

Other Regulatory Considerations

Shared Parking

At present, Edmonton's Zoning Bylaw creates barriers to sharing parking spaces between different buildings and businesses. This is because the bylaw distinguishes between accessory parking (parking provided for the users or residents of a particular building or property) and non-accessory parking (parking that is provided for users of other buildings or properties).

The Technical Study found that many parking spaces were unused throughout the day. The Study also found that commercial and residential properties had differing patterns in parking use. Observed parking on commercial sites tended to peak midday, whereas the highest observed parking for residential occurred in the late evening and overnight. This data suggests that allowing parking spaces to be used by a variety of businesses and residents could make better use of existing parking in Edmonton.

The Values and Priorities Survey found a high level of agreement with opportunities for shared parking, with 94 percent agreeing or strongly agreeing with the statement "buildings should be able to share parking spaces." Allowing shared parking also supports *The Way We Grow* policies of compact development, efficient use of infrastructure, and the adaptability of neighbourhoods.

These findings suggest the opportunity to introduce shared parking by removing the use "Non-accessory parking" and replacing it with "Parking facility - structured" and "Parking facility - surface." Further analysis could inform where these uses are permitted to support other policies and initiatives. For example, Parking facility - surface could be removed from the Downtown Special Area zones as the Downtown Plan calls for no new surface parking lots. Parking facilities could also be introduced as discretionary uses in the (US) Urban Services or (PU) Public Utility zones to facilitate the provision of park and ride facilities.

Transportation Demand Management

Transportation Demand Management includes a wide range of policies, programs, services and products that influence when, where, and how people travel. The goal of Transportation Demand Management is to encourage a range of travel options and increase the efficiency of the transportation network by managing travel demand for single occupancy vehicles.

Development Officers are currently able to request either parking or traffic impact assessments as part of a development permit applications, as well as rezonings,

and other planning stages. These information requirements could be supplemented with Transportation Demand Management studies, which would consider strategies such as end of trip facilities or car share programs. Depending on which implementation path is taken, Transportation Demand Management requirements could also be used to leverage private investment in infrastructure for active transportation.

Accessible and Bicycle Parking Requirements

Edmonton's Zoning Bylaw sets out a minimum number of bicycle parking spaces that is dependent on the number of required vehicle parking spaces. For example, the number of bicycle spaces must be equal to 20 percent of the number of required vehicle parking spaces. Alberta's Building Code similarly sets the number of required barrier-free stalls in relation to the number of parking stalls required by the municipality. If left as is, reducing or removing minimum parking requirements would result in reducing or removing bicycle parking or barrier-free spaces in Edmonton.

Providing bicycle and barrier-free parking spaces is important to promoting travel options and creating complete and inclusive communities, highlighted as important goals in both *The Way We Grow* and *The Way We Move*. The need for an adequate supply of barrier-free parking stalls were also highlighted in previous consultations regarding changes to parking requirements. In order to ensure that an adequate number of bicycle and barrier-free spaces are provided, new requirements for bicycle and barrier-free parking spaces that are not related to required vehicular parking spaces could be introduced.

The Bike Plan currently being undertaken will provide recommended bicycle parking rates, as well as design requirements for bike parking facilities. Analysis can also be undertaken to determine a required barrier-free stalls will be based on the square footage of the development. The ratio of spaces to floor area would be established to be equivalent to the current Alberta Building Code requirements.

Laneway Access

Under current regulations, front driveway access can be provided on properties outside the Mature Neighbourhood Overlay area, even if the property is served by a laneway. In addition to underutilizing the public investment in laneways, front curb cuts for driveways reduce the number of on-street parking spaces. Spaces that can only be used by a single property are gained at the expense of a more flexible on-street parking resource that can be used by a variety of Edmontonians.

Regulations could be introduced that would require driveway access to be provided from a lane when a lane is present. This approach is consistent with the

recent changes to regulations in the Main Streets Overlay and the recently introduced (RSL) Residential Low Density zone.

Design Regulations for Parking Areas

As part of the Values and Priorities Survey, Edmontonians were asked about the design of parking lots. Eighty one percent agreed with the statement “Providing sidewalks in large lots makes it easier/safer to get from my vehicle.” *The Way We Grow* also highlights the importance of reducing the visual impact of parking lots, including the call to “reduce the visual and environmental impact of large hard surface parking lots” and encouraging “new development to locate and organize vehicle parking...to minimize their impact on the property and surrounding properties and to improve the safety and attractiveness of adjacent streets and other public spaces.”

Existing landscaping requirements in parking areas can be retained and strengthened to ensure greenery is used to mitigate the visual impact of parking areas, and support climate change mitigation and low impact development principles. New regulations to require direct pedestrian walkways with raised crossing points can ensure safer and more walkable parking areas for all users. Regulations could also be added to require parking garages that are in Main Street or TOD areas to provide active frontage along adjacent sidewalks, and the ground floors designed to be able to be convertible to retail space in the future.

Loading Spaces

Existing loading space requirements are very onerous and typically excessive to what is needed on a site. For example, a large grocery store would require seven loading spaces, whereas in practice they will typically provide two. Similarly, on a typical 20 storey apartment building, the apartment would also require seven loading spaces despite the unpredictable and fluctuating need for residents moving in and out.

A simplified approach to loading spaces will reduce complexity in the Zoning Bylaw. Flexibility in loading space design can also help better align to the needs of the building.