

Mark-up of Scenario Two

- Black Font: Existing Text in Zoning Bylaw 12800
- ~~Strikethrough:~~ Proposed deletion from Zoning Bylaw 12800
- Underline-Italic:* 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:*
 - i. Parking Facility - Structured*
 - ii. Parking Facility - Surface*

7.4 Commercial Uses

~~40. Non-accessory Parking means development 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.”;~~

40. Parking Facility - Structured means development for the purpose of providing dedicated parking stalls, independent of other principal Uses on-site, that is located in an underground or above ground structure. This use may include accessory Commercial Uses.

41. Parking Facility - Surface means development for the purpose of providing dedicated parking stalls, independent of other principal Uses on-site, that is located

Rationale

The definition of non-accessory parking prevents the sharing of parking between different homes and businesses. This amendment would replace the non-accessory parking use with two new uses that capture both parkades and surface parking lots that are purpose built for parking. This will allow shared use of existing parking supply, while also enabling different development regulations and conditions to be applied to parking lots and parkades.

at ground level with no parking structures. This use may include accessory Commercial Uses.

<and renumber accordingly>

13.5 Comprehensive Site Plan

3. The Comprehensive Project Site plan shall show:

g. common areas, including dimensions for the following:

vi. Parking Areas, bicycle parking, loading spaces, and pedestrian walkways; and

14.11 Parking Transportation Information

1. The Development Officer, in consultation with ~~Transportation Services~~ the appropriate City Department, may require an applicant for a Development Permit to submit a parking impact assessment, parking utilization count, traffic impact assessment, or Transportation Demand Management assessment or study, or similar information necessary to determine the land use impact of ~~vehicle parking~~ travel to and from the site for the ~~full range of Uses~~ development contemplated in the Development Permit Application.
2. The Development Officer, having regard to the information provided in section 14.11(1) may, in consultation with ~~Transportation Services~~ the appropriate City Department, apply conditions to the approval of the Development Permit to mitigate land use impacts of ~~vehicle parking~~ travel to and from the site.
3. When a parking impact assessment traffic impact assessment or Transportation Demand Management Study is required pursuant to subsection 14.11(1), ~~it parking impact assessment~~ shall be completed by a Professional Engineer

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

A broader range of studies are named, and this allows a more holistic review of the travel to and from a development.

Specific reference to a business area are removed due to their name changing regularly.

registered in Alberta, ~~to the satisfaction of the Development Officer in consultation with Transportation Services.~~

23. Enforcement and Penalties

23.1 Offences

10. 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 ~~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.~~

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

~~1. Applicability and Exceptions~~

Updated reference to reflect the new section numbering.

Updated reference to reflect the new section numbering.

The distinction between accessory and non-accessory is removed to allow the sharing of parking spaces between different uses.

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

- ~~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. Where off-street parking and loading facilities are provided they shall be provided and maintained in accordance with the regulations and standards of this Bylaw. Where 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.

It is not necessary to refer to other sections of the bylaw as being in force.

Incorporated into the loading spaces regulations.

This regulation consolidates a number of provisions related to safety and design into a single regulation that apply to all parking areas.

2. All parking, loading, and drop-off areas will be designed to ensure a safe physical environment.

3. Minimum vehicle parking space and loading space dimensions

a. All provided parking spaces shall be clear of any access driveways, aisles, ramps, columns, signs, pedestrian passageways, building door swing area, and other similar obstructions.

b. Loading facilities shall not be used for driveways, access or egress, commercial repair work, display, sale, or storage of goods of any kind.

c. All provided parking spaces and loading spaces shall conform to the following minimum dimensions:

<u>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 garage)</u>	<u>Vertical Clearance</u>	<u>Special consideration</u>
<u>Standard spaces and Visitor Parking spaces</u>	<u>5.5 m</u>	<u>2.6 m</u>	<u>2.8 m</u>	<u>3.0 m</u>	<u>2.1 m</u>	<u>Includes passenger pick-up and drop-off spaces if they are designated with signs to reserve the parking spaces for pick-up and drop-off. Where visitor parking is required, it must be readily available to an entrance of the building and be clearly identified as visitor parking.</u>
<u>Small Car</u>	<u>4.6 m</u>	<u>2.6 m</u>	<u>2.8 m</u>	<u>3.0 m</u>	<u>1.9 m</u>	<u>Maximum 30% of provided spaces are small car spaces. Such spaces shall be clearly signed as small car spaces.</u>
<u>Tandem</u>	<u>12.0 m</u>	<u>2.6 m</u>	<u>2.8 m</u>	<u>3.0 m</u>	<u>2.1 m</u>	<u>Parking spaces may only be provided as Tandem Parking if: i. the Tandem Parking is not used</u>

This table consolidates a number of provisions related to safety and design into a single regulation that apply to all parking areas.

						<p><u>for visitor parking;</u> <u>ii. both Tandem Parking spaces are developed to provide parking for the same Dwelling; and</u> <u>iii. the Tandem Parking does not block access to any other parking space.</u></p>
<u>Expanded/oversized</u>	<u>6.2 m</u>	<u>2.9 m</u>	<u>3.1 m</u>	<u>3.3 m</u>	<u>2.4 m</u>	<u>shall be painted with double line markings</u>
<u>Barrier Free</u>	<u>5.5</u>	<u>2.4</u>	<u>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</u>		<u>2.4 m</u>	<u>be located adjoining to or near to a barrier free path of travel leading to a barrier free entrance.</u>
<u>Parallel</u>	<u>7.0 m</u>	<u>2.6 m</u>	<u>Drive aisle width is not required if adjacent to a public right of way.</u>		<u>2.1 m</u>	<u>except that an end space with an open end shall be a minimum length of 5.5 m.</u>
<u>Passenger Pick-up and Drop-off</u>	<u>7.0 m</u>	<u>2.6 m</u>	<u>N/A</u>	<u>N/A</u>	<u>2.1 m</u>	<u>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>Loading Space</u>	<u>9.0 m</u>	<u>3.0 m</u>	<u>N/A</u>	<u>N/A</u>	<u>4.0 m</u>	<p><u>Unless larger dimensions are required, having regard to the type of vehicle loading and unloading without projecting into a public roadway.</u></p> <p><u>Each off-street loading space shall be of adequate size and accessibility to accommodate the vehicles expected to load and unload.</u></p>

c. minimum vehicle parking space dimension regulations:

i. are measured

A) to the centreline of the painted line, when unobstructed; or

B) from the unobstructed width from face to face of the obstruction(s), or face of the obstruction to the centre-line of the painted line, when obstructed;

ii. Vertical clearance is required to meet the entire distance between the driveway and the parking space. For greater certainty, this includes mechanical units, plumbing and other pipes, structural supports that are along the drive path and into the parking space;

iii. drive aisles shall be a minimum of:

A) 7.0 m wide for 90° parking,

B) 5.5 m wide for 60° parking, and

C) 3.6 m wide for 45° parking and parallel parking;

D) 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.

4. Landscaping for parking areas shall be provided as following:

a. Surface parking areas containing parking for 30 or more vehicles shall incorporate landscaped open space within the parking area, calculated on the basis of 2.0 m² per parking and loading space, with a minimum of one landscaped island.

b. Surface parking areas containing parking for 40 or more vehicles shall incorporate landscaped open space within the parking area, calculated on the

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

These regulations relocate existing landscaping requirements to the general requirements. Further refinement of these regulations will

basis of 2.0 m² per parking and loading, with a minimum of two landscaped islands.

c. Parking islands shall be placed to provide visual relief, to assist vehicular circulation and to organize large areas of parking into smaller cells, and shall be Landscaped in accordance with Section 55.3 - General Planting Requirements.

5. The following regulations apply to a Parking Facility - Structured:

a. When a Parking Facility - Structured are located underground next to a Treed Landscape Boulevard, the Development Officer shall request information regarding the protection of the root system of adjacent trees and, in consultation with the appropriate City Department, shall apply conditions to the approval of the Development Permit to protect Treed Landscape Boulevards.

b. When a Parking Facility - Structured is located on a Site within a Transit Oriented or Main Streets Area, the design shall:

i. provide continuity of commercial Frontage along the street. In the case of a corner Site the Parking Structure shall continue the commercial frontage on the flanking public roadway.

ii. provide a minimum 4.0 m in Height on the ground level Storey of the Parking Garage.

iii. screen any parking structures above the first storey with building facades or public art.

c. For the purpose of this Section:

i. Transit Oriented Developments and Main Streets Areas are those located within:

A) 600 metres of an existing LRT station, or a future LRT station pursuant to the most recent version of a Council-approved Concept Plan;

be undertaken as part of Zoning Bylaw Renewal, with a view to incorporate Low Impact Development (LID) and climate resiliency principles.

