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**9.3**

## **Bylaw 38/2021 Land Use Bylaw - Downtown District (1st Reading)**

Presented by: Colin Krywiak, Manager, Planning and Development

### **RECOMMENDED MOTIONS**

1. That Bylaw 38/2021, being amendment 200 to the Land Use Bylaw 9/2005, be read a first time.
2. That a Public Hearing for Bylaw 38/2021 be scheduled on June 21, 2021.

### **PURPOSE OF REPORT**

This report discusses proposed amendments to the Land Use Bylaw intended to provide clarity to the finite measurement of building height and calculation of parking in the Downtown. The amendments are proposed to the Downtown Land Use District (Section 11), and Parking Regulations (Part 7).

Figure 23(a) is proposed to be amended to change the labelling of heights listed in the legend from storeys to metres. The update to Figure 23(a) is required to ensure greater clarity and consistency regarding units of measurement within the Land Use Bylaw. Additionally, amendments to the parking requirements for the Downtown are proposed to provide greater clarity for the type of development existing and proposed in the Downtown.

The proposed amendments do not change the intent of the regulations.

### **ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN**

N/A

### **ALIGNMENT TO LEVELS OF SERVICE DELIVERY**

N/A

### **ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION**

N/A

## **BACKGROUND AND DISCUSSION**

Figure 23(a) - Downtown District Perron Street and Gateway on the Trail Character Areas Identified  
Figure 23(a), found in Section 11.1 - Downtown (DT) Land Use District, is the only figure in Land Use Bylaw 9/2005 that does not use metres in the legend as a form of measurement for the height of a building. All measurements within the Land Use Bylaw are listed in metres. Metres is an easily quantifiable measurement. Setbacks and height measured in metres provides a finite determination of building envelope (size).

Land Use Bylaw 9/2005 does not have parameters around how tall a storey is. Therefore, a storey is a measure which is highly variable. A storey can have varying heights; it could be 3 metres, 5 metres, or ultimately as high as structural engineering would allow. Using storey as a measure, a 3 storey or 6 storey building could theoretically be the same height in metres. In this case, a storey is therefore not a true reflection of the ultimate building envelope (size) and impact on surrounding properties.

While height in metres in relation to the properties highlighted in Figure 23(a), are referenced in the DARP or other figures within the Land Use Bylaw, not having that measure reflected in the relevant section(s) of the Land Use Bylaw could lead to confusion and inaccurate interpretation of measurements.

Figure 23(a) is updated to remove the storey references under building heights in the legend and replace them with height measurements in metres. The overall building heights remain the same with a minor exception. As 2 St. Anne Street was unlikely to be developed on its own due to the limitations presented by its unusual shape and size, it was recently consolidated with 22 St. Thomas Street in order to make development feasible. Due to its consolidation, a normalization of the varying building heights should occur. The amendments propose to normalize the height range to the lower of the two previous parcels. The maximum height of the lower range would see a slight increase to the maximum height permitted to fall in line with recent changes to the Alberta Building Code which allows for 6-storey wood-frame construction.

### Part 7 - Parking Regulations

Administration regularly hears from parties interested in developing in the Downtown that fixed parking requirements do not align well with the intent of the Downtown Area Redevelopment Plan, and are limiting development/re-development potential. In order to more accurately and appropriately apply parking regulations to the Downtown, Section 7.3 - On-Site Parking Requirements is proposed to be amended by adding multi-tenant development to Downtown non-residential parking. Additionally, as in other districts, adding the option to submit a parking and transportation study to help determine the appropriate amount of parking for a new development is proposed to be added to the Section.

## **STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT**

As the proposed amendments are a housekeeping item to ensure accuracy and consistency within the Land Use Bylaw, no external engagement was undertaken. An amendment to the Land Use Bylaw will require a public hearing.

## **IMPLICATIONS OF RECOMMENDATION(S)**

Financial:

None at this time.

Legal / Risk:

None at this time.

Program or Service:

None at this time.

Organizational:

None at this time.

## **ALTERNATIVES AND IMPLICATIONS CONSIDERED**

Should Council decide to not support the recommendations, the following alternatives could be considered:

Alternative 1: That Council deny First Reading of the proposed Bylaw, thereby leaving a lack of clarity to the finite measurement of building height, and calculation of parking for the Downtown in the Land Use Bylaw.

Report Date: May 31, 2021

Authors: Colin Krywiak & Michelle Brooking

Department: Planning & Development

Deputy Chief Administrative Officer: Kerry Hiltz

Chief Administrative Officer: Kevin Scoble

## Parking Regulations

### 7.1. Application

This part shall apply to all land use districts under this Bylaw.

### 7.2. On-Site Parking and Loading - Interpretive Provisions

- (1) If a calculation under Sections 7.3 to 7.8 results in a fractional number, the number shall be rounded upwards to the next whole number.
- (2) When a parking stall is required to be provided under Sections 7.3 to 7.8, it shall be located on the same lot as the building or use in respect of which it is required unless this Bylaw or the Development Officer otherwise permits.
- (3) For the purpose of Section 7.3
  - (a) "elementary or junior high school" means a publicly or privately supported or subsidized development used for educating students in grades 1 through 9, or a portion thereof;
  - (b) "maximum working shift" means the time period during that the greatest number of employees are required to be present at the development; and
  - (c) "senior high school" means a publicly or privately supported or subsidized development used for educating students in grades 10, 11 or 12.
- (4) For the purpose of Section 7.3, parking accommodated within private garage spaces will be counted as part of the minimum parking requirement calculations providing the following is met:
  - (a) Within a single width vehicle garage there exists clear space with a minimum depth of 5.8 m and a minimum width of 3 m (measured from the finished interior dimensions), which space must be unobstructed by any structural or fixed projection including, but not limited to, cantilever, landing, stairs, and chimney. In addition, a driveway pad must be provided.
  - (b) Within a double width vehicle garage there exists clear space with a minimum depth of 5.8 m and a minimum width of 5.8 m (measured from the finished interior dimensions), which space must be unobstructed by any structural or fixed projection including, but not limited to, cantilever, landing, stairs, and chimney.
  - (c) Within a tandem garage there exists clear space with a minimum depth of 11.6 m and a minimum width of 3 m (measured from the finished interior dimensions), which space must be unobstructed by any structural or fixed projection including, but not limited to, cantilever, landing, stairs, and chimney. **(BL16/2016)**
- (5) For the purpose of Sections 7.3(1)(b), 7.3(1)(c), 7.3(1)(e), and 7.3(1)(j) no more than 2 of the total required parking spaces shall be located in tandem.  
**(BL16/2016; BL2/2018, BL 22/2020)**

## Parking Regulations

### 7.3 On-Site Parking Requirements

On-site parking shall be provided as follows:

(1) Residential Use

Land Use	Minimum Parking Requirement
(a) apartment building, dwelling units above commercial uses	(i) 1 stall per bachelor suite or 1 bedroom dwelling unit, plus (ii) 1.5 stalls per 2 bedroom dwelling unit, plus (iii) 2 stalls per 3 bedroom dwelling unit or greater, plus (iv) 1 stall per 5 dwelling units for visitor parking; <b>(BL28/2010)</b> <u>(v) notwithstanding clauses (i), (ii), (iii), and (iv), in the DT District, the Development Officer may, at its discretion, determine the parking requirements based on a parking and transportation study required under Part 3 of this Bylaw.</u>
(b) dwelling, garage suite; dwelling, garden suite; dwelling, secondary suite <b>(BL 7/2007, BL2/2018, BL 22/2020)</b>	(i) 1 stall per bachelor suite, 1 or 2 bedroom dwelling unit (ii) 2 stalls per 3+ bedroom dwelling unit <b>(BL2/2018)</b>
(c) dwelling, duplex; dwelling, mobile home; dwelling, semi-detached; dwelling, single-detached house; and townhousing <b>(BL2/2018)</b>	(i) 2 stalls per dwelling unit; <b>(BL2/2018)</b>
(d) dwelling, live/work unit <b>(BL14/2008, BL2/2018)</b>	(i) a minimum of 2 stalls for the residential component, and (ii) 1 stall per 45 sq. m of gross floor area for the commercial component, (iii) Notwithstanding clauses (i) and (ii), a Development Officer may vary the parking requirements based upon the number of bedrooms in the residential component, or the provision of adjacent parking on a public roadway or in a common parking area accessible to the public;
(e) group home	(i) 1 parking space per 3 sleeping units and 1 parking space per resident staff member;
<del>(e) limited group home <b>(BL2/2018)</b></del>	<del>(i) 2 parking spaces per limited group home;</del>

