

## New Parking Policies

### Parking Requirements Near Transit, Shared Parking Opportunities and Transportation Demand Management Strategies

#### Recommendation:

That the November 16, 2011, Sustainable Development report 2011SCP102 be received for information.

#### Report Summary

**This report provides information regarding the next phase of possible amendments to Zoning Bylaw 12800, based on recommendations provided in the Edmonton Zoning Bylaw Parking Study.**

#### Report

An information report was presented to Executive Committee on July 14, 2010. The report summarized recommendations in the Edmonton Zoning Bylaw Parking Study (Bunt & Associates, March 2010), including reducing minimum parking requirements and adding maximum parking requirements for multi-residential and select commercial uses located close to public transit. The report also identified areas of further research.

The first phase of parking amendments was approved by City Council on June 20, 2011. Bylaw 15785 reduced minimum parking requirements and introduced maximum parking requirements for multi-residential uses located close to transit services (within 400 metres of an existing or future LRT

station or transit centre, or within 100 metres of a transit avenue).

Administration has reviewed the next phase of potential amendments, which were based on the parking study's recommendations to reduce minimum parking requirements and introduce parking maximums for additional commercial uses (e.g., Health Services; Professional, Financial and Office Support Services; and multi-tenant Commercial Uses).

Based on the study, it was determined that the scope of the potential amendments should be expanded to include all commercial and other non-residential uses located close to transit.

A potential option being reviewed by Administration is reducing minimum parking requirements by approximately 20 percent where commercial and other non-residential land is close to transit services. This broadened approach would align with the strategic objectives of the Transportation Master Plan, the Municipal Development Plan, and the Draft Transit Oriented Development Guidelines. The reduction is also integral to the Downtown area's parking requirements.

The introduction of maximum parking requirements for commercial and other non-residential uses is undergoing further review by Administration.

Potential options include:

- Applying parking maximums to commercial and other non-residential land located close to transit (e.g., 125 percent of minimum parking requirements).

- Limiting surface parking where land is located within 400 metres of an LRT station or transit centre or within 100 metres of a transit avenue.

Further consultation is required within Administration, as well as with industry and community stakeholders. A draft amendment will be prepared and aligned with the implementation phase of the Transit Oriented Development Design Guidelines based on consultation findings. Proposed Bylaw amendments will be presented to Council at a Public Hearing by June 2012.

The draft amendment will also include a Shared Use Parking Framework and Transportation Demand Management Strategies, as recommended in the parking study. Administration supports including these initiatives to encourage a more efficient use of parking spaces where peak parking demands vary for individual uses, and to encourage alternative modes of transportation (e.g., carpooling, car sharing, transit, and active modes).

Attachment 1 provides an example of a preliminary Shared Use Parking Framework.

Examples of Transportation Demand Management strategies that could be considered are provided in Attachment 2.

### Policy

This report supports the following policies in *The Way We Grow - Municipal Development Plan*:

- 3.3.1 which promotes Edmonton's transit system as the primary framework for urban form.
- 3.3.1.4 which encourages commercial, entertainment, institutional and employment uses to locate at LRT stations.

Policy 18.4 of the *Capital City Downtown Plan* supports this report by encouraging shared parking arrangements and Transportation Demand Management strategies within the Downtown area.

This report relates to the following strategic goals within *The Way We Move - Transportation Master Plan*:

- Transportation and Land Use Integration
- Transportation Mode Shift
- Sustainability

### Corporate Outcomes

This report supports the following Strategic Goals as defined in *The Way Ahead: City of Edmonton's Strategic Plan 2009-2018*:

- Transform Edmonton's Urban Form
- Shift Edmonton's Transportation Mode

### Public Consultation

Preliminary discussions have been conducted with the Urban Development Institute. Consultation will be undertaken with both industry and community stakeholders as part of the process of developing Zoning Bylaw amendments.

**Attachments**

1. Example of Preliminary Shared Use Parking Framework
2. Examples of Transportation Demand Management Strategies

**Others Reviewing this Report**

- R. Boutillier, General Manager, Transportation Services

### Example of Preliminary Shared Use Parking Framework

The inclusion of a Shared Use Parking Framework within Zoning Bylaw 12800 could:

- Encourage an efficient use of parking spaces for uses with different peak parking demands, while contributing to a more compact urban form.
- Reduce the need for developers to prepare and submit Parking Impact Assessments with development applications, resulting in a more efficient and cost-effective application process.

The following table provides a framework for calculating parking requirements where a site may contain complementary land uses with different peak period parking demands.

The overall parking requirement for a site with multiple complementary uses may be determined by:

- Calculating the number of parking spaces required for each individual land use, during each time period based on the percentage of use.
- Totaling the number of spaces required for each time period based upon the applicable uses.
- Identifying the time period with the highest total parking requirement, thus representing the minimum shared parking requirement.

Land Use	Weekdays			Weekends		
	2:00 AM to 7:00 AM	7:00 AM to 6:00 PM	6:00 PM to 2:00 AM	2:00 AM to 7:00 AM	7:00 AM to 6:00 PM	6:00 PM to 2:00AM
Professional Office	10%	100%	15%	5%	10%	5%
Financial Institution	5%	100%	15%	5%	80%	5%
Health Services	5%	100%	15%	5%	80%	5%
Hotel						
Restaurant/ Lounge	40%	70%	100%	50%	70%	100%
Guest Rooms	100%	60%	100%	100%	60%	100%
Conference Rooms	0%	100%	100%	0%	100%	100%
General Retail	0%	100%	75%	0%	100%	50%
Restaurant	50%	70%	100%	50%	70%	100%
Theater / Entertainment	0%	50%	90%	0%	70%	100%
Residential	100%	50%	90%	100%	75%	90%

Source: City of Edmonton Zoning Bylaw Parking Study Final Report (March 2010), Bunt & Associates

## Examples of Transportation Demand Management Strategies

Transportation Demand Management strategies aim to reduce the overall demand for parking.

By promoting transit, walking and cycling as alternative modes of travel, the demand for parking can be decreased.

Amendments to the Zoning Bylaw could reduce the number of parking stalls required for a specific use where special accommodations are made for alternative forms of transportation.

For example, the total parking requirement could be reduced for each carpool stall provided on a site. Another example would be reducing the total parking requirement where covered bicycle spaces are provided.