These regulations are relocated and clarified to provide design guidance on all parking garages.

This is the first departure between the three scenarios.

These geographies are from the existing Section 54.2 Schedule 1B

- B) 600 metres of an existing Transit Centre, or a future Transit Centre pursuant to the most recent version of a Council-approved Concept Plan;
 - C) 400 metres of a Frequent Transit Network; or
 - D) 150 metres of a Transit Avenue;
 - E) the boundaries of the Main Streets Overlay
 - F) the boundaries of the Downtown Special Area, and the Quarters Overlay.
- ii. 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.

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~~

and 1C. Residential and non-residential is combined to simplify the regulations.

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

~~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:
 - ~~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

Schedules are deleted and the number of spaces are incorporated into the way the text is written.

Tandem parking relocated to the special consideration column of the parking stall size table.

Hardship is a standard reason to grant a variance as per the Municipal Government Act, so it is unnecessary to state that as a condition. However, there may be other reasons for allowing a variance that is not a result of hardship, such as meeting City plans, policies, or other method to minimize land use impacts. These opportunities are added to the new Section 54.10.

Development Officer shall state the reduction and the reasons for it on the Development Permit. When calculating multiple uses on a site, round once only at the end; regular math rounding rules apply.

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

6. The minimum number of Designated Stalls for Use by Persons with Disabilities shall be as follows:

<u>Floor Area</u>	<u>Minimum Number of Required Barrier Free Parking Stalls</u>
<u>i) Less than 60 m²</u>	<u>0</u>
<u>ii) 60.0 m² to 300 m²</u>	<u>1</u>
<u>iii) 300 m² to 750 m²</u>	<u>2</u>
<u>iv) 750 m² to 1500 m²</u>	<u>3</u>
<u>v) 1500 m² to 3000 m²</u>	<u>4</u>
<u>vi) every additional 3000m²</u>	<u>1 additional space</u>

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

7. Notwithstanding subsection 54.1.6, Garden Suites, Secondary Suites, Duplex Housing, Mobile Homes, Semi-Detached Housing, Single Detached Housing, and Row Housing shall not require designated stalls for use by persons with physical disabilities.

8. All designated stalls for use by persons with physical disabilities shall be constructed and identified in accordance with the Alberta Building Code.

~~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 Required Off-street Vehicular Accessory Parking Vehicle Parking Quantities

1. Number of Vehicular Spaces

This aligns with existing barrier-free parking requirements of the Alberta Building Code, which does not require barrier-free parking for low-density housing types. Multi-unit Housing developments still require barrier free spaces.

The front yard parking design requirements are relocated to the new Section 54.3, on Page 14

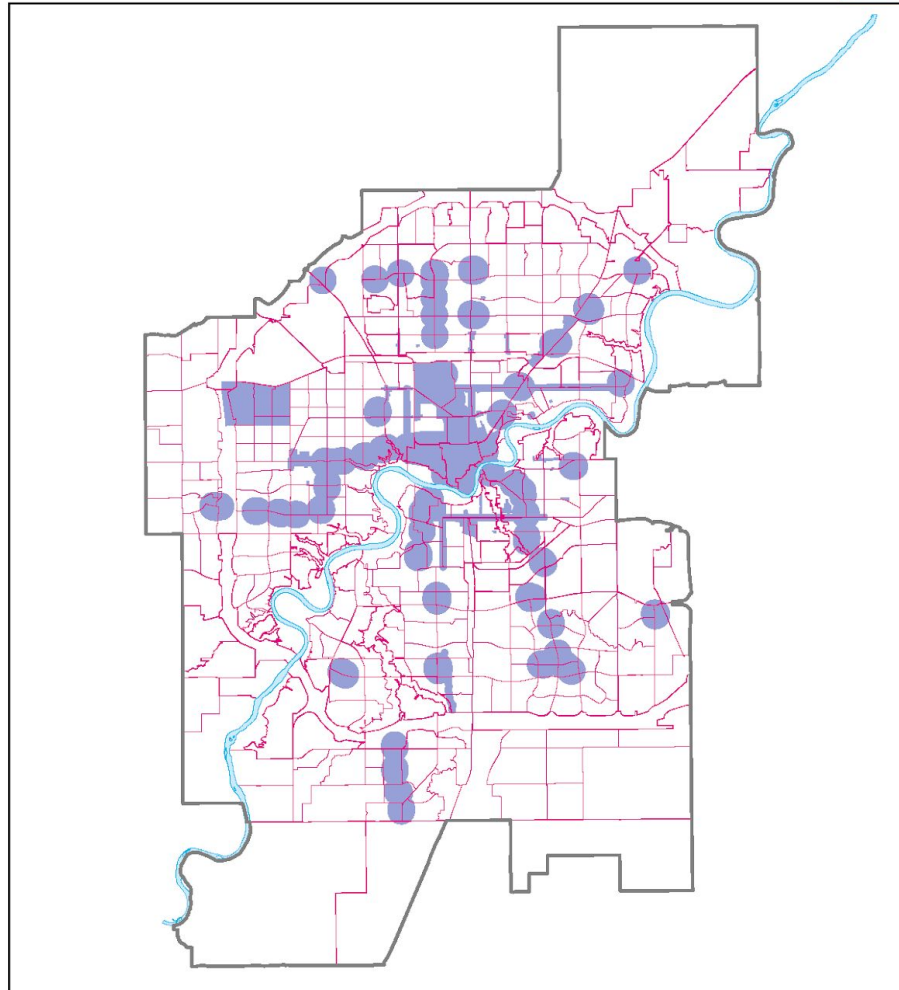
The primary difference between the three scenarios begins here. For this scenario, a phased approach is proposed. The first phase uses existing geographies, and keeps the parking requirements for “all

a. For areas within the Downtown Special Area, Business Improvement Areas, Main Street Overlay, or within 600.0 m of an existing or planned Transit Centre or LRT Station, as shown in the following map:

other areas” largely the same. For the areas included in the first phase, they are typically areas that already have parking reductions applied.

This map shows Open Option Parking boundary for Scenario Two, Phase One.

Path 2 Phase 1 Open Option Parking Boundary



Map Compiled by:
Zoning Bylaw,
Development Services

November, 2019

The City of Edmonton disclaims any liability for the use of this map.

LEGEND

 Open Option Parking Boundary for Scenario Two, Phase One



No reproduction of this map, in whole or in part, is permitted without express written consent of the City of Edmonton, Urban Form and Corporate Strategic Development Department

The parking requirements that are retained are a simplified version of Section 54.2 Schedule 1B and 1C.

the maximum number of at-grade, surface vehicle parking spaces shall be as follows:

<u>Use</u>	<u>Maximum Number of at ground level, Surface Vehicle Parking Spaces</u>
<u>a. Residential and Residential-Related Uses</u>	<u>i) Within 400.0 m of an existing LRT station, or a future LRT station pursuant to the most recent version of a Council-approved Concept Plan, an existing Transit Centre, or a future Transit Centre pursuant to the most recent version of a Council-approved Concept Plan, the Main Streets Overlay, the Downtown Special Area, and The Quarters Overlay: 1 per 50 m² of total building Floor Area*</u>
<u>b. Non-Residential Uses</u>	<p><u>i) Within the Arena & Entertainment District (AED), Core Commercial Arts (CCA), Commercial Mixed Use (CMU), Heritage Area (HA), Urban Warehouse (UW) Zones: 1 per 200 m² of ground level Floor Area</u></p> <p><u>ii) Within the High Density Residential (HDR), Jasper Avenue Main Street Commercial (JAMSC), Residential Mixed Use (RMU) Zones, and The Quarters Overlay: 1 per 100 m² of ground level Floor Area.</u></p> <p><u>iii) Within 400.0 m of an existing LRT station, or a future LRT station pursuant to the most recent version of a Council-approved Concept Plan, an existing Transit Centre, or a future Transit Centre pursuant to the most recent version of a Council-approved Concept Plan, the Main Streets Overlay, and 200.0 m of a Frequent</u></p>

A new section on variance power for parking is added to Section 54.9.