## Parking Regulations

Land Use	Minimum Parking Requirement
(f) long term care housing	(i) a minimum of 1 stall per 5 dwelling units, plus (ii) 1 stall per 7 dwelling units for visitor parking, plus (iii) 1 stall per employee required during the maximum working shift;
(g) major home occupation (BL25/2012)	(i) Minimum 1 stall per non-resident on-site employee working on the property at the same time.
(h) permanent supportive housing (BL12/2019)	(i) 1 stall per 5 dwelling/sleeping units; plus (ii) 1 stall per 7 dwelling/sleeping units for visitor parking; plus (iii) 1 stall per employee required during the maximum shift; plus (iv) notwithstanding clauses (i), (ii) and (iii), the Development Officer may require additional or differing parking requirements based upon the individual components of the permanent supportive housing use; (BL12/2019)
(i) supportive housing	(i) 1 stall per dwelling unit or 1 stall per 5 dwelling units for each non-self-contained supportive housing unit, plus (ii) 1 stall per 7 dwelling units for visitor parking, plus (iii) 1 stall per employee required during the maximum working shift;
(j) townhousing within a condominium development (BL2/2018)	(i) 2 stalls per dwelling unit, plus (ii) 1 stall per 5 dwelling units for visitor parking; (BL9/2013)
<del>(i) basement suite (BL7/2007; BL2/2018)</del>	<del>(i) 1 stall per bachelor suite, 1 or 2 bedroom-dwelling unit</del> <del>(ii) 2 stalls per 3+ bedroom dwelling unit</del>

(2) Non-residential Use (BL19/2012)

Land Use	Minimum Parking Requirement
(a) amusement arcade, pool hall	(i) as required by the Development Officer;
(b) art gallery, museum	(i) as required by the Development Officer;
(c) auction facility, community hall	(i) 1 stall per 5 seats for patrons or 1 stall per 20 sq. m of gross floor area, whichever is the greater;

## Parking Regulations

Land Use	Minimum Parking Requirement
(d) animal service, artist studio, automotive body and paint service, automotive sales and service, automotive service, automotive specialty, catering service, commercial school, construction service, convenience store, farm equipment sales and services; financial institution, gas bar, general retail store, general service, health service, household repair service, industrial heavy vehicle and equipment sales and services; pharmacy, professional office, recreation vehicle sales and service, specialty store, take-out restaurant, veterinary clinic and video outlet ( <b>BL38/2011, BL12/2012</b> )	(i) 1 stall per 45 sq. m of gross floor area;
(e) bed & breakfast, hotel	(i) 1 stall per guest room, plus (ii) additional stalls in accordance with the parking requirements of this section for any other uses which form part of the hotel;
(f) broadcasting studio	(i) as required by the Development Officer;
(g) cannabis retail store ( <b>BL12/2018</b> ), business support service and liquor store	(i) in an MC, DT or BW District - 1 stall per 45 sq. m gross floor area; or (ii) in all other land use districts - 1 stall per 30 sq. m of gross floor area;
(h) campground	(i) as required by the Development Officer;
(i) car wash	(i) as required by the Development Officer;
(j) casino and bingo hall	(i) 1 stall per 2.5 seats;
(k) cemetery	(i) as required by the Development Officer;
(l) chemical processing	(i) as required by the Development Officer;
(m) day care facility and family day home	(i) 4 stalls; or (ii) 1 stall per 2 employees plus 1 stall per 10 patrons; whichever is greater;
(n) drinking establishment and restaurant	(i) in an MC, DT or BW District, 1 stall per 6 seats; or (ii) in all other districts, 1 stall per 4 seats;
(o) drive-through business;	(i) as required by the Development Officer;

## Parking Regulations

Land Use	Minimum Parking Requirement
(p) elementary or junior high school;	(i) 1 stall per 20 students based on the projected design capacity of the facility; (ii) clause (i) applies to any subsequent expansion;
(q) exhibition grounds, park, stadium	(i) as required by the Development Officer;
(q.1) fleet service <b>(BL38/2011)</b>	(i) as required by the Development Officer;
(r) funeral home	(i) 1 stall per 5 seats, plus (ii) 1 stall per funeral home vehicle;
(s) government service	(i) 1 stall per 8 seats or 1 stall per 45 sq. m of gross floor area, whichever is the greater;
(t) greenhouse and plant nursery	(i) as required by the Development Officer;
(u) grocery store	(i) 1 stall per 20 sq. m of gross floor area;
(v) hospital, treatment centre	(i) 1 stall per 4 patient or resident beds, plus (ii) 1.5 stalls per employee required during the maximum working shift;
(w) indoor and outdoor recreation service	(i) 1 stall per 5 seats for areas with fixed seating, plus (ii) 1 stall per 10 sq. m of gross floor area for uses without fixed seating; (iii) Notwithstanding clauses (i) and (ii), the Development Officer may require additional or differing parking requirements based upon the individual components of the recreation service;
(x) cannabis production and distribution facility (CPDF) <b>(BL12/2018)</b> , general industrial, light industrial, research and development business, and research laboratory <b>(BL38/2011, BL12/2012)</b>	(i) 5 stalls or 1 stall for every 3 employees required during the maximum working shift, whichever is greater;
(x.1) mezzanine <b>(BL38/2011)</b>	(i) as required by the Development Officer and may take into account the potential future addition of mezzanine space based on the building design;



## Parking Regulations

Land Use	Minimum Parking Requirement
(y) mini-storage, warehouse, outdoor storage, equipment rental and indoor storage facility <b>(BL2/2017)</b>	(i) 1 stall for every 3 employees required during the maximum working shift; plus 1 stall per 90 sq. m of gross floor area; (ii) the Development Officer may, at its discretion, determine the parking requirements based on a parking and transportation study required under Part 3 of this Bylaw; <b>(BL2/2017)</b>
(z) post secondary schools, other schools	(i) as required by the Development Officer;
(aa) public utility building	(i) as required by the Development Officer;
(bb) recycling depot	(i) as required by the Development Officer;
(cc) religious assembly	(i) 1 stall per 8 seats or 1 stall per 45 sq. m of gross floor area, whichever is the greater;
(dd) senior high school	(i) 4 stalls per 20 students based on the projected design capacity; (ii) clause (i) applies to any subsequent expansion;
(ee) show home, raffle home, and residential sales centre	(i) as required by the Development Officer;
(ff) theatre and cinema	(i) 1 stall per 10 seats in an MC district; or (ii) 1 stall per 4 seats in all other districts;
(gg) transitional residential services	(i) as required by the Development Officer;
(hh) transit terminal	(i) 50 stalls or as otherwise required by the Development Officer;
(hh.1) transmitting station <b>(BL38/2011)</b>	(i) as required by the Development Officer;
(ii) warehouse store	(i) 1 stall per 3 full-time employees required during the maximum working shift; plus 1 stall per 50 sq. m of gross floor area;

**(3) Shopping Centre and Multi-Tenant Buildings (BL19/2012, BL38/2011)**

Land Use	Minimum Parking Requirement
(a) shopping centre which is 10,000 sq. m or less in gross floor area in a C2, CC, RC or DCNUV District <b>(BL32/2006; BL24/2009)</b>	(i) 1 stall per 30 sq. m of gross floor area;

## Parking Regulations

(b) shopping centre which is greater than 10,000 sq. m in gross floor area in a C2, RC or CC District (BL24/2009)	(i) 1 stall per 25 sq. m of gross floor area;
(c) shopping centre <u>or multi-tenant buildings (non-residential component)</u> in an MC, DT or BW District	(i) 1 stall per 55 sq. m of gross floor area; (ii) <u>the Development Officer may, at its discretion, determine the parking requirements based on a parking and transportation study required under Part 3 of this Bylaw.</u>
(d) shopping centre in a C1 District	(i) 1 stall per 45 sq. m of gross floor area;
(e) any of the following developments within a shopping centre: drinking establishment; theatre; cinema; casino; bingo hall or community hall	(i) in addition to any parking requirements under clauses (a) to (d) - 1 stall per 8 seats; (ii) the Development Officer may, at its discretion, determine the parking requirements based on a parking and transportation study required under Part 3 of this Bylaw.
(f) multi-tenant buildings in commercial, industrial, and direct control with commercial and industrial purposes districts	(i) 1 stall per 30 sq. m of gross floor area (BL38/2011)

- (4) Where a development falls within 2 or more of the categories listed in subsection (2) or (3), it shall comply with all parking regulations applicable to all of the categories.
- (5) Multiple Use Development in a Commercial, Industrial or Direct Control Land Use District (BL38/2011)
- With the exception of development under subsection (3), parking requirements for each use in a multiple use development in a commercial or industrial district, or a Direct Control District with commercial and industrial uses shall be provided in accordance with the parking space requirements for each individual use forming part of the development. In cases where the land use is not determined, parking will be as net floor area as required under section 7.3(3)(f).
- (6) Other Uses
- Where a use is not listed in this section, on-site parking shall be provided as required by the Development Officer.
- (7) Notwithstanding this section, where a parking study is required under Part 3, the Development Officer may determine the number of parking stalls required for a development.
- (8) Parking of Recreation Vehicles or Recreation Equipment

## Parking Regulations

- (a) The parking of recreation vehicles or recreation equipment which do not fall under Section 3.2 may be allowed at the discretion of the Development Officer.
- (b) In considering a development permit under clause (8)(a), the Development Officer shall take into account safety, impact on adjoining sites and other site factors.
- (9) All motor vehicle and recreation vehicle parking spaces in residential districts shall be hard surfaced and accessible by a permanent vehicle access. Parking vehicles either permanently or temporarily on turf, dirt, gravel, lawn, or other non-hard surfaced area is prohibited. For the purpose of this section, hard surfacing means the provision of durable, dust-free material constructed in concrete, asphalt or similar material capable of withstanding expected vehicle loads and maintained to the satisfaction of the Development Officer, in consultation with the Engineering Department.

