

a) Delete Section 55.3.1.a.i entirely and replace with the following:

“i. a minimum of one tree for each 35 m² and one shrub for each 15 m² of Setback;”

b) Delete Section 55.3.1.a.ii entirely and replace with the following:

“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; and ”

c) Delete Section 55.3.1.a.iii entirely and replace with the following:

“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.”

- d) Delete Section 55.3.1.b.i entirely and replace with the following:

“i. a minimum of one tree for each 25 m² and one shrub for each 15 m² of Setback;”

- e) Delete Section 55.3.1.b.ii entirely and replace with the following:

“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; and”

- f) Delete Section 55.3.1.b.iii entirely and replace with the following:

“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;”

- g) Insert after Section 55.5.8:

“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 be located sufficiently belowground 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.”

And renumber accordingly.

- h) Delete Section 55.7.1.b.iv entirely and replace with the following:

“iv. any Vehicle Parking; or”

- i) Delete Section 58 entirely and replace with the following:

“1. Crime Prevention Through Environmental Design (CPTED)

1. Site and building layouts shall include design elements that take the principles of Crime Prevention Through Environmental Design (CPTED) into consideration, particularly for commercial, industrial, multi-unit residential Uses and Vehicle Parking Uses. These elements may include, but are not limited to: elements that allow for natural surveillance, increase sightlines and activity; and high quality interior and exterior lighting. The physical layout and landscaping shall reduce 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 Vehicle Parking areas close to building access points and by using wayfinding

mechanisms. The Development Officer may require a Crime Prevention Through Environmental Design assessment prepared by a qualified security consultant, or similar professional, 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.

2. The Development Officer shall require a Crime Prevention Through Environmental Design (CPTED) assessment prepared by a qualified security consultant, or similar professional, for any development which includes an Above Ground Parkade or Underground Parkade.”;

- j) Delete Section 82.4 entirely and renumber accordingly;
- k) Delete Section 86.8 entirely;
- l) Delete Section 87.24 entirely;
- m) Delete the following from Section 94.1: “Apartment Housing” and replace it with “Multi-unit Housing”;
- n) Delete Section 94.1.a.viii entirely;
- o) Delete Section 94.1.b.i entirely, and renumber accordingly;
- p) Delete Section 130.4.11 entirely and renumber accordingly;
- q) Delete Section 150.4.10 entirely and renumber accordingly;
- r) Delete Section 155.4.24 entirely and replace it with

“24. Notwithstanding subsection 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:”
- s) Delete Section 160.4.14 entirely and replace it with

“14. Where detached rear Garages are developed, the maximum width of the building containing the Garage(s) shall not exceed:
 - a. 25 m, provided that the building does not contain more than four separate 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 Garages, within the boundaries of the Mature Neighbourhood Overlay (MNO).”
- t) Delete Section 165.4.12 entirely and replace it with

“12. Where on-Site Vehicle Parking spaces are located at the rear of any Dwelling the following requirements apply:

- a. one Garage, or Site for one Garage 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 Garage or Garage Site pad and an entry to the Dwelling;
- b. Where detached rear parking Garages are developed, the maximum width of the building containing the Garage(s) shall not exceed:
 - i. 25 m, provided that the building does not contain more than four separate Garages, outside of the boundaries of the Mature Neighbourhood Overlay; or
 - ii. 13 m, provided that the building does not contain more than two separate Garages, within the boundaries of the Mature Neighbourhood Overlay.”

- u) Delete Section 230.5.1.d entirely and replace it with

“d. Vehicle Parking shall be permitted within the lower 14.0 m of a building, only where the Above Ground Parkade 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.”

- v) Delete from Section 230.6 “Development Regulations for the Landscaping, Lighting, Parking, and Site Design” and replace it with “Development Regulations for the Landscaping, Lighting, Vehicle Parking, and Site Design”
- w) Delete Section 230.6.1.c entirely and renumber accordingly
- x) Delete Section 230.6.3 entirely and replace it with

“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.
- c. Vehicular access to parking shall be from the Abutting Lane. Where there is no Lane, parking access shall be designed to minimize disruption to the Yard, sidewalk, existing trees, and existing streetscape and where possible, should be provided from the street which has the lowest vehicle volume.”

- y) Delete from Section 230.7.3

“3. Business Support Services, Convenience Retail Stores, General Retail Stores, Liquor Stores, Non-accessory Parking, Personal Service Shops, Restaurants, and Specialty Food Services shall:” and replace it with

“3. Business Support Services, Convenience Retail Stores, General Retail Stores, Liquor Stores, Vehicle Parking in an Above Ground Parkade, Personal Service Shops, Restaurants, and

Specialty Food Services shall:”

- z) Delete Section 230.7.8 entirely and replace it with

“8. Vehicle Parking

a. 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.”

3.

- a) Delete Section 320.4.4 entirely and replace it with

“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 Underground Parkade, and Above Ground Parkade. 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.”