Phase one moves the City towards Open Option Parking, and that

	<u>Transit Network: 1 per 50 m² of ground level Floor Area.*</u>
<u>c. Urban Outdoor Farms</u>	<u>i) A maximum of 5 parking stalls may be provided</u>
<u>d. Urban Gardens</u>	<u>i) maximum of 5 parking stalls may be provided</u>
<u>*Parking maximums shall not apply to public park and ride facilities</u>	

means giving up some control over the parking supply.

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

b. For all other areas the following minimum, and if applicable, maximum parking requirements in Section 54.2 Schedule 1A apply.

<relocate the regulations from existing Section 54.2 Schedule 1A here>

- ~~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

Rules for parking in the front yard have been simplified and incorporated into new regulations in Sections 54.3 and 54.4

- ~~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.~~
- ~~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~~

Landscaping requirements are relocated to general regulations.

All dimensions are relocated to a Table in Section 54.1

- 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~~

- 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~~

All dimensions are relocated to a Table in Section 54.1

- ~~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;~~
 - ~~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.~~

54.3 Low-density Residential Parking Design

- 1. Unless otherwise provided for in this Bylaw, where a Site Abuts a Lane, vehicle access shall be from the Lane.*
- 2. Every Driveway, off-street parking or loading space, and access provided or required, 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 except that:*

The regulation to require access from a lane where one exists in certain areas of the City. This would extend the requirement to all residential zones to improve urban design and make use of existing infrastructure. Special area or Direct Control zones that specifically allow for front drives would be exempt from this requirement.

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

These regulations apply in low density residential zones. Existing regulations relocated.

- a. Driveways and Parking Areas may be provided on the basis of Hardsurfaced tire tracks.
- 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 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 any Site Zoned RF1 and less than 10.4 m wide, have a maximum width of 4.3 m.
- 4. Except as otherwise provided for in this Bylaw, parking spaces, not including Driveways, shall be located in accordance with the following:
 - a. parking spaces shall not be located within a Front Yard, other than those located on a Driveway; and
 - b. on a Corner Lot, 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;

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

Relocated and simplified regulations for the existing curbing requirement.

Relocated hardsurfacing requirements

54.4 Non-Residential Parking Design

1. Parking spaces shall not be located within a Front Setback or a Side Setback Abutting the flanking public roadway, other than a Lane.
2. When Abutting a Residential Zone, a 1.5m Landscaped buffer must be provided to screen the parking area from adjacent Residential properties.
3. Walkways within surface Parking Areas shall:
 - a. be located at regular intervals of approximately 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
 - c. provide raised crosswalks at vehicle crossing points
 - d. be a minimum 1.5 m clear width, free from obstructions including vehicle overhangs
4. 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.
5. Every Driveway, off-street parking or loading space, and access provided or required shall be Hardsurfaced, except that:
 - a. 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.
 - b. any area at the rear or the side of the principal building provided or required for off-street parking or loading space for an Industrial Use need not be Hardsurfaced, but shall be of such a surface that shall minimize the carrying of dirt or foreign matter upon the public roadway.

54.2—Schedule 1

In Phase one, minimum parking is retained for the balance of the city. Schedule 1A is renamed, relocated, and retained. This schedule applies to all other areas, and will be consolidated and simplified as part of Scenario Two, Phase Two. In Phase Two, this use list will be reviewed and consolidated to be similar in size as compared to the core areas add transit areas.

Schedule 1B is no longer required as minimum parking requirements will not apply in the areas where this Schedule applies. From here until Page 27 is just showing the

54.2 Schedule 1 -- Vehicular Parking Requirement

<relocated to: **54.2 Required Off-street Vehicle Parking Quantities, 1.**
Number of Vehicular Spaces, b. >

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	

Schedule 1(B) -- Areas Within the Downtown Special Area
Residential and Residential-Related Uses

	Number of Required Parking Spaces by Zone
--	--

deletion of Schedule 1B; Deletion of Schedule 1C starts on Page 28.

These values are simplified and retained for the areas defined in Scenario Two, Phase One.

Area of Application	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
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

<p>5. Other Parking Regulations</p>	<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.
--	--

These values are simplified and retained for the areas defined in Scenario Two, Phase One.

Non-Residential Uses

Number of Required Parking Spaces by Zone

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 Required (space/sq. m of GFA)	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

Passenger pick up and drop off requirements are relocated to new Section 54.6.

Passenger pick up and drop off requirements are relocated to new Section 54.6.

<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>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>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>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> <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. Convenien</p>	<p>No parking is required</p>

ce-Retail Stores	
9. Restaurants, Bars and Neighbourhood Pubs, Specialty Food Services	Less than 200 occupants and 240m² of Public Space, no parking is required. Zero minimum parking requirement for the UW zone.
10. Special Event	No Parking is required
11. Urban Outdoor Farms	No parking is required. A maximum of 5 parking stalls may be provided
12. Urban Indoor Farms	No parking is required. A maximum of 5 parking stalls may be provided
13. Urban Gardens	No parking is required. A maximum of 5 parking stalls may be provided
14. All other Zones and Uses not	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.

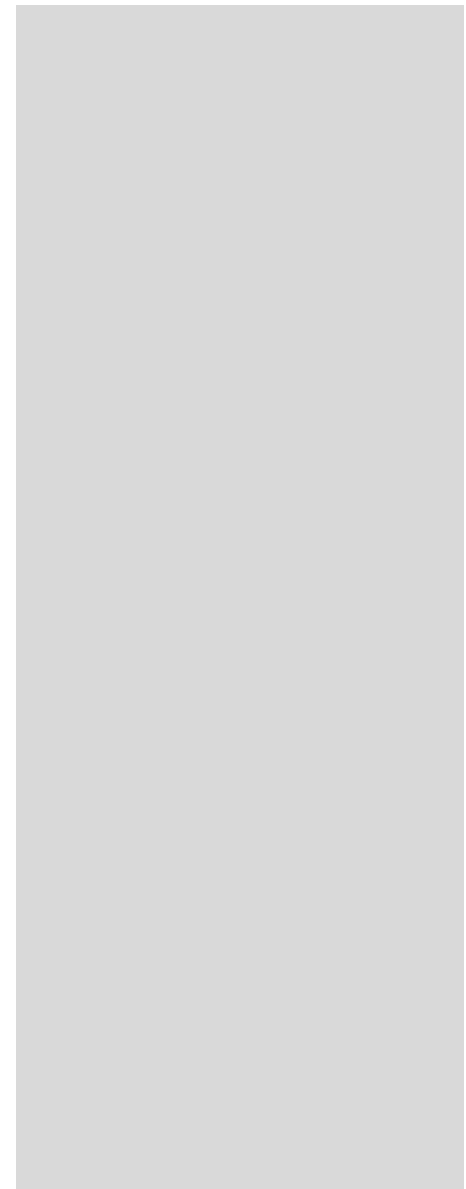
Schedule 1C is no longer required as minimum parking requirements will not apply in the areas where this Schedule applies. From here until Page 35 is just showing the deletion of Schedule 1C.

The area of application is retained in new Section 54.1.