### 7.4. **On-Site Parking Waiver Mixed Commercial (BL19/2012)**

- (1) Any additional parking requirements necessitated by a change in use of an existing building located within the MC or DT District may be waived by the Development Officer.
- (2) Where an existing building is being enlarged within the MC or DT District, additional parking requirements shall be provided only for that portion of the building being enlarged.
- (3) On-site parking is not required for a building located in an MC or DT District if the building is directly adjacent to the public parking lot located at 6 St. Anne Street.
- (4) Parking requirements for new developments in the DT may be relaxed subject to the limitations and other considerations as outlined in Section 3.14 at the discretion of the Development Officer if the proposed building is located within close proximity of a public parking lot or public parking structure.

### 7.5. **On-Site Loading Requirements**

Loading spaces shall be provided as follows:

Land Use		On-site Loading Requirement	
(a)	all uses in a commercial or industrial district	(i)	1 loading space per loading door;
(b)	funeral home, hospital, long term care housing, supportive housing	(i)	in addition to loading requirements under subsection (1), a minimum of 1 loading space for specialty vehicles must be provided unless otherwise required by the Development Officer;
(c)	all uses in districts other than a commercial or industrial district	(i)	loading spaces as required by the Development Officer.

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### 7.6. **Parking – Barrier Free (BL 22/2020)**

Parking stalls for people with disabilities must be: **(BL 22/2020)**

- (a) provided on the basis of 3% of the on-site parking requirements to a maximum of 10 stalls;
- (b) provided in accordance with the Alberta Building Code;
- (c) included as part of and not in addition to, the applicable minimum parking requirement; and
- (d) identified as parking spaces for the disabled through the use of appropriate signage.

### 7.7. **Parking and Loading Regulations**

#### (1) Design and Construction

- (a) A parking lot must be designed, located and constructed such that
  - (i) it can be properly maintained;
  - (ii) it is accessible and appropriate for the nature and frequency of motor vehicles using it;
  - (iii) all required parking and loading facilities must be clearly demarcated, have adequate storm water drainage and storage facilities, and be hard surfaced. Hard surfacing must mean the provision of durable, dust-free material constructed in concrete, asphalt or similar material capable of withstanding expected vehicle loads and maintained to the satisfaction of the Development Officer, in consultation with the Engineering Department;
  - (iv) in parking areas, curbs and other protective measures must be used to protect adjacent fences, walls, boulevards, landscaped areas or buildings on the site or an adjacent site; and
  - (v) continuous raised or pre-cast curbing of not less than 100 mm in height must be provided adjacent to streets and required landscape areas, 600 mm from the front of the parking stall.
- (b) If a parking area contains more than 10 stalls, it must be landscaped.

#### (2) Size of Parking Stalls and Drive Aisle

Parking spaces and drive aisles shall meet the following criteria:

- (a) a parking stall must be a minimum of 2.6 m wide and 5.8 m deep;

## Parking Regulations

- (b) a parallel parking stall shall be a minimum of 2.6 m wide and 7.0 m deep;
  - (c) a drive aisle on a parking lot must be a minimum of 7.3 m wide;
  - (d) required parking stalls for a single-detached or semi-detached units that are provided in a private driveway or garage may be located in tandem; and
  - (e) notwithstanding the provisions of clause 7.7(2)(c), the Development Officer may reduce the minimum width of a drive aisle for parking spaces provided at an angle or for one-way drive aisles.
- (3) Small car parking (**BL28/2010**)
- (a) Small car parking spaces may comprise a maximum of 20% of required parking for all developments except for developments in R1, R2, RX, RXL, RFB, and P Land Use Districts. (**BL2/2018; BL21/2020**)
  - (b) All small car parking spaces shall be designated with signs reading “small car parking only”.
  - (c) all small car parking stalls shall be a minimum of 2.45 m wide by 5 m deep.
- (4) Loading Spaces
- A loading space must:
- (a) be at least 3 m wide and 27.5 sq. m in area; and
  - (b) have overhead clearance of at least 4 m.
- (5) Markings and Barriers
- (a) The portion or portions of a parking lot used for parking or loading must:
    - (i) be marked off or physically divided to delineate clearly each parking stall, loading space or drive aisle; and
    - (ii) have suitable barriers to prevent motor vehicles from encroaching onto landscaped areas and to protect fences, walls or buildings.
  - (b) The markings or divisions required under clause (a) must be regularly maintained to ensure legibility.

### 7.8. **Bicycle Parking**

In a residential, commercial, park and PS District, where any new development including a change of use of existing development, that involves 10 or more dwelling units is undertaken, or where any such existing development is substantially enlarged or increased in capacity, an on-site bicycle parking station shall be provided that is, in the opinion of the Development Officer,

## Parking Regulations

- (a) safe and convenient;
- (b) of a reasonable capacity; and
- (c) compatible with the design of surrounding development.

### 7.9. **Off-Site Parking**

#### (1) Off-Site Parking – Commercial or Industrial Land Use Districts

In a commercial or industrial district, the Development Officer may authorize the use of off-site parking in place of on-site parking required under Section 7.3, provided:

- (a) there is a convenient walkway from the off-site parking to the development that is the subject of the development permit application; and
- (b) the owner of the development proposing to use an off-site parking space has control of the site where the parking is proposed and has dedicated the site to parking for the benefit of the development in question.

#### (2) Off-Site Parking Levy - Mixed Commercial or Downtown Land Use District

In an MC or DT District, the Development Officer **(BL19/2012)**

- (a) may authorize the use of an Off-Site Parking Levy in place of on-site parking required under Section 7.3, except in the case of a residential development; and
- (b) shall determine the percentage of required parking spaces that may be eliminated through the Off-Site Parking Levy.

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## Section 11.1. Downtown (DT) Land Use District

### (1) Application

This section applies to the areas designated as Downtown District (DT) as identified in Schedule A of this Bylaw, and Figure 23(a).

