

ATTACHMENT A – SUMMARY OF RECOMMENDED ZONING BY-LAW CHANGES

| Row Number | Theme | November 9, 2020 Report and Planning Committee Discussion | Current Provision (See full Zoning By-law text) | Staff Comment |
|------------|---|---|--|--|
| 1. | Allow the required parking area in the minimum required front yard (“Front Yard Parking”) | Allow Front Yard Parking | <p>5.2.4.3 b) Outdoor parking areas shall be permitted in any part of any yard, except that no part of any parking area shall be located In any required front yard or required corner side yard in any Agricultural (A), Rural (RU), Rural Shoreline (RS), Seasonal (SLS), Future Development (FD), Open Space (OS) or any Residential (R) Zone.</p> <p>5.4.2 a) (For ground oriented residential dwelling units only), subject to 5.2.4, within a <i>front yard</i> or <i>corner side yard</i>, <i>motor vehicle</i> parking is only permitted on a <i>driveway</i>. Parking of <i>motor vehicles</i> shall only be permitted within the maximum <i>driveway</i> widths. (i.e. while required parking area still required outside of front yard requirement, parking is permitted in the driveway.)</p> <p>Driveway definition: A passageway that provides vehicular access to <i>parking areas, loading spaces, buildings</i> or structures, on a <i>lot</i>, from a <i>road</i> or <i>private access road</i>.</p> | Staff recommends front yard parking only in certain circumstances (see rows below). |
| 2. | | Allow front yard parking Only as of right in certain areas in the City (e.g. in the R2-3 area) and still require minor variance in other areas of the City. | No front yard parking | Staff recommends allowing front yard parking only in areas with lesser frontages. Traditionally, these areas include the R2-3 zones of the City (Sudbury, Gatchell, parts of Copper Cliff). |
| 3. | | Allow front yard parking ONLY at the time of conversion to secondary dwelling unit. | No front yard parking | <p>Staff recommends allowing front yard parking at the time of conversion to secondary dwelling unit.</p> <p>Proposed provision also captures when garage is converted to secondary dwelling unit.</p> |
| 4. | | The City could require semi-permeable materials as part of front yard parking. | <p>5.2.5 Surface Treatment</p> <p><i>All required parking spaces, parking areas, parking lots</i> and all <i>driveways</i> providing access thereto shall be established and maintained with a stable surface, treated so as to prevent the raising of dust or loose particles and comprised in whole or in part of one or more materials including asphalt, concrete, concrete or brick pavers, gravel or similar materials.</p> | No recommended change at this time. |

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| 5. | Form | Increase or decrease minimum driveway widths. | 3.0m | Staff recommends maintaining minimum driveway widths at 3.0m, given minimum parking space remains at 2.75m. |
| 6. | | Increase or decrease maximum driveway widths | 6.3m | Staff recommends maintaining maximum driveway widths at 6.3m. |
| 7. | | Increase or decrease landscape open space requirements | Varies: R1 and R2 – 50% R2-3 – 10% R3 and R3-1 – 30% R4 – 30% | Staff recommends no change at this time. |
| 8. | | Amend dimensions of parking spots to match Edmonton standard (2.6m x 5.5m). | 5.2.3.1 a) 2.75m x 6.0m | Staff recommends maintaining current dimensions of parking spots. The length of a pickup truck can exceed 5.5m. |
| 9. | Location-based reductions | lesser parking requirements for residential conversions of buildings built prior to 1945 | Corresponds generally with R2-3 Zone | Staff recommends lesser ratios for the R2-3 Zone (see below). |
| 10. | | Based on proximity to transit main line | | Staff supports a 10% reduction of parking requirements for multiple dwelling, retirement homes, and long-term care facilities along the Transit Main Line. Proposed by-law includes all GOVA lines per past Council direction regarding commercial parking standards. |
| 11. | | As part of commercial development | | No further changes recommended at this time. |
| 12. | Ratios | Long term care facilities | 0.5/bed, plus 1/20m2 net floor area of any accessory use | Staff recommends a parking utilization study once the pandemic is over. |
| 13. | | Multi-res Parking reductions in C5 | | Staff recommends a ratio of 1 parking space per unit in the C5 zone. |
| 14. | | Multi-Residential | | Staff supports a lesser ratio for conversions to multi-residential in a R2-3 Zone. Staff recommends a 1:1 ratio. |