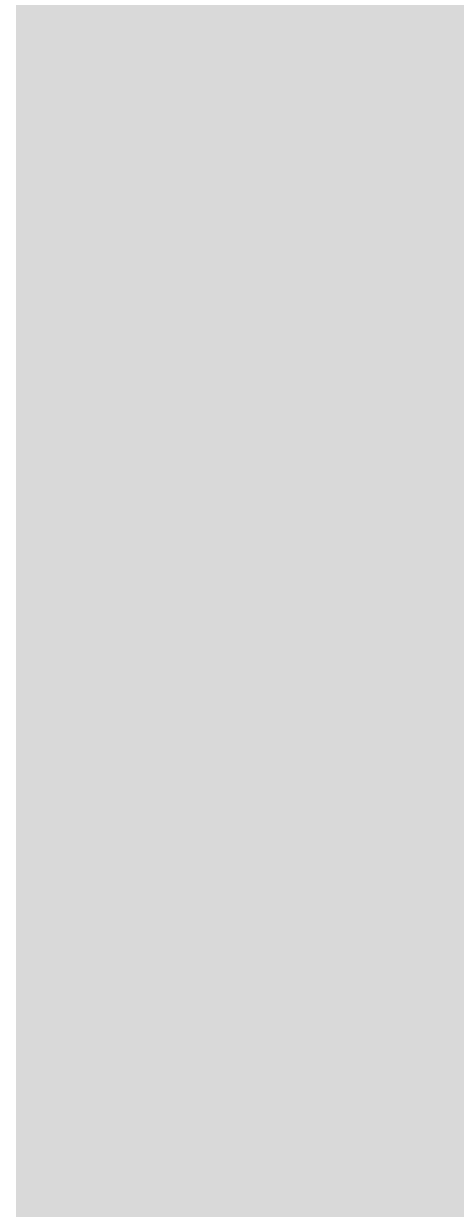
New requirements will be developed as part of the Bike Plan.

listed above	
--------------	--

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	
Area of application	Where the following Uses are outside of the boundary of 54.2 Schedule 1(B) but are located within: <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;

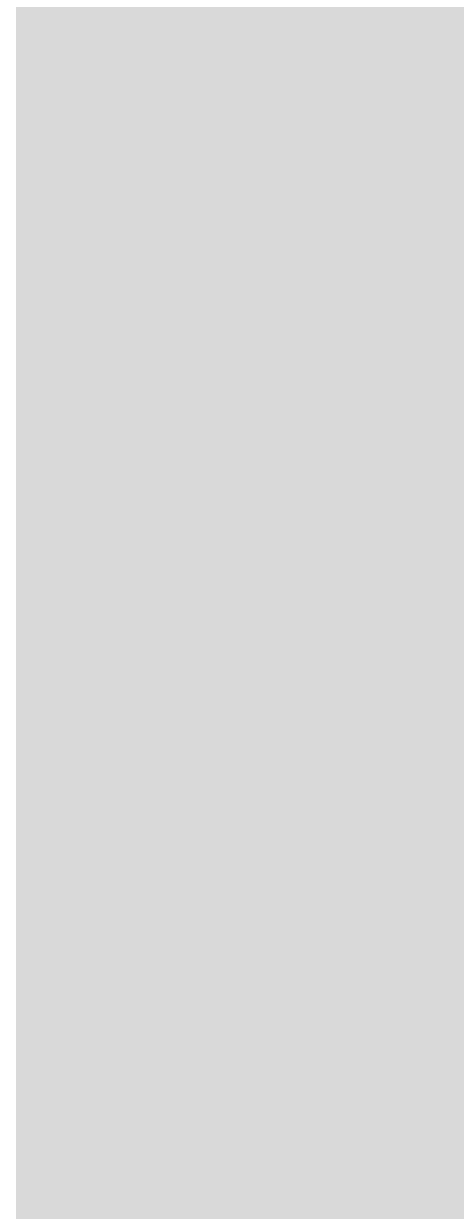


<p>Area of application</p>	<p>the minimum and maximum parking requirements shown below shall apply, except Schedule 1(A) shall apply for Residential and Residential Related Uses not listed here.</p> <p>For the purpose of Schedule 1(C), measurements shall be made from the nearest point of the LRT station, 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>
----------------------------	---



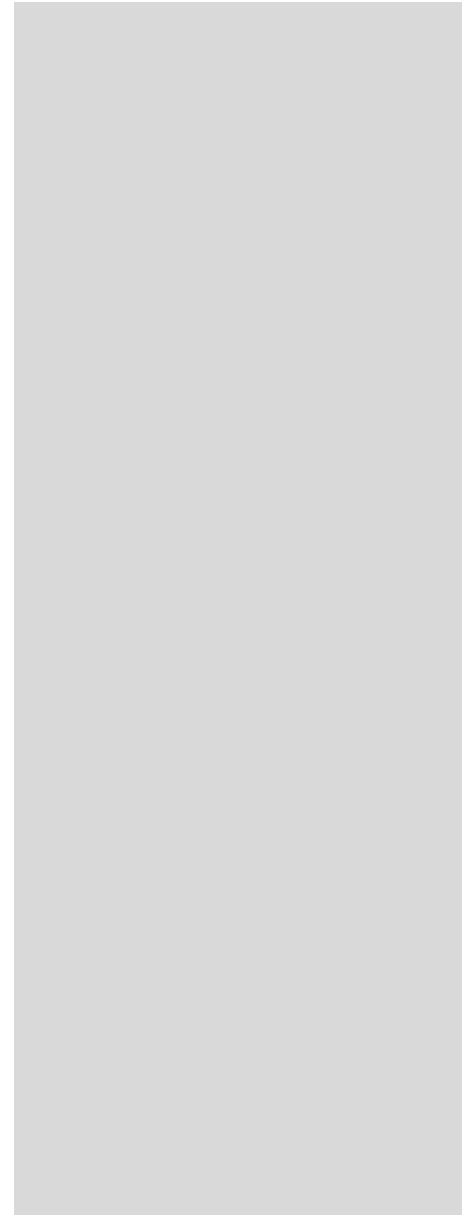
<p>1. Apartment Housing Stacked Row Housing</p>	<p>In-Core and Mature neighbourhoods, as identified in Edmonton's Municipal Development Plan, Bylaw 15100, excluding the Downtown Special Area:</p>		
	<p>Minimum and Maximum Parking Spaces per Dwelling size</p>		
	Dwelling-Size	Minimu m	Maximum
	Studio	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
	<p>In all other neighbourhoods:</p>		
	<p>Minimum and Maximum Parking Spaces per Dwelling size</p>		
	Dwelling-Size	Minimu m	Maximum
	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>

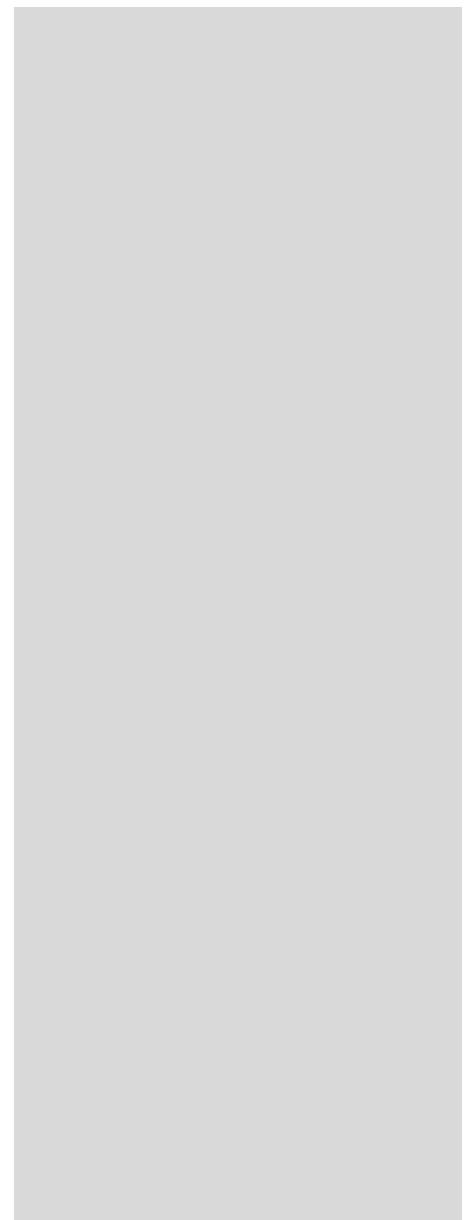


<p>3. Row Housing</p>	<p>In Core and Mature neighbourhoods, as identified in Edmonton's Municipal Development Plan, Bylaw 15100, excluding the Downtown Special Area:</p>	
	Minimum Parking Spaces per Dwelling	Maximum Parking Spaces per Dwelling
	0.5	1.75
	<p>In all other neighbourhoods:</p>	
	Minimum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



<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>

Transit Avenues are no longer required to be identified as they do not have a parking reduction value associated with them.

54.3 — Schedule 2

Schedule 2 — Bicycle Parking Requirement

<relocated to 54.5.1 Number of Bicycle Parking Spaces>

Area of Application	Minimum Number of Bicycle Parking Spaces
1. Areas where Section 54.2.1.b Schedule 1(A) applies	For all Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Class developments: 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.
2. Areas where Section 54.2.1.a Schedule 1(B) applies	For all Residential and Residential-Related Use Classes of 20 Dwellings or more, and all Non-residential Use Class developments: 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.