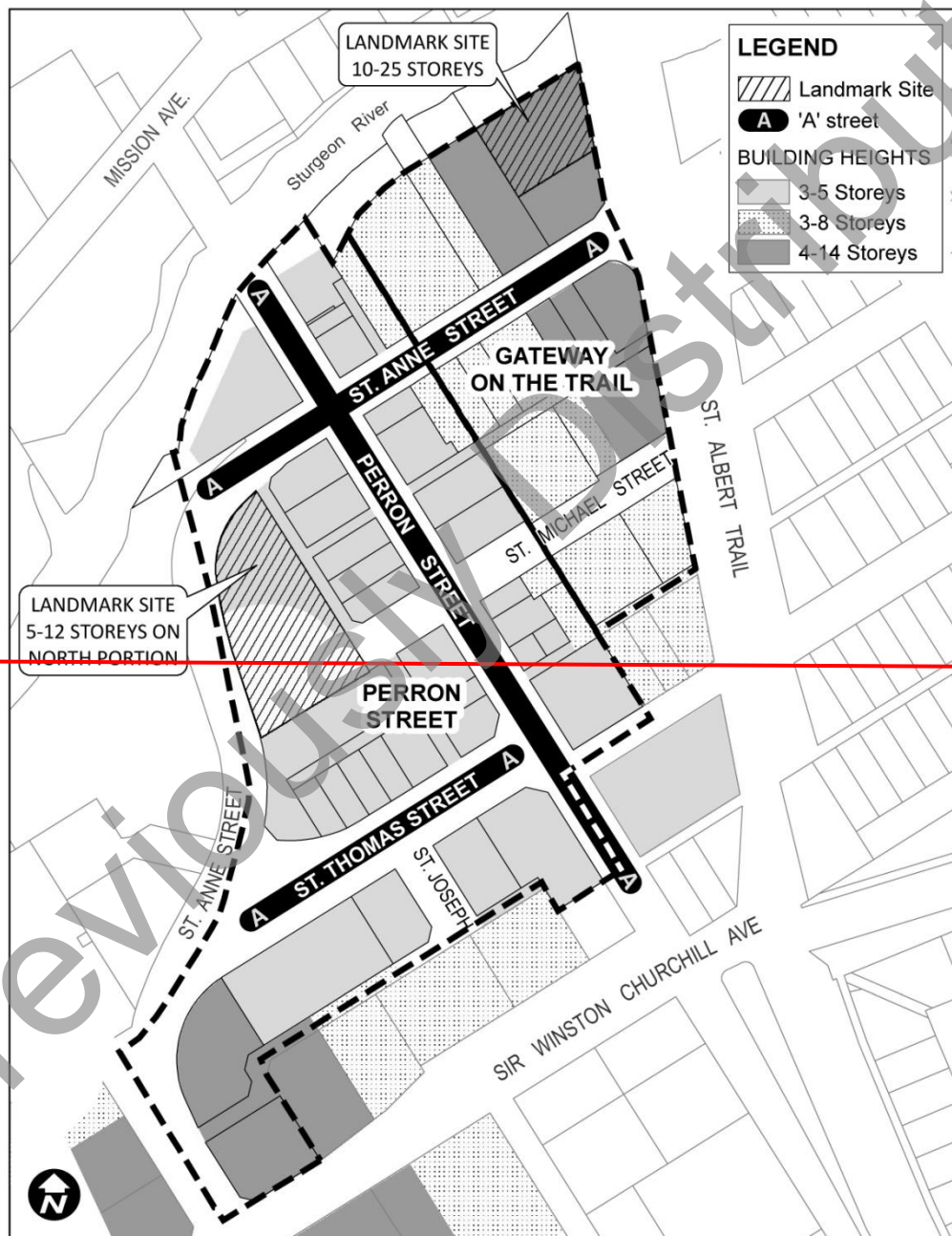
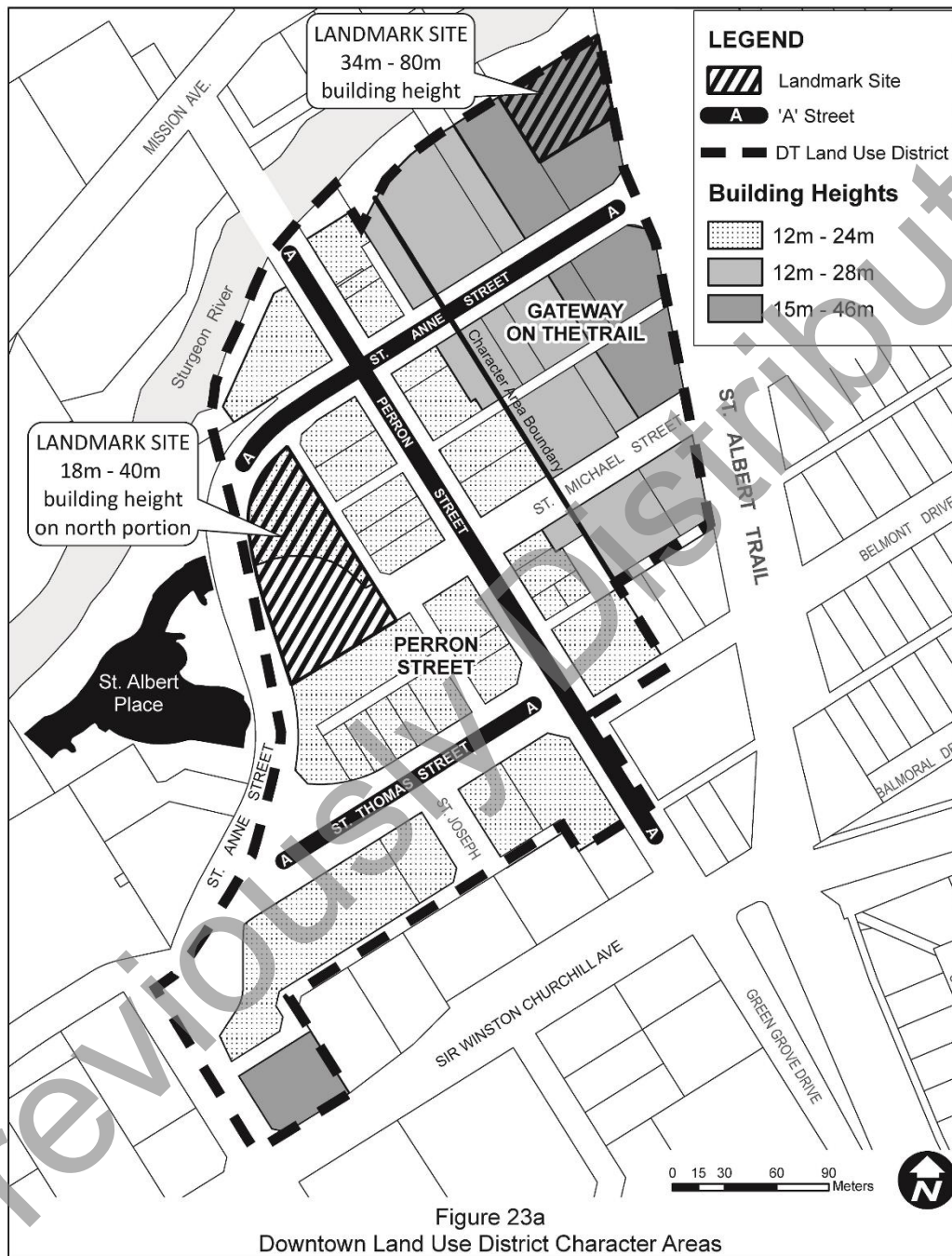


Figure 23 (a): Downtown District Perron Street and Gateway on the Trail Character Areas Identified.



## Section 11.1. Downtown (DT) Land Use District



### (2) Purpose

The purpose is to provide for a vibrant downtown that includes a mixture of employment opportunities, commercial, institutional, government and medium to high-density residential land

## Section 11.1. Downtown (DT) Land Use District

uses with a focus on high-quality design of any development including the public realm. Development in the Downtown should be compact, attractive, pedestrian-friendly and compatible with surrounding areas, and be a unique, recognizable neighbourhood. Developments within this land use district should provide a variety of housing options, the provision of commercial and residential uses within the same structure, and an appropriate mix of uses to create a community where residents have the opportunity to live, work and play.

For marketing purposes, the Downtown District will be referred to as the Perron District.

To facilitate this, character areas are defined in accordance with the Downtown Area Redevelopment Plan (DARP) as shown on Figure 23(a). The transition between these character areas is expected to be seamless, and not a defined hard line. The character areas include:

**(a) Perron Street**

The Perron Street character area will provide the primary area for active street level commercial retail uses with moderately scaled buildings characterized by continuous storefront retail and pedestrian-oriented development.

**(b) Gateway on the Trail**

The Gateway on the Trail character area will provide an area for active street level uses and a wide array of uses including residential, professional office, and commercial uses that are of a scale and density appropriate to its prominent location along, or adjacent to, St. Albert Trail and its role as the primary entry point and gateway to Downtown.

### **(3) Permitted and Discretionary Land Uses**

For a use to be considered either a permitted or discretionary use in the DT, it must conform with all subsections of Section 11.1 (3). In addition, the general regulations of Part 6, Sections 8.1 through 8.19, and Sections 9.1 through 9.11 will apply to the Downtown District unless otherwise specified in this District.

**(a) Ground Storey**

- (i) on 'A' streets as shown on Figure 23(a), ground storeys shall house non-residential uses, with active retail uses preferred adjacent to the street.
- (ii) the ground storey of buildings that have building frontages facing the river shall house non-residential uses, with active retail uses preferred.
- (iii) for discretionary uses on the ground storey along 'A' streets, the Development Officer will consider:
  - (A) interface and interaction of the proposed use with the streetscape; and
  - (B) generation of and attraction for pedestrians.

**(b) Upper Storeys**

- (i) no non-residential use is permitted above a residential use.

## Section 11.1. Downtown (DT) Land Use District

(c) Uses, whether permitted (p) or discretionary (d), shall be in accordance with the following tables:

(i) Non-Residential Uses

Use Categories	Perron character area	Gateway character area
a. art gallery	(p)	(p)
b. artist studio	(d)	(d)
c. business support service	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
d. cannabis retail store (BL12/2018)	(d)	(d)
e. cinema	(p)	(p)
f. community hall	(d)	(d)
g. convenience store	(d)	(p)
h. day care facility	(d)	(d)
i. drinking establishment	(d)	(d)
j. financial institution	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
k. general retail store with a gross floor area up to 400 sq.m	(p)	(p)
l. general retail store with a gross floor area over 400 sq.m	(d)	(d)
m. general service;	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
n. government service	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
o. grocery store	(d)	(d)
p. health service	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
q. hotel	(d)	(p)
r. household repair service	(d)	(d)
s. indoor recreation service	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
t. liquor store	(d)	(d)
u. pool hall	(d) ground storey, otherwise (p)	(d) ground storey, otherwise (p)
v. professional office	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
w. public utility building	(d)	(d)
x. residential sales centre	(d) for ground storey on 'A' streets, otherwise (p)	(p)
y. religious assembly	(d)	(d)
z. restaurant	(p)	(p)
aa. school, commercial	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
bb. shopping centre	(d)	(d)
cc. specialty store	(p)	(p)
dd. take-out restaurant	(p)	(p)

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ee. theatre	(p)	(p)
ff. veterinary clinics without outdoor kennels, pens, runs, or other similar enclosures	(d)	(d)