- b) Delete Section 370.4.17 entirely and replace it with

“17. Vehicle Parking shall not be located at ground level, and shall not interfere with a pedestrian-oriented, mixed-Use area.”

- c) Delete Section 574 Appendix I, 3.3 entirely and replace it with

“3. On-Site Vehicle Parking shall be provided in accordance with Section 54 of the Zoning Bylaw, except that:

- a. Vehicle Parking shall be provided to a maximum of 3,000 Vehicle Parking spaces.
b. Any Development Permit for a Vehicle Parking Use shall be for a temporary period of ten (10) years from August 25, 2014. For greater clarity, after August 25, 2024, Vehicle Parking shall no longer be an allowable Use. Where 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 on-Site Vehicle 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 facilities shall be clearly demarcated, have adequate storm water drainage and storage facilities;
iv. Every 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 into smaller cells. The number of islands provided shall be to the satisfaction of the Development Officer.

v. The storage of materials inclusive of accumulated snow on a Surface Parking Lot shall be in a location away from the public roadway to improve safety and visibility; and

vi. Lighting of on-Site Vehicle 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.

c. Access to vehicular Underground Parkade, Above Ground Parkade, or Surface Parking Lot 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.

d. No portion of Above Ground Parkade on the ground floor shall be allowed for a minimum depth of 10.0 m from any building Façade facing 105 Avenue NW.

e. No portion of Above Ground Parkade above the first Storey 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.”

- d) Delete Section 574 Appendix I, 3.5 entirely and replace it with
“5. 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 on-Site loading spaces.”
- e) Delete the reference “Section 54.3” from Section 574 Appendix 1,3.4 and replacing it with “Section 54.5”;
- f) Delete the term “accessory” from Section 574 Appendix 1, 3.4(b), and capitalize Parking Area;
- g) Delete from Section 574 Appendix I, 4.4 all instances of “Non-accessory” and replace it with “Vehicle”
- h) Delete from Section 574 Appendix I, 4.5 all instances of “Non-accessory” and replace it with “Vehicle”
- i) Delete from Section 816.3.1 all instances of “Non-accessory” and replace it with “Vehicle”
- j) Delete Section 860.3.1 entirely and replace it with
“1. The Development Officer may vary requirements such as building setbacks and building stepbacks, tower separation, built form and podium design, Vehicle 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).”

- k) Delete Section 860.4.2 entirely and replace it with

“2. Parking, Loading and Bicycle Storage shall be provided as specified in Section 54.”

- l) Delete Section 860.5.3 entirely and replace it with

“3. Vehicle Parking and Loading

a. Surface parking, loading, and storage areas shall be located to the rear of any building and be screened from public roadways through the orientation of on-site built form and/or enhanced landscaping measures.

b. The location and provision of garbage storage, compaction, recycling and collection facilities shall be to the satisfaction of the Development Officer having regard for minimizing the nuisance impacts of these facilities.

c. Parking, loading and passenger drop-off areas shall be designed to minimize pedestrian-vehicle conflicts.

d. Visitor parking for Residential Uses shall not be provided as tandem parking.

e. Blank walls (with or without windows) of an Above Ground Parkade shall not be developed adjacent to, or be visible from, any public roadway.”

f. No portion of an Above Ground Parkade 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 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 will be located on or above the top floor of any building or, in the case of a tower, podium structure.”;

- m) Delete all references to “Appendix IV” from Section 860.5.8.a and replace it with

“Appendix III”;

- n) Delete Section 860 Appendix III entirely;

- o) Rename “Appendix IV” from Section 860 to “Appendix III”;

- p) Delete the reference to “Appendix V” from newly renamed Section 860 Appendix III.1 and replace it with

“Appendix IV”;

- q) Delete the reference to “Appendices IV and V” from newly renamed Section 860 Appendix III.2 and replace it with

“Appendices III and IV”;

- r) Rename “Appendix V” from Section 860 to “Appendix IV”;
- s) Delete “This appendix is to be used in conjunction with Appendix IV” from newly renamed Section 860 Appendix IV and replace it with

“This appendix is to be used in conjunction with Appendix III”

- t) Delete Section 910.4.1 entirely and replace it with

“1. Vehicle Parking

a. 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.

b. No portion of an Above Ground Parkade 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.

c. Surface Parking Lots:

i. A Surface Parking Lot shall only be located at the rear of a building and 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 Lot;

iii. The storage of materials inclusive of accumulated snow on a Surface Parking Lot shall be in a location away from the public roadway to improve safety and visibility; and

iv. Lighting for the non-accessory Surface Parking Lots shall be a minimum of 6 LUX.”;

- u) Delete the reference to “an above ground Parking Garage” in Section 910.7.5.d and replace it with

“an Above Ground Parkade”;

- v) Delete Section 910.7.6.b entirely and replace it with

“Surface Parking 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 requirement.”;

- w) Delete Section 950.4.3.f entirely and replace it with

“f. A Surface Parking Lot shall be provided in a manner such that it is screened from view from the open space corridor, and adjacent roadways and properties;”;

- x) Delete Section 950.4.3.g entirely and replace it with

“ 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 Parking Areas are covered (Above Ground Parkade), they shall be integrated into the overall architectural theme of the associated residential buildings through the use of similar materials and colours;”;

- y) Delete Section 950.4.3.h entirely and renumber the remainder of the Section accordingly;
- z) Delete Section 950.5.3.j entirely and renumber the remainder of the Section accordingly;

4.