This section may be updated in 2020 based on input from the Bike Plan.

From this point onwards, the three options are generally the same.

The existing loading space requirement is very onerous and typically excessive to what is needed on a site.

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

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.~~

<relocate Schedule 2 inline here>

54.46 Off-street Vehicular Loading Facilities

1. The quantity of loading spaces shall be provided as per the following:

<u>Total Floor Area of Building</u>	<u>Minimum Number of loading Spaces Required</u>
<u>i) Less than 2500 m2</u>	<u>0</u>
<u>ii) 2500 m2 to 7500 m2</u>	<u>1</u>
<u>iii) More than 7500 m2</u>	<u>2</u>

For example, a large grocery store of 13 000 m² would require seven loading spaces, whereas in practice they will typically provide two.

Similarly, on a typical 20 storey apartment building with 17 000 m² of Floor Area, the apartment would require seven loading spaces.

The proposed requirements decrease the total maximum required loading spaces to 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.

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

- 2. Loading spaces shall be designed to meet the needs of the building, taking into consideration vehicle length and frequency of deliveries or drop-offs anticipated for the development.
- 3. 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.
- 4. Access to any loading area shall be provided, wherever possible, internally to the development or from a Lane Abutting the Development
- 5. 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.
- 6. Off-street loading spaces shall be screened by a minimum 1.5m Landscaped buffer from residential developments on abutting Sites.

~~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~~

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.

- 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
1. Any development within the Commercial or Industrial Use Classes, excluding Professional, Financial and Office Support Services	Less than 465 m² 465 m² to 2 300 m² Each additional 2 300 m², or fraction thereof	1 2 1 additional
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	Up to 2 800 m² Each additional 2 800 m², or fraction thereof	1 1 additional

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

Relocated and retained

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

1. Passenger Drop-off Spaces for Public and Private Elementary, Junior High School and High Schools shall be provided according to the following:

<u>Use of Building or Site</u>	<u>Total Number of Drop-Off Spaces Required</u>	<u>Number of On-Site Drop-Off Spaces Required</u>
<u>a. Elementary or Junior High School</u>	<u>3 spaces per 100 students, but in no case less than 5 spaces.</u>	<u>1 spaces per 100 students, or 5 spaces, whichever is greater.</u>
<u>b. High School</u>	<u>1.5 spaces per 100 students, but in no case less than 5 spaces.</u>	<u>0.5 spaces per 100 students, or 5 spaces, whichever is greater.</u>
<p><u>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.</u></p> <p><u>Passenger Drop-off Spaces may be located within the roadway plan subject to the approval of Transportation Services.</u></p>		

Relocated and retained

2. 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 parking space requirement without a variance if the

Development Officer, after consultation with Transportation Operations, is satisfied with the proposal

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.

~~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~~

Queuing space requirements are found in Section 72.

The passenger pick up and drop off requirement is folded into the regulations, 54.6.

~~c. 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.~~

~~5. Number of Queuing Spaces~~

~~ia. 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;~~

~~54.5—Schedule 4~~

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

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.
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		

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

Lighting covered by Section 51, Lighting of Sites.

Relocated and simplified in new Section 54.4.

~~any Drop-off Spaces located on City-owned property within the roadway plan, as approved by Transportation Services.~~

~~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;~~
 - ~~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~~

Reallocated hardsurfacing to 54.4

Simplified and relocated to 54.1

~~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 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~~

References simplified to Section 58 to ensure a safe physical environment.

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.

54.7 — ~~Parking Garages~~

- ~~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:

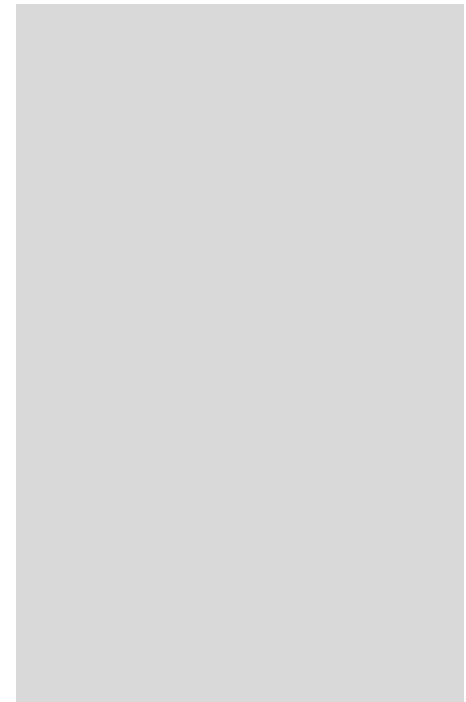
 - ~~i. direct patrons to pedestrian exits;~~
 - ~~ii. direct patrons to vehicular exits;~~
 - ~~iii. identify areas so that patrons can locate their vehicles;~~
 - ~~iv. advise patrons to lock their vehicles and remove all valuables;~~
 - ~~v. direct patrons to the nearest intercom system;~~
 - ~~vi. 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.~~

54.9 Variances to Parking Amount and Design

- ~~1. The Development Officer may use their variance power to reduce or eliminate the bicycle parking, loading spaces, Passenger Drop-off Spaces, or barrier-free vehicular parking requirements, or to increase parking maximums, where:
 - ~~a. the variance is consistent with the intent of an applicable Statutory document~~~~

Hardship is a standard reason to grant a variance as per the Municipal Government Act, so it is unnecessary to state that as a condition. However, there may be other reasons for allowing a variance that is not a result of hardship, such as meeting City plans, policies, or other method to minimize land use impacts. These opportunities are added to the new Section 54.9

- b. the variance is consistent with the intent of an applicable Edmonton City Council Policy; or
- c. the variance is supported by Transportation Services, or a Transportation Demand Management plan for the Site, and the application shows implementation of the recommendations of the Transportation Demand Management plan.
- d. there are demonstrated physical Site constraints for a specific development which shall limit the location and number of on-site loading or Passenger Drop-off Spaces which can be provided; or
- e. 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.



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, Stacked Row Housing and Apartment 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. one tree for each 35 m² and one shrub for each 15 m² of Setback;
- ii. one tree for each 20 m² and one shrub for each 10 m² of ~~parking-area islands required landscaped area as determined by subsection 54.3(4);~~ and
- iii. in no case shall there be less than one tree per ~~parking-area islands required landscaped area.~~

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. one tree for each 25 m² and one shrub for each 15 m² of Setback;

Updated reference.

ii. one tree for each 20 m² and one shrub for each 10 m² of ~~parking area islands~~ required landscaped area as determined by 54.4(1)(b) subsection 54.3(4); and

iii. in no case shall there be less than one tree per ~~parking area islands~~ required landscaped area;

58. General Performance Standards for a Safe Physical Environment

~~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 Parking Facilities ~~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 areas close to building access points and by using wayfinding mechanisms. The Development Officer may ~~shall~~ require a Crime Prevention Through Environmental Design assessment prepared by a qualified security consultant ~~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~~~~

Updated reference.

These rules have been simplified and apply to all parking areas, not just parkade structures.

~~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.~~

72. Vehicular - Oriented Uses

72.2 Development Regulations

5. Queuing Space shall be provided as follows:

~~e. 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.~~

94. Supportive Community Provision

1. The portion of a Development Permit application for 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.

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:

Relocated and retained.

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

~~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~~

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.~~

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

These regulations are redundant and no longer needed; this is over-regulation.

The requirement for an electrical plug in is proposed to be removed for being overly prescriptive, and not related to land-use impacts.

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;~~

~~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

These regulations are redundant and no longer needed; this is over-regulation and not related to land-use impacts.

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:

a. The width of the Garage shall not exceed 65% of the width of the front of the dwelling; ~~and~~

~~b. Driveway widths shall be no wider than the width of the Garage.~~

165 (UCRH) Urban Character Row Housing Zone

10. Where ~~the required~~ off-street 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 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. 24 m, provided that the building does not contain more than four separate Garages, outside of neighbourhoods located within the boundaries of the Mature Neighbourhood Overlay (MNO), unless exempted under subsection 165.5(5) of this Zone;

ii. 12 m, provided that the building does not contain more than two separate Garages, in neighbourhoods located within the boundaries of the Mature Neighbourhood Overlay (MNO);”

Updated reference

These regulations are redundant and no longer needed; this is over-regulation and not related to land-use impacts.