### (ii) Residential Uses

Use Categories	Perron character area	Gateway character area
a. apartment building	-	(d)
b. dwelling unit	(p) above ground storey	(p) above ground storey
c. family day home	(p) except on ground storey on 'A' streets	(d) on ground storey, otherwise (p)
d. home occupation	(p) except on ground storey on 'A' streets	(d) on ground storey, otherwise (p)
e. live / work unit (BL 14/2008)	(d)	(d)
f. townhousing	(d)	(d)
g. mixed use building, all uses with in the building must meet requirements of 11.1(3).	(p)	(p)
h. supportive housing	(p) except on ground storey on 'A' streets	(p) except on ground storey on 'A' streets
i. long term care housing	(p) except on ground storey on 'A' streets	(p) except on ground storey on 'A' streets

### (iii) Other

Use Categories	Perron character area	Gateway character area
a. parking lot at finished grade	Not permitted on 'A' Streets, otherwise (d)	(d)
b. parking structure	(d), if on 'A' street, must have ground storey non-residential uses in accordance with Section 11.15 (3)	(d)
c. bicycle parking	(p)	(p)
d. park	(p)	(p)
e. plaza	(p)	(p)
f. wall mural	(d)	(d)
g. accessory development to a use listed in (i), (ii) or (iii)	(d)	(d)

## (4) Pre-Application Requirements

In addition to the application requirements of Section 3.3 of this Bylaw, an applicant for a development permit within the DT Land Use District must submit, to the satisfaction of the Development Officer:

## Section 11.1. Downtown (DT) Land Use District

- (a) A conceptual site development plan showing the subject area and adjacent areas within the DT district as well as the proposed building types and locations, development phasing, vehicular and pedestrian routes and connectivity with the rest of Downtown, and amenity areas in accordance with the purpose of this District;
- (b) Design drawings illustrating the colour scheme and building materials in accordance with Section 11.1 (8);
- (c) Elevation drawings demonstrating how the building contributes to the streetscape;
- (d) *Urban Design Recommendations Report* as per Section 11.1 (5); and
- (e) Any other studies that may be requested by the Development Officer including but not limited to:
  - (i) Crime Prevention Through Environmental Design (CPTED) study to be submitted at the time of a development permit application;
  - (ii) sun/shadow and/or wind study for buildings greater than eight (8) storeys in height; or
  - (iii) geotechnical report.

### (5) Urban Design Review

There are two types of reviews:

#### (a) **External Urban Design Review**

An External Urban Design Review is required for any development that:

- (i) has a total building footprint greater than 2,500 sq. m;
- (ii) is located on a Landmark Site identified in Figure 23(a);
- (iii) is located on a corner;
- (iv) is greater than eight (8) storeys in height; or
- (v) in the opinion of the Development Officer is deemed to have significant impact on the subject Character Area's urban design.

This review will result in an *Urban Design Recommendations Report* from a City-designated reviewer. This *Urban Design Recommendations Report* is a requirement of the development permit application and will include recommendations from the reviewer that may range from acknowledgement of positive design qualities of the proposal to suggestions for a design that better complies with the City's policies and plans related to downtown.

Applicants are expected to consider and implement, wherever possible, any recommendations of the *Urban Design Recommendations Report* into the final application.

#### (b) **Internal Urban Design Review**

If a development does not require an External Urban Design Review, but an applicant wishes to receive recommendations related to urban design, they may request an Internal Urban Design Review by Planning and Development staff prior to submission of an application. This review will result in an *Urban Design Recommendations Report* from

## Section 11.1. Downtown (DT) Land Use District

staff designated by the Development Authority and will include recommendations that may range from acknowledgement of positive design qualities of the proposal, to suggestions for design that better complies with the City's policies and plans related to downtown.

Applicants are expected to consider and implement, wherever possible, any recommendations of the *Urban Design Recommendations Report* into the final application.

### (c) Performance Standards

In addition to the *Urban Design Review Recommendations Report* all applications shall be considered with regard to the following Performance Standards:

- (i) site design contributes to streetscape and the character area;
- (ii) appropriate location of uses to support active streetscapes and fit within the character areas;
- (iii) high quality building design integrated with streetscape and surrounding buildings;
- (iv) pedestrian orientation; and
- (v) well-designed amenity areas.

### (6) Development Regulations

#### (a) Building Height

~~Notwithstanding Section 1.8, the height of any principal building in this District is measured in storeys.~~

- (i) notwithstanding Section 3.14, building height regulations differing from those outlined in Figure 23(a) may be considered by the Development Officer with consideration for the transitions between adjacent building designs and heights fitting with the street interaction, adjacent uses, streetscape and design methodology;
- (ii) buildings shall have a minimum of three (3) storeys from grade before front stepbacks are introduced. Front stepbacks shall be a minimum of 3 m measured from the building frontage of the lower storeys. Additional front stepbacks may be required at higher storeys if, in the opinion of the Development Officer, it is necessary to enhance the pedestrian scale of the streetscape or to mitigate wind, sun or shadow impacts;
- (iii) any pedestal portion of the building shall be three (3) storeys. If in the opinion of the Development Officer, the building design addresses the Performance Standards of Section 11.1 (5)(c), that may be increased to five (5) storeys;
- (iv) a minimum separation distance of 25 m is required between tower components of buildings above three storeys on adjacent lots, measured from building frontage as measured at the first storey above the pedestal;

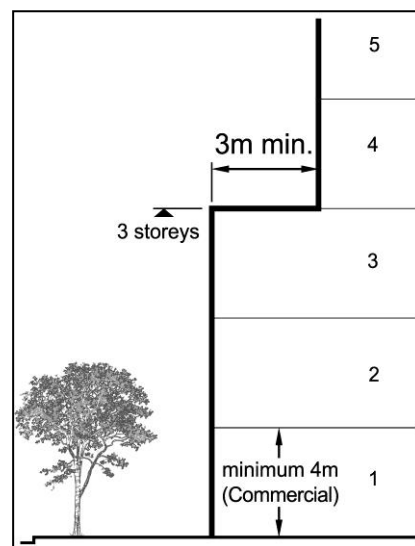


Figure 23(b): Building heights and stepbacks.

## Section 11.1. Downtown (DT) Land Use District

- (v) antennas installed on the roof of buildings will be counted as a part of the total building or structure height; and
- (vi) telecommunications installations shall be in compliance with Section 6.24.

### (b) Ground Storey Height: Commercial Uses

The ground storey height shall be a minimum of 4 m floor-to-floor height.

## (7) Site Design Standards

### (a) Building Frontage

- (i) buildings located on a corner shall comply with Section 6.7 (c);
- (ii) the build-to line shall be the front property line. The build-to line may be adjusted, up to 3 m back from the front property line, to accommodate a recessed entrance, rest area, courtyard, outdoor cafe, communal amenity space, building recess or similar amenity if, in the opinion of the Development Officer:
  - (A) the design of the building frontage and build-to line maintains the continuity of the streetscape;
  - (B) pedestrian amenity is maintained; and
  - (C) recessed entrances comply with Section 11.1 (8)(b).
- (iii) on each lot, the first three (3) storeys of a building frontage shall be built to a consistent build-to line for at least 80% of the required building frontage width. This may be reduced if, in the opinion of the Development Officer, the proposed development of the building frontage:
  - (A) accommodates a courtyard or plaza that is pedestrian oriented;
  - (B) is designed in such a way as to enhance and maintain the continuity of the streetscape and adjacent development;
  - (C) is landscaped in accordance with Section 6.13 and enhances and maintains the continuity of the streetscape to the satisfaction of the Development Officer; and
  - (D) site plan is designed and buildings are sited to maximize streetscape and pedestrian continuity and vehicle flow.
- (iv) a street wall or fence, (not less than 1 m or more than 2 m in height), or landscaping to the satisfaction of the Development Officer, is required along the

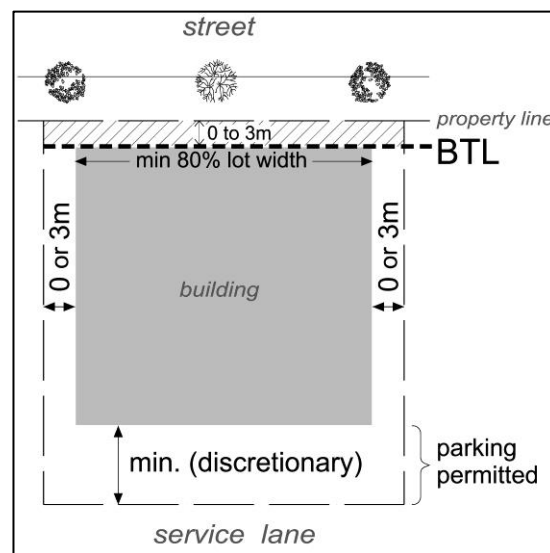


Figure 23(c): Sample site plan showing building setbacks.

## Section 11.1. Downtown (DT) Land Use District

build-to line for any lot that is not occupied by a principal building. The height of the wall or fence shall be measured from the lowest point of the adjacent public sidewalk. The location of any build-to line will be determined by existing adjacent buildings.