- a) Delete newly renumbered Section 950.5.3.j entirely and replace it with

“A Surface Parking Lot shall be screened from view from the open space Amenity Area and corridors, adjacent roadways and properties;”;

- b) Delete newly renumbered Section 950.5.3.k entirely and replace it with

“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. 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;”;

- c) Delete Section 950.8.3.f entirely and renumber the remainder of the Section accordingly;
- d) Delete newly renumbered Section 950.8.3.f entirely and replace it with

“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;”;

- e) Delete Section 960.4.4.n entirely and renumber the remainder of the Section accordingly;
- f) Add the prefix “970.5.” before each of the following sections titles in Section 970.5:

1. Eco-Industrial Design Plan
2. Landscaping Plan

3. Natural Area Management Plan

4. Drainage Servicing Report

5. Risk Management Plan

6. Parking Plan

7. Transportation Impact Analysis

8. Design

9. Additional Development Regulations;

g) Delete newly renumbered Section 970.5.6 and replace with

“970.5.6. Parking Plan

To encourage green development in parking standards, applications that propose to provide Vehicle Parking shall submit a Vehicle Parking plan with the following elements to the satisfaction of the Development Officer in consultation with the applicable City Department:

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

b. Incorporate Green Parking Lot criteria where feasible.”;

h) Add the prefix “970.11.” before each of the following section titles in Section 970.11:

1. General Purpose

2. Permitted Uses

3. Discretionary Uses

4. Development Regulations

5. Additional Development Regulations for Discretionary Uses

6. Service Commercial Nodes;

i) Delete newly renumbered Section 970.11.5.c and replace with

“c. Notwithstanding subsection 54.4, storage, display, or Vehicle Parking surfaces shall be designed to minimize Impermeable Material on Site and shall incorporate low impact development best management practices.”

j) Delete Section 990.4.4.2.Roadways and Parking, (f) and (g) and renumber the remainder of the Section accordingly; entirely;

k) Delete Section 997.6.3.f entirely and renumber the remainder of the Section accordingly;

l) Delete Section 997.7.4.g entirely and renumber the remainder of the Section accordingly;

m) Delete Section 997.8.4.1 entirely and replace it with

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

i. 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.”

n) Delete Section 997.10.2.n entirely and renumber the remainder of the Section accordingly;

o) Add new Section 977.10.2.x:

“Vehicle Parking, limited to an Underground Parkade” and renumber accordingly;

p) Delete Section 999.5.4.18 entirely and replace it with

“18. Vehicle Parking that is not associated with a principal Use shall be permitted:

a. in an Above Ground Parkade or an Underground Parkade.

b. at ground level as parallel or angle parking along a private roadway.”;

q) Delete Section 999.6.6 entirely and replace it with

“6. Access, Circulation and Parking

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

2. Parking for Residential Uses shall be provided in an Above Ground Parkade or in an Underground Parkade.

3. 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

4. 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.

5. Where a main street is developed as a private roadway, a minimum 2.5 m sidewalk shall be provided on both sides.

6. Bicycle parking shall be provided.”

r) Delete “Non-accessory Parking” and replacing it with “Vehicle Parking” in the following Sections, and renumbering the remainder of the Sections numerically or alphabetically accordingly:

230(3), 330(3), 340(3), 370(3), 551(2), 552(2), 553(3), 574 - Appendix I(2), 574 - Appendix III(2), 574 - Appendix IV(2), 910.5(3), 910.6(3), 910.7(3), 910.9(3), 910.11(3), 910.12(3), 940.6(4), 960.6(2), 993.6(2), 999.5(3), 999.6(2), 999.7(2);

- s) Delete from Sections 997.9(2) and 997.10(2) "Non-accessory Parking, limited to underground parking structures," and replace it with "Vehicle Parking, limited to Underground Parkades" and renumber the remainder of the Section accordingly.


5. The Bylaw comes into force on July 2, 2020.

READ a first time this	23rd	day of	June	, A. D. 2020;
READ a second time this	23rd	day of	June	, A. D. 2020;
READ a third time this	23rd	day of	June	, A. D. 2020;
SIGNED and PASSED this	23rd	day of	June	, A. D. 2020.

THE CITY OF EDMONTON



MAYOR



A/ CITY CLERK