~~c. parking area shall be developed in accordance with the following:~~

- ~~i. where no Garage is developed, a Hardsurfaced parking area to accommodate required parking to a minimum depth of 4.88 m, and otherwise in accordance with the requirements of subsection 54.2 and Schedule 55.4 of this Bylaw, shall be constructed at the rear of each Lot;~~
- ~~ii. Tandem parking shall be allowed in accordance with Section 54.2 Schedule 1, provided that at least one tandem parking space has a minimum depth of 5.5 m;~~
- ~~iii. Such hard surface parking area shall include an underground electrical power connection with outlet on a post 1.0 m in Height, located within 1.0 m of the parking area.~~

230 (RA9) High Rise Apartment Zone

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

3. Parking

~~a. Parking Garages located underground shall be permitted to be built to the property line.~~

~~b. To contribute to healthy root development of required landscaping, a minimum soil depth of 1.2 m shall be provided above all underground Parking Garages that extend beyond the above-ground footprint of the building. The 1.2 m shall be provided below the original finished ground level of the Site.~~

a.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.

b. d. Parking shall be provided in accordance with Section 54.

These regulations are redundant and no longer required, as they are covered in other parts of Section 54, as amended.

These regulations are moved the general requirements for all zones

230.7 Development Regulations for Permitted and Discretionary Uses

~~8. Non-accessory Parking~~

~~a. Non-Accessory Parking shall only be developed as a part of a building that contains a Tower.~~

~~b. Non-accessory Parking shall only be developed where the total proposed parking supply for the Site exceeds the maximum parking requirement as specified in Section 54 Schedule 1.~~

340 (CB2) General Business Zone

340.5 Additional Development Regulations for Discretionary Uses

1. The following regulations shall apply to Automotive and Minor Recreational Vehicle Sales/Rentals, Convenience Vehicle Rentals and Truck and Mobile Home Sales/Rentals developments:

~~a. all storage, display and parking areas shall be hardsurfaced in accordance with subsection 54.6(1) of this Bylaw;~~

~~b. all display areas that abut a Residential Zone or a Lane serving a Residential Zone shall be screened in accordance with the provisions of subsection 55.4(4) of this Bylaw; and~~

~~a e.~~ lighting for the display areas shall be mounted on lamp standards and no exposed bulbs or strings of lights shall be used.

Non-accessory parking will not be replaced with the new uses Parking Facility - Surface and Parking Facility - Structured as stand-alone parking structures were not intended in the RA9 zone. Parking that is integrated with development can continue to be shared.

This regulation is redundant and no longer needed.

This regulation has been captured in the general requirements.

350 (CHY) Highway Corridor Zone

350.5 Additional Development Regulations for Permitted and Discretionary Uses

3. The following regulations shall apply to Convenience Vehicle Rentals developments:

~~a. all storage, display or parking areas shall be hardsurfaced in accordance with subsection 54.6(1) of this Bylaw;~~

~~b. all display areas that abut a Residential Zone or a Lane serving a Residential Zone shall be screened in accordance with the provisions of Section 55.5 of this Bylaw; and~~

a e. lighting for the display areas shall be mounted on lamp standards and no exposed bulbs or strings of lights shall be used.

This regulation is redundant and no longer needed.

This regulation has been captured in the general requirements.

400 (IB) Industrial Business Zone

400.5 Additional Development Regulations for Discretionary Uses

1. The following regulations shall apply to Convenience Vehicle Rentals developments:

~~a. all storage, display or parking areas shall be hardsurfaced in accordance with subsection 54.6 of this Bylaw;~~

This regulation is redundant and no longer needed.

This regulation has been captured in the general requirements.

~~b. all display areas that abut a Residential Zone or a Lane serving a Residential Zone shall be screened in accordance with the provisions of Section 55.5 of this Bylaw; and~~

a e. lighting for the display areas shall be mounted on lamp standards and no exposed bulbs or strings of lights shall be used.

552 (MA2) Municipal Airport Business Industrial Zone

552.5 Additional Development Regulations for Discretionary Uses

1. The following regulations shall apply to Convenience Vehicle Rentals developments:

~~a. all storage, display or parking areas shall be hardsurfaced, in accordance with subsection 54.6 of this Bylaw; and~~

~~ab.~~ lighting for the display areas shall be mounted on lamp standards and no exposed bulbs or strings of lights shall be used.

553 (MA3) Municipal Airport General Business Zone

553.5 Additional Development Regulations for Discretionary Uses

~~1. The following regulations shall apply to Automotive and Minor Recreation Vehicle Sales/Rentals, Convenience Vehicle Rentals and Truck and Mobile Home Sales/Rentals developments:~~

~~a. all storage, display or parking areas shall be hardsurfaced in accordance with subsection 54.6 of this Bylaw.~~

This regulation is redundant and no longer needed.

This regulation is redundant and no longer needed.

574. (UI) Urban Institutional Zone

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

- a. Vehicular parking shall be provided to a ~~minimum of 1,500 and a~~ maximum of 3,000 spaces.
- . Any Development Permit for a Non-accessory 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 shall no longer be an allowable Use. Where Non-accessory Parking is developed, the following regulations shall apply:
 - i. A minimum 3.0 m landscaped Setback shall be required from any property line Abutting a public roadway, other than a Lane;
 - ii. Every off-street 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 parking facilities shall be clearly demarcated, have adequate storm water drainage and storage facilities;
 - iv. Every off-street Parking Area shall incorporate landscaped open space within the Parking Area, calculated on the basis of 2.0 m² of landscaped island area per 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 parking into smaller cells. The number of islands provided shall be to the satisfaction of the Development Officer.

Minimum parking removed, maximum retained.

- v. The storage of materials inclusive of accumulated snow on ~~non-accessory~~ parking surface lots shall be in a location away from the public roadway to improve safety and visibility; and
 - vi. Lighting of off-street 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.
- ~~b~~e Access to vehicular Parking Garages or 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.
- ~~c~~d No portion of 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.
- ~~d~~e. No portion of an above Grade Parking Garage above the 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~~ parking 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.
5. Off-street Vehicular Loading Facilities shall be provided in accordance with Section 54 of the Zoning Bylaw, except that:

These provisions may be further refined as part of the Bike Plan.

Loading requirements are set out in the new Section 54.6

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

860 The Quarters Overlay

Loading Space Requirements		
Use of building or Site	Gross Floor Area of building	Minimum Number of Loading Spaces
Any development within the	Less than 200 m ²	0
	Between 200 m ² and 2,500 m ²	1

The standard loading requirements are proposed to apply to all areas of the City.

Commercial Uses	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,	Less than 2,500 m ² of GFA of the buildings	±

Educational, Recreational, and Cultural Service Uses	Each additional 2,500 m ² of GFA of the building or portion thereof	1 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

The bicycle parking requirement will be determined by the Bike Plan.

~~parking spaces, whichever is more.~~

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 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.~~

b. 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.

No minimum parking requirement for the downtown zones 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.~~
- e. No portion of an 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.
- f. Surface Parking Lots:
 - i. No surface parking shall be allowed, other than **accessory** parking that is located at the rear of a building and is accessed from the abutting alley;
 - ii. A minimum 4m landscaped setback shall be provided from any property line abutting a Public Roadway, other than a lane, for any surface parking area;
 - ~~iii. The storage of materials inclusive of accumulated snow on 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~~ surface parking lots shall be a minimum of 6 LUX.

These are now incorporated as general regulations

Soil depth is covered by Section 42.

This regulation is strengthened by not adding Parking Facility - Surface from the Downtown Special Area zones.

This is a challenging provision to enforce and is proposed to be deleted.

930.4 (EIB) Eilerslie Industrial Business Zone

4) Development Regulations for Permitted and Discretionary Uses

~~8. all storage, display or parking areas shall be hardsurfaced in accordance with subsection 54.6 of this Bylaw;~~

950.4 (CCHD) Clareview Campus High Density Residential Zone

3) Development Regulations

The following regulations shall apply to all Uses:

f. Surface parking 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 parking areas are covered (Parking Garages), they shall be integrated 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;~~

This is now a general regulation.

References to other sections are not required.

References to other sections are not required.

- k. Surface parking shall be screened from view from the open space amenity area and corridors, adjacent roadways and properties ~~in accordance with Section 54~~;
- l. 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 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;~~

- g. No 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.~~

References to other sections are not required.

References to other sections are not required.

970.9 (EETM) Edmonton Energy and Technology Park Manufacturing Zone

5. Additional Development Regulations for Discretionary Uses

- 4. ~~All Storage, display, or parking areas shall be Hardsurfaced in accordance with subsection 54.6 and 970.5(6) of this Bylaw.~~

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

5. Additional Development Regulations for Discretionary Uses

Notwithstanding subsection 54.46, storage, display, or parking areas shall be designed to minimize impervious surfaces on Site and shall incorporate low impact development best management practices.

6. Parking Plan

To encourage green development in parking standards applicants for a Development Permit shall submit a parking plan with the following elements to the satisfaction of the Development Officer in consultation with 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 may be a requirement of each development application to determine the parking needs of each development.~~
- a. ~~b.~~ multi-leveled, structured parking shall be integrated into multi-use buildings, where large parking volumes are unavoidable.
- b. ~~c.~~ Incorporate Green Parking Lot criteria where feasible.

The removal of minimum parking requirements make this regulation redundant.

Updated reference

980 (HVLD) SPECIAL AREA HERITAGE VALLEY LOW DENSITY ZONE

980.5 Development Regulations

~~p. On Site Parking requirements shall be developed in accordance with the following:~~

~~i. Where primary access is not from a Lane:~~

~~A. Dwellings shall include a front attached Garage; and~~

~~ii. where primary vehicular access is from a Lane:~~

~~A. one Garage, or a Parking Area shall be clearly demarcated on the Site Plan accompanying a Development Permit application for the principal building;~~

~~B. notwithstanding Section 50, where the principal buildings faces a public roadway, other than a lane, and the vehicle doors of the detached garage face a Lane abutting the Site:~~

~~1. no portion of the detached Garage shall be located less than 1.2 m from the Lot Line Abutting the Lane;~~

~~2. no portion of the detached Garage shall be located less than 0.60 m from the rear Lot Line where the Garage faces a flanking lane;~~

~~3. no portion of the detached Garage shall be located less than 0.90 m from the Side Lot Line where the Garage faces a rear Lane, except that the Side Setback for the accessory building may be reduced to zero where the Side Setback for the principle building has been reduced to zero.~~

~~C. notwithstanding Section 50, where the principle building does not face a public roadway, and the vehicle door of a detached Garage face a Lane abutting the Site:~~

~~1. no portion of the detached Garage shall be located less than 5.5 m from the Lot Line Abutting that Lane;~~

These regulations are consistent with other regulations in the Zoning Bylaw and generally redundant

- ~~2. the minimum distance between the garage and the Rear Lot Line of Side Lot Line running perpendicular to the abutting lane shall be 0.90 m, except that the Side Setback for the accessory building may be reduced to zero where the Side setback for the principal building has been reduced to zero.~~
- ~~D. for principal buildings fronting a public roadway, the minimum distance from the Rear Lot Line or a private roadway to a Garage or Parking Area shall be 1.2 m;~~
- ~~E. for principal buildings facing a Lane or private roadway, the minimum distance from the Lane or private roadway to the vehicle doors of a Garage or Parking Area shall be 5.5 m;~~
- ~~F. Hard surfaced walkway is required between the Garage or Parking Area and an entry to the Dwelling;~~
- ~~G. where no Garage is proposed, a Hardsurfaced Parking Area to accommodate a minimum of one vehicle per Dwelling shall be developed, the dimensions of which shall conform to the off-street parking space requirements of Section 54.2(4) of this Bylaw.~~
- ~~H. Hardsurfaced parking pads shall include an underground electrical power connection with outlet on a post 1.0 m in Height, located within 1.0 m of the parking pad.~~
- ~~iii. an accessory building or structure shall be located not less than 0.9 m from a principal building.~~
- ~~iv. the distance between an accessory building and the lot line running parallel to any flanking public roadway, other than a lane shall not be less than the Side Setback requirements for the principle building~~
- ~~v. notwithstanding subsection 980(p)(ii), where the principal building is a Semi-detached house or Row House, and the vehicle doors of a detached Garage face the Rear Lot Line, the detached Garage shall be located not less than 0.6 m~~

These regulations are consistent with other regulations in the Zoning Bylaw and generally redundant

- ~~vi. from the Side Lot Line, except where it is a mutual Garage erected on the common property line to the satisfaction of the Development Officer.~~
- ~~vi. an accessory Building or Structure for Semi-detached and Row Housing shall be located not less than 0.60 m from the Side Lot Line, except where it is a mutual Garage erected on the common property line to the satisfaction of the Development Officer.~~
- ~~vii. for Row Housing where detached rear parking Garages are proposed, the maximum width of the building containing the Garage(s) shall not exceed 30 m, provided that the building does not contain more than five separate Garages.~~
- ~~viii. Hardsurfaced parking pads may be attached between two Lots.~~
- ix-j. For Single Detached Housing and Semi-detached Housing where on Side Setback is reduced to 0.0 m, the Side Yard Setback from a Garage may also be reduced to 0.0 m where:
 - A. only one side of a Lot is reduced to 0.0 m, and the other side Setback is a minimum of 1.5 m;
 - B. the owner of the Side proposed for development and the owner of the adjacent Site shall register, on both titles, a 1.5 m private maintenance easement that provides:
 - 1. a 0.30 m eave encroachment easement with the requirement that the eaves must not be closer than 0.90 m to the eaves of the building on the adjacent parcel;
 - 2. a 0.60 m footing encroachment easement, if footing is required;
 - 3. a drainage swale, constructed as per the City of Edmonton Design and Construction Standards; and
 - 4. permission to access the easement area for maintenance of both properties.

These regulations are consistent with other regulations in the Zoning Bylaw and generally redundant

To one decimal place only.

To one decimal place only.

To one decimal place only.

To one decimal place only.

C. all roof leaders from Accessory buildings are connected to the individual storm sewer service for each Lot or directed to drain directly to an adjacent Lane; and

D. no roof leader discharge shall be directed to the maintenance easement.

~~xij.~~ For Single Detached Housing or Semi-detached Housing where one Side Setback has been reduced to 0.0 m and where primary vehicular access is from a Lane:

A. access from a Dwelling to a local roadway shall be provided at a distance no greater than 125.0 m from any point in a Lane.

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.

997 Special Area Blatchford

3. Blatchford Urban Agriculture

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

The removal of minimum parking requirements makes this provision redundant.

The removal of minimum parking requirements makes this provision redundant.

997.7 (BP) Blatchford Parks Zone

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

~~m. Any parking provided shall be in accordance with Section 54 of the Zoning Bylaw.~~

~~m. 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;~~
- ~~ii. 1 parking stall shall be required for each Blatchford Lane Suite or Blatchford Accessory Suite. Any individual lot Blatchford Townhousing development~~

Minimum requirements are removed from this Blatchford zone.

Attachment 4

Non-Accessory Parking Use	Existing non-accessory	New: Surface	New: Structured
110 (RF1) Single Detached Residential Zone	Not Listed	Not Listed	Not Listed
115 (RSL) Residential Small Lot Zone	Not Listed	Not Listed	Not Listed
120 (RF2) Low Density Infill Zone	Not Listed	Not Listed	Not Listed
130 (RPL) Planned Lot Residential Zone	Not Listed	Not Listed	Not Listed
140 (RF3) Small Scale Infill Development Zone	Not Listed	Not Listed	Not Listed
150 (RF4) Semi-detached Residential Zone	Not Listed	Not Listed	Not Listed
155 (RMD) Residential Mixed Dwelling Zone	Not Listed	Not Listed	Not Listed
160 (RF5) Row Housing Zone	Not Listed	Not Listed	Not Listed
165 (UCRH) Urban Character Row Housing Zone	Not Listed	Not Listed	Not Listed
170 (RF6) Medium Density Multiple Family Zone	Not Listed	Not Listed	Not Listed
210 (RA7) Low Rise Apartment Zone	Not Listed	Not Listed	Not Listed
220 (RA8) Medium Rise Apartment Zone	Not Listed	Not Listed	Not Listed
230 (RA9) High Rise Apartment Zone	Discretionary	Not Listed	Not Listed
240 (RR) Rural Residential Zone	Not Listed	Not Listed	Not Listed
250 (RMH) Mobile Home Zone	Not Listed	Not Listed	Not Listed
310 (CNC) Neighbourhood Convenience Commercial Zone	Not Listed	Not Listed	Not Listed
320 (CSC) Shopping Centre Zone	Not Listed	Not Listed	Not Listed
330 (CB1) Low Intensity Business Zone	Discretionary	Discretionary	Discretionary
340 (CB2) General Business Zone	Discretionary	Discretionary	Discretionary
350 (CHY) Highway Corridor Zone	Not Listed	Not Listed	Not Listed
360 (CO) Commercial Office Zone	Not Listed	Not Listed	Not Listed
370 (CB3) Commercial Mixed Business Zone	Discretionary	Discretionary	Discretionary
400 (IB) Industrial Business Zone	Not Listed	Not Listed	Not Listed
410 (IL) Light Industrial Zone	Not Listed	Not Listed	Not Listed
420 (IM) Medium Industrial Zone	Not Listed	Not Listed	Not Listed
430 (IH) Heavy Industrial Zone	Not Listed	Not Listed	Not Listed
510 (US) Urban Services Zone	Not Listed	Discretionary	Discretionary
520 (PU) Public Utility Zone	Not Listed	Discretionary	Discretionary
530 (AP) Public Parks Zone	Not Listed	Not Listed	Not Listed
531 (NA) Natural Areas Protection Zone	Not Listed	Not Listed	Not Listed
540 (A) Metropolitan Recreation Zone	Not Listed	Not Listed	Not Listed

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

Stand-alone non-accessory parking was not intended to be part of the RA9 zone. With the removal of accessory and non-accessory parking, RA9 properties will be able to share parking but will not be allowed to have purpose built parking structures with no other associated uses.

These are added as discretionary uses to accommodate potential park and ride facilities.

541 (AN) River Valley Activity Node Zone	Not Listed	Not Listed	Not Listed
541 (AN) River Valley Activity Node Zone Appendix I - Fort Edmonton Park	Not Listed	Not Listed	Not Listed
550 (MA) Municipal Airport Zone	Not Listed	Not Listed	Not Listed
551 (MA1) Municipal Airport Airfield Zone	Permitted	Permitted	Permitted
552 (MA2) Municipal Airport Business Industrial Zone	Permitted	Permitted	Permitted
553 (MA3) Municipal Airport General Business Zone	Discretionary	Discretionary	Discretionary
560 (AJ) Alternative Jurisdiction Zone	Not Listed	Not Listed	Not Listed
570 (CS1) Community Services 1 Zone	Not Listed	Not Listed	Not Listed
571 (CS2) Community Services 2 Zone	Not Listed	Not Listed	Not Listed
572 (CS3) Community Services 3 Zone	Not Listed	Not Listed	Not Listed
573 (CS4) Community Services 4 Zone	Not Listed	Not Listed	Not Listed
574 (UI) Urban Institutional Zone	Discretionary	Discretionary	Discretionary
610 (AG) Agricultural Zone	Not Listed	Not Listed	Not Listed
620 (AGU) Urban Reserve Zone	Not Listed	Not Listed	Not Listed
630 (AGI) Industrial Reserve Zone	Not Listed	Not Listed	Not Listed
910.5 (CCA) Core Commercial Arts Zone	Discretionary	Not Listed	Discretionary
910.6 (CMU) Commercial Mixed Use Zone	Discretionary	Not Listed	Discretionary
910.7 (HA) Heritage Area Zone	Discretionary	Not Listed	Discretionary
910.8 (HDR) High Density Residential Zone	Not Listed	Not Listed	Not Listed
910.9 (JAMSC) Jasper Avenue Main Street Commercial Zone	Discretionary	Not Listed	Discretionary
910.10 (RMU) Residential Mixed Use Zone	Not Listed	Not Listed	Not Listed
910.11 (UW) Urban Warehouse Zone	Discretionary	Not Listed	Discretionary
910.12 (AED) Arena & Entertainment District Zone	Discretionary	Not Listed	Discretionary
920.4 (RPLt) Terwillegar Planned Lot Residential Zone	Not Listed	Not Listed	Not Listed
920.5 (RF4t) Terwillegar Semi-detached Residential Zone	Not Listed	Not Listed	Not Listed
920.6 (RF5t) Terwillegar Row Housing Zone	Not Listed	Not Listed	Not Listed
920.8 (TSDR) Terwillegar Single Detached Residential	Not Listed	Not Listed	Not Listed
920.9 (TSLR) Terwillegar Small Lot Residential Zone	Not Listed	Not Listed	Not Listed
920.10 (TMU) Terwillegar Mixed Use Zone	Not Listed	Not Listed	Not Listed
930.4 (EIB) Ellerslie Industrial Business	Not Listed	Not Listed	Not Listed
930.5 (EIM) Ellerslie Medium Industrial Zone	Not Listed	Not Listed	Not Listed

Surface parking lots are not supported in the Downtown Special Area. Not adding “Parking Facilities - surface” will prevent new surface lots from being created and make existing surface lots non-conforming..

940.5 (GLD) Griesbach Low Density Residential Zone	Not Listed	Not Listed	Not Listed
940.6 (GVC) Griesbach Village Centre Zone	Discretionary	Discretionary	Discretionary
940.7 (RF5g) Griesbach Row Housing Zone	Not Listed	Not Listed	Not Listed
940.8 (RA7g) Griesbach Low Rise Apartment Zone	Not Listed	Not Listed	Not Listed
940.9 (GLG) Griesbach Low Density Residential with Garage Suites Zone	Not Listed	Not Listed	Not Listed
950.4 (CCHD) Clareview Campus High Density Residential Zone	Not Listed	Not Listed	Not Listed
950.5 (CCMD) Clareview Campus Medium Density Residential Zone	Not Listed	Not Listed	Not Listed
950.6 (CCLD) Clareview Campus Low Density Residential Zone	Not Listed	Not Listed	Not Listed
950.7 (CCSF) Clareview Campus Single Family Residential Zone	Not Listed	Not Listed	Not Listed
950.8 (CCNC) Clareview Campus Neighbourhood Commercial Zone	Not Listed	Not Listed	Not Listed
960.4 (RA7a) Ambleside Low-Rise Apartment Zone	Not Listed	Not Listed	Not Listed
960.5 (CSCa) Ambleside Shopping Centre Zone	Not Listed	Not Listed	Not Listed
960.6 (UVCa) Ambleside Urban Village Commercial Zone	Permitted	Permitted	Permitted
970.6 (EETB) Edmonton Energy and Technology Park Business Park Zone	Not Listed	Not Listed	Not Listed
970.7 (EETC) Edmonton Energy and Technology Park Chemical Cluster Zone	Not Listed	Not Listed	Not Listed
970.8 (EETL) Edmonton Energy and Technology Park Logistics Zone	Not Listed	Not Listed	Not Listed
970.9 (EETM) Edmonton Energy and Technology Park Manufacturing Zone	Not Listed	Not Listed	Not Listed
970.10 (EETR) Edmonton Energy and Technology Park Industrial Reserve Zone	Not Listed	Not Listed	Not Listed
980 (HVLD) Heritage Valley Low Density Zone	Not Listed	Not Listed	Not Listed
990.4 (TC-C) Heritage Valley Town Centre Commercial Zone	Not Listed	Not Listed	Not Listed
995 (GHLD) Special Area Graydon Hill Low Density Residential Zone	Not Listed	Not Listed	Not Listed
997.7 (BP) Blatchford Parks Zone	Not Listed	Not Listed	Not Listed

Attachment 4

997.8 (BRH) Blatchford Row Housing Zone	Not Listed	Not Listed	Not Listed
997.9 (BLMR) Blatchford Low to Medium Rise Residential Zone	Permitted	Permitted	Permitted
997.10 (BMR) Blatchford Medium Rise Residential Zone	Permitted	Permitted	Permitted
999.4 (MRC) Marquis Retail Centre Zone	Not Listed	Not Listed	Not Listed
999.5 (MMUT) Marquis Mixed Use Transition Zone	Discretionary	Discretionary	Discretionary
999.6 (MMS) Marquis Main Street Zone	Permitted	Permitted	Permitted
999.7 (MED) Marquis Entertainment District	Permitted	Permitted	Permitted