### (b) Building Frontage Variation

- (i) ground floor frontages on 'A' streets shall be divided into horizontal units to a maximum width of 15 m; and
- (ii) ground floor commercial uses greater than 400 sq. m shall:
  - (A) have a building frontage designed to resemble smaller retail units; or
  - (B) have actual smaller retail units along the building frontage with separate functioning entrances from the street; or
  - (C) have a building frontage design that, in the opinion of the Development Officer, enhances and maintains the continuity of the streetscape and supports pedestrian activity.

### (c) Side Yard Setbacks

The first three (3) storeys of all buildings shall be developed to the side property lines except where, in the opinion of the Development Officer, a setback of no less than 3 m may be permitted if:

- (i) it is to accommodate a rest area, courtyard, shopping court, outdoor cafe or similar amenity;
- (ii) pedestrian amenity and safety is maintained;
- (iii) the variance does not create a visual gap or discontinuity of the architectural form or rhythm of the streetscape; and/or
- (iv) to accommodate a pedestrian walkway or service lane.

### (d) Rear Lot Setbacks

The rear yard building setback, to a maximum of 50% of the lot depth from the rear property line, shall be determined by the Development Officer taking into account:

- (i) adjacent and on-site uses;
- (ii) access to service lanes; and
- (iii) on-site parking requirements.

### (e) Lot Coverage

Buildings may occupy the portion of the lot according to the following:

- (i) development shall be restricted to a maximum of 95% lot coverage to allow for door openings and access;
- (ii) for tower developments above eight (8) storeys, floor plates for storeys above the podium shall be no greater than 750 sq. m for residential and hotel uses; and generally no greater than 2,000 sq. m for all other uses.
- (iii) the Development Officer may impose a lot coverage limitation on a specific site to minimize any negative impacts of the development on:
  - (A) visual appearance of the streetscape and/or adjacent developments;



## Section 11.1. Downtown (DT) Land Use District

- (B) appearance and function of pedestrian amenity areas; and
- (C) rear setback requirements as per Section 11.1(8)(c).

### f) Parking

- (i) there shall be no surface parking between buildings and a public street including St. Albert Trail;
- (ii) parking access from a public street shall only be permitted if, in the opinion of the Development Officer, the proposed access:
  - (A) is in compliance with City of St. Albert's current Municipal Engineering Standards and The Transportation Association of Canada;
  - (B) is necessary because access from a service lane is not feasible;
  - (C) does not front on to an 'A' street as identified on Figure 23(a); and
  - (D) will not interfere with the continuity of the streetscape, pedestrian movement or safety along a public street.
- (iii) parking lots, on-site parking and parking structures shall have pedestrian access to nearby pedestrian areas to the satisfaction of the Development Officer; and
- (iv) vehicle and pedestrian accesses shall be designed to reduce vehicle and pedestrian conflicts.

### (g) On-Site and Surface Parking

Notwithstanding Part 7, Parking Regulations and Section 3.14 of this Bylaw:

- (i) on-site parking shall be located behind the primary building and accessed from a service lane;
- (ii) where a surface parking lot is adjacent to any public street or public open space, the lot must be screened to the satisfaction of the Development Officer.
- (iii) parking for residential uses shall be provided in below grade or structured parking facilities within the development site; and
- (iv) surface parking lots shall not exceed 2,000 sq. m in size.

### (h) Parking Structures

- (i) the design of parking structures shall be vertically oriented and integrated with the streetscape;
- (ii) the ground storeys of parking structures facing 'A' streets must incorporate compatible non-residential uses in accordance with Section 11.1 (3);
- (iii) residential uses will not be permitted below parking levels;
- (iv) both internal and external design of the parking structure shall have regard to CPTED principles;
- (v) in order to reduce impacts, buildings frontage, including those visible from adjoining properties and/or public streets, shall incorporate a high degree of visual interest through the use of:

## Section 11.1. Downtown (DT) Land Use District

- (A) color change;
  - (B) texture change;
  - (C) material module change;
  - (D) expression of architectural or structural bays through change in plane no less than 30 cm in width, such as an offset, reveal or projecting rib; or
  - (E) any other feature that, in the opinion of the Development Officer, creates and identifiable pattern and sense of human scale.
- (vi) no uninterrupted length of building frontage shall exceed 30 m including any building frontage visible from adjoining properties and/or public street.

### (i) Roof Top Mechanical

In addition to the requirements of Section 9.10 of this Bylaw, roof top mechanical equipment or elevator housing equipment shall be enclosed on the front, top and sides or be incorporated into the overall building design if necessary to the satisfaction of the Development Officer.

### (j) Service Lanes

- (i) future service lanes shall be permitted in accordance with Figure 23(d);
- (ii) service lanes may be designed as multi-use, hard landscaped environments for safe and comfortable use by pedestrians and service vehicles;
- (iii) access to service lanes may be controlled through the installation of removable bollards; and
- (iv) waste and recycling pick up, delivery and other building functions shall be located to the rear of buildings adjacent to service lanes, or internal to blocks to ensure that servicing functions do not interfere with movements on public streets.

### (k) Location of Utilities

- (i) the visibility of utility boxes shall be minimized by placing boxes in inconspicuous places, and/or by screening them with plantings. Screening should not interfere with access to the utility or traffic visibility.

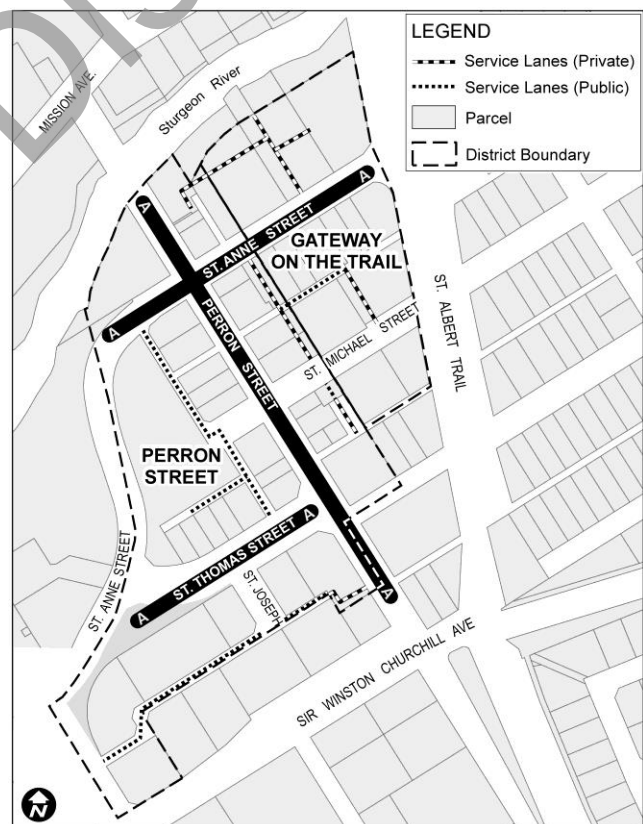


Figure 23(d): Downtown District Service Lanes.

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- (ii) services and utilities shall be buried, where practical. Where utility poles are necessary, their joint use shall be maximized to minimize their visual impact.

### (l) Outdoor Lighting

In addition to the requirements of Section 6.16 of this bylaw, the following will be considered:

- (i) excessive illumination and uplighting should be avoided;
- (ii) timing of illumination should coincide with anticipated activities;
- (iii) exterior lighting fixtures shall be in keeping with good design practice, and complement building design;
- (iv) development proposals shall clearly indicate exterior lighting fixture locations and types; and
- (v) all outdoor lighting within the Downtown District shall be of a design and style that are consistent with the purpose of this District to the satisfaction of the Development Officer in consultation with Public Works, and shall provide safety and security and, for fixtures in highly visible locations, add visual interest.

### (m) Other

- (i) if development is adjacent to the Sturgeon River and Red Willow Park system environmental issues shall be considered, including water quality and quantity, and flooding in the overall site and building design; and
- (ii) buildings must be named, have a visible address number and include an exterior date stamp easily visible from a public street.

## (8) Building Design and Architectural Standards

In addition to the requirements of Section 6.7 (1) of this Bylaw, the exterior of buildings located in the Downtown District must be designed in accordance with the following:

### (a) Windows

- (i) the fenestration area is the area on the ground storey building frontages facing a public street that is a minimum of 0.6 m above the sidewalk and extending up to 2.4 m above the sidewalk;
- (ii) for ground storey building frontages facing 'A' streets, at least 70% of the fenestration area shall be transparent glazing that is not covered (either internally or externally) and that allows interior activity to be seen from the street. In addition, windows:

- (A) should have proportions of 2:3 (width: height) or narrower;
- (B) should use multiple-paned windows;

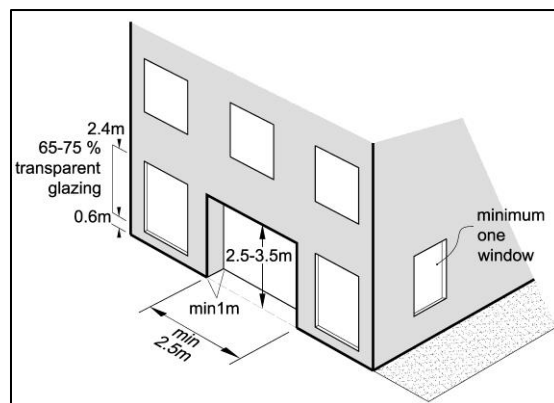


Figure 23(e): Building Frontage Design.

## Section 11.1. Downtown (DT) Land Use District

- (C) should have window frame members of substantial depth and recessed from the building frontage to provide architectural interest in the streetscape;
- (D) for any building frontage facing any street other than an 'A' street, shall have transparent glazing for a minimum of 40% and a maximum of 70% of the fenestration area; and
- (E) shall have, at minimum, one transparent window on each of the ground storey and second storey of a building frontage that faces a surface parking lot, service lane, or pedestrian walkway that allows full viewing of the area.

### (b) Doors and Entries

- (i) all non-residential ground storey units facing a public street shall have, at minimum, one direct functioning public entrance from that public street;
- (ii) all pedestrian entrances shall be encouraged to provide overhead weather protection;
- (iii) all commercial entrances along 'A' streets as identified in Figure 23(a) must have barrier-free access; and
- (iv) any development on a corner lot, shall be encouraged to have its main entrance angled on the corner. Otherwise, one entrance is required on each public street it faces.

### (c) Building Projections

Building projections must be designed to the satisfaction of the Development Officer and have regard for the requirements of Section 11.1 (6)(c) in addition to the following:

- (i) balconies shall be designed as integral components of the building and shall not project over or into amenity spaces or City property;
- (ii) An awning or canopy or other architectural feature to protect pedestrians from the elements must:
  - (A) project a distance that, in the opinion of the Development Officer, provides ample protection for pedestrians;
  - (B) shall maintain a minimum 0.6 m setback from the outside edge of the curb line in keeping with the adjacent streetscape;
  - (C) have a vertical clearance of at least 2.5 m and at most 4 m above the sidewalk;
  - (D) have a sloping profile, or be designed so as to provide effective

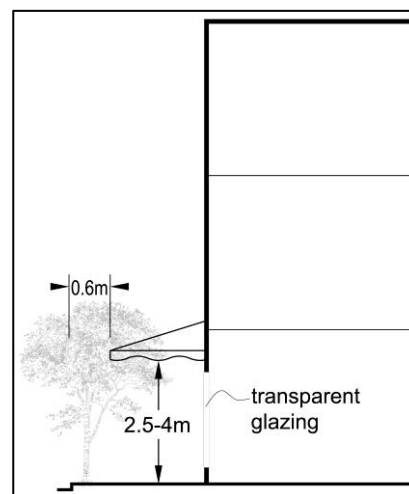


Figure 23(f): Awning and building projection requirements.

## Section 11.1. Downtown (DT) Land Use District

shedding of rain, be self-cleaning by rain and wind, and to minimize snow-loading;

- (E) be constructed of durable, colourfast material which minimizes the effects of dirt and discolouration (such as striped, patterned, dark-coloured and plasticized fabric);
  - (F) if glazing is incorporated into a canopy, it must be safety-glass, or fire-resistant and ultra-violet resistant plastic;
  - (G) awnings and canopies may be illuminated;
  - (H) if the frontage occurs on an inclined grade, the design of awnings, canopies, building recesses, or recessed arcades must be stepped or inclined to follow the incline to minimize differences in finished grades between the public sidewalk and the development;
- (iii) An awning or canopy or other architectural feature shall have regard for the following:
- (A) if awnings or canopies or their supporting structures encroach on City property, a written encroachment agreement is required;
  - (B) awnings and canopies may be illuminated;
  - (C) the design of awnings, canopies, building recesses, and recessed arcades must provide continuity and harmony between adjoining developments with respect to materials, colour and pitch; and
  - (D) signage on awnings and canopies must comply with the regulation of Schedule C Section C.6(2).

### (d) Appearance of Building

The exterior finishes of buildings shall have regard for section 11.1 (6)(c), be of high quality materials and shall be finished to the satisfaction of the Development Officer in accordance with the following:

- (i) be of high quality design and include durable and attractive building finishing materials such as, but not limited to: brick, brick veneer, stone, marble, tile, glass, stamped concrete or a combination of any material mentioned;
- (ii) the use of vinyl siding on building frontages shall be prohibited;
- (iii) provide a variation in building materials and design treatments on the lower floors of buildings on a block to reduce perceived mass;
- (iv) appropriate materials for walls and fencing include wrought iron for fences, brick, or brick veneer for walls; or a combination of brick or brick veneer base wall and wrought iron fencing; and
- (v) for building frontages facing 'A' streets, a minimum of 70% of the non-glazed area of the ground and second storey building frontage that faces a public street, an exposed side façade or a residential district shall be finished in brick or other high quality finish to the satisfaction of the Development Officer.

## Section 11.1. Downtown (DT) Land Use District

### (e) Amenity Areas

- (i) For all non-residential amenity areas, landscaping and site design shall provide a clear distinction between the private and public realm. High quality landscaping and design shall be used to denote changes in exterior elevation or the use of materials to the satisfaction of the Development Officer;
- (ii) all residential developments shall provide at least one of the following forms of common amenity areas:
  - (A) an indoor / outdoor courtyard;
  - (B) a rooftop garden;
  - (C) an outdoor patio;
  - (D) a community room;
  - (E) a pool; or
  - (F) any other common amenity deemed appropriate by the Development Officer.
- (iii) residential common amenity areas must:
  - (A) if at ground level, be screened with a fence or wall with a minimum height of 1.2 m;
  - (B) have a landscape buffer, to the satisfaction of the Development Officer, at least 1 m wide if adjacent to a public area; or
  - (C) have some other means that, in the opinion of the Development Officer, clearly delineates the public and private space.
- (iv) underground garage vents should be integrated into hard surface areas with limited impact on pedestrian amenity or landscaped areas.

### (9) Signage

In addition to the requirements of Schedule C of this Bylaw, the Development Officer shall consider the following with regard to signage:

#### (a) Pedestrian Scale

Signs in this district should be designed and built at a scale suitable for pedestrian interaction.

#### (b) Reflection of Building Image

Signs should enhance and complement the building's image. Materials, content and colours suggesting the building's use and occupancy, shall be of an appearance and a quality complementary to the building.

#### (c) Reflection of the Streetscape

Signage in the DT must be complementary to the streetscape and adjacent buildings.

## Parking Regulations

### 7.1. Application

This part shall apply to all land use districts under this Bylaw.

### 7.2. On-Site Parking and Loading - Interpretive Provisions

- (1) If a calculation under Sections 7.3 to 7.8 results in a fractional number, the number shall be rounded upwards to the next whole number.
- (2) When a parking stall is required to be provided under Sections 7.3 to 7.8, it shall be located on the same lot as the building or use in respect of which it is required unless this Bylaw or the Development Officer otherwise permits.
- (3) For the purpose of Section 7.3
  - (a) "elementary or junior high school" means a publicly or privately supported or subsidized development used for educating students in grades 1 through 9, or a portion thereof;
  - (b) "maximum working shift" means the time period during that the greatest number of employees are required to be present at the development; and
  - (c) "senior high school" means a publicly or privately supported or subsidized development used for educating students in grades 10, 11 or 12.
- (4) For the purpose of Section 7.3, parking accommodated within private garage spaces will be counted as part of the minimum parking requirement calculations providing the following is met:
  - (a) Within a single width vehicle garage there exists clear space with a minimum depth of 5.8 m and a minimum width of 3 m (measured from the finished interior dimensions), which space must be unobstructed by any structural or fixed projection including, but not limited to, cantilever, landing, stairs, and chimney. In addition, a driveway pad must be provided.
  - (b) Within a double width vehicle garage there exists clear space with a minimum depth of 5.8 m and a minimum width of 5.8 m (measured from the finished interior dimensions), which space must be unobstructed by any structural or fixed projection including, but not limited to, cantilever, landing, stairs, and chimney.
  - (c) Within a tandem garage there exists clear space with a minimum depth of 11.6 m and a minimum width of 3 m (measured from the finished interior dimensions), which space must be unobstructed by any structural or fixed projection including, but not limited to, cantilever, landing, stairs, and chimney. **(BL16/2016)**
- (5) For the purpose of Sections 7.3(1)(b), 7.3(1)(c), 7.3(1)(e), and 7.3(1)(j) no more than 2 of the total required parking spaces shall be located in tandem.  
**(BL16/2016; BL2/2018, BL 22/2020)**

## Parking Regulations

### 7.3 On-Site Parking Requirements

On-site parking shall be provided as follows:

(1) Residential Use

Land Use	Minimum Parking Requirement
(a) apartment building, dwelling units above commercial uses	(i) 1 stall per bachelor suite or 1 bedroom dwelling unit, plus (ii) 1.5 stalls per 2 bedroom dwelling unit, plus (iii) 2 stalls per 3 bedroom dwelling unit or greater, plus (iv) 1 stall per 5 dwelling units for visitor parking; <b>(BL28/2010)</b> (v) notwithstanding clauses (i), (ii), (iii), and (iv), in the DT District, the Development Officer may, at its discretion, determine the parking requirements based on a parking and transportation study required under Part 3 of this Bylaw.
(b) dwelling, garage suite; dwelling, garden suite; dwelling, secondary suite <b>(BL 7/2007, BL2/2018, BL 22/2020)</b>	(i) 1 stall per bachelor suite, 1 or 2 bedroom dwelling unit (ii) 2 stalls per 3+ bedroom dwelling unit <b>(BL2/2018)</b>
(c) dwelling, duplex; dwelling, mobile home; dwelling, semi-detached; dwelling, single-detached house; and townhousing <b>(BL2/2018)</b>	(i) 2 stalls per dwelling unit; <b>(BL2/2018)</b>
(d) dwelling, live/work unit <b>(BL14/2008, BL2/2018)</b>	(i) a minimum of 2 stalls for the residential component, and (ii) 1 stall per 45 sq. m of gross floor area for the commercial component, (iii) Notwithstanding clauses (i) and (ii), a Development Officer may vary the parking requirements based upon the number of bedrooms in the residential component, or the provision of adjacent parking on a public roadway or in a common parking area accessible to the public;
(e) group home	(i) 1 parking space per 3 sleeping units and 1 parking space per resident staff member;
<del>(c) limited group home <b>(BL2/2018)</b></del>	<del>(i) 2 parking spaces per limited group home;</del>



## Parking Regulations

Land Use	Minimum Parking Requirement
(f) long term care housing	(i) a minimum of 1 stall per 5 dwelling units, plus (ii) 1 stall per 7 dwelling units for visitor parking, plus (iii) 1 stall per employee required during the maximum working shift;
(g) major home occupation (BL25/2012)	(i) Minimum 1 stall per non-resident on-site employee working on the property at the same time.
(h) permanent supportive housing (BL12/2019)	(i) 1 stall per 5 dwelling/sleeping units; plus (ii) 1 stall per 7 dwelling/sleeping units for visitor parking; plus (iii) 1 stall per employee required during the maximum shift; plus (iv) notwithstanding clauses (i), (ii) and (iii), the Development Officer may require additional or differing parking requirements based upon the individual components of the permanent supportive housing use; (BL12/2019)
(i) supportive housing	(i) 1 stall per dwelling unit or 1 stall per 5 dwelling units for each non-self-contained supportive housing unit, plus (ii) 1 stall per 7 dwelling units for visitor parking, plus (iii) 1 stall per employee required during the maximum working shift;
(j) townhousing within a condominium development (BL2/2018)	(i) 2 stalls per dwelling unit, plus (ii) 1 stall per 5 dwelling units for visitor parking; (BL9/2013)
<del>(i) basement suite (BL7/2007; BL2/2018)</del>	<del>(i) 1 stall per bachelor suite, 1 or 2 bedroom-dwelling unit</del> <del>(ii) 2 stalls per 3+ bedroom dwelling unit</del>

(2) Non-residential Use (BL19/2012)

Land Use	Minimum Parking Requirement
(a) amusement arcade, pool hall	(i) as required by the Development Officer;
(b) art gallery, museum	(i) as required by the Development Officer;
(c) auction facility, community hall	(i) 1 stall per 5 seats for patrons or 1 stall per 20 sq. m of gross floor area, whichever is the greater;

## Parking Regulations

Land Use	Minimum Parking Requirement
(d) animal service, artist studio, automotive body and paint service, automotive sales and service, automotive service, automotive specialty, catering service, commercial school, construction service, convenience store, farm equipment sales and services; financial institution, gas bar, general retail store, general service, health service, household repair service, industrial heavy vehicle and equipment sales and services; pharmacy, professional office, recreation vehicle sales and service, specialty store, take-out restaurant, veterinary clinic and video outlet ( <b>BL38/2011, BL12/2012</b> )	(i) 1 stall per 45 sq. m of gross floor area;
(e) bed & breakfast, hotel	(i) 1 stall per guest room, plus (ii) additional stalls in accordance with the parking requirements of this section for any other uses which form part of the hotel;
(f) broadcasting studio	(i) as required by the Development Officer;
(g) cannabis retail store ( <b>BL12/2018</b> ), business support service and liquor store	(i) in an MC, DT or BW District - 1 stall per 45 sq. m gross floor area; or (ii) in all other land use districts - 1 stall per 30 sq. m of gross floor area;
(h) campground	(i) as required by the Development Officer;
(i) car wash	(i) as required by the Development Officer;
(j) casino and bingo hall	(i) 1 stall per 2.5 seats;
(k) cemetery	(i) as required by the Development Officer;
(l) chemical processing	(i) as required by the Development Officer;
(m) day care facility and family day home	(i) 4 stalls; or (ii) 1 stall per 2 employees plus 1 stall per 10 patrons; whichever is greater;
(n) drinking establishment and restaurant	(i) in an MC, DT or BW District, 1 stall per 6 seats; or (ii) in all other districts, 1 stall per 4 seats;
(o) drive-through business;	(i) as required by the Development Officer;

## Parking Regulations

Land Use	Minimum Parking Requirement
(p) elementary or junior high school;	(i) 1 stall per 20 students based on the projected design capacity of the facility; (ii) clause (i) applies to any subsequent expansion;
(q) exhibition grounds, park, stadium	(i) as required by the Development Officer;
(q.1) fleet service ( <b>BL38/2011</b> )	(i) as required by the Development Officer;
(r) funeral home	(i) 1 stall per 5 seats, plus (ii) 1 stall per funeral home vehicle;
(s) government service	(i) 1 stall per 8 seats or 1 stall per 45 sq. m of gross floor area, whichever is the greater;
(t) greenhouse and plant nursery	(i) as required by the Development Officer;
(u) grocery store	(i) 1 stall per 20 sq. m of gross floor area;
(v) hospital, treatment centre	(i) 1 stall per 4 patient or resident beds, plus (ii) 1.5 stalls per employee required during the maximum working shift;
(w) indoor and outdoor recreation service	(i) 1 stall per 5 seats for areas with fixed seating, plus (ii) 1 stall per 10 sq. m of gross floor area for uses without fixed seating; (iii) Notwithstanding clauses (i) and (ii), the Development Officer may require additional or differing parking requirements based upon the individual components of the recreation service;
(x) cannabis production and distribution facility (CPDF) ( <b>BL12/2018</b> ), general industrial, light industrial, research and development business, and research laboratory ( <b>BL38/2011</b> , <b>BL12/2012</b> )	(i) 5 stalls or 1 stall for every 3 employees required during the maximum working shift, whichever is greater;
(x.1) mezzanine ( <b>BL38/2011</b> )	(i) as required by the Development Officer and may take into account the potential future addition of mezzanine space based on the building design;

## Parking Regulations

Land Use	Minimum Parking Requirement
(y) mini-storage, warehouse, outdoor storage, equipment rental and indoor storage facility <b>(BL2/2017)</b>	(i) 1 stall for every 3 employees required during the maximum working shift; plus 1 stall per 90 sq. m of gross floor area; (ii) the Development Officer may, at its discretion, determine the parking requirements based on a parking and transportation study required under Part 3 of this Bylaw; <b>(BL2/2017)</b>
(z) post secondary schools, other schools	(i) as required by the Development Officer;
(aa) public utility building	(i) as required by the Development Officer;
(bb) recycling depot	(i) as required by the Development Officer;
(cc) religious assembly	(i) 1 stall per 8 seats or 1 stall per 45 sq. m of gross floor area, whichever is the greater;
(dd) senior high school	(i) 4 stalls per 20 students based on the projected design capacity; (ii) clause (i) applies to any subsequent expansion;
(ee) show home, raffle home, and residential sales centre	(i) as required by the Development Officer;
(ff) theatre and cinema	(i) 1 stall per 10 seats in an MC district; or (ii) 1 stall per 4 seats in all other districts;
(gg) transitional residential services	(i) as required by the Development Officer;
(hh) transit terminal	(i) 50 stalls or as otherwise required by the Development Officer;
(hh.1) transmitting station <b>(BL38/2011)</b>	(i) as required by the Development Officer;
(ii) warehouse store	(i) 1 stall per 3 full-time employees required during the maximum working shift; plus 1 stall per 50 sq. m of gross floor area;

**(3) Shopping Centre and Multi-Tenant Buildings (BL19/2012, BL38/2011)**

Land Use	Minimum Parking Requirement
(a) shopping centre which is 10,000 sq. m or less in gross floor area in a C2, CC, RC or DCNUV District <b>(BL32/2006; BL24/2009)</b>	(i) 1 stall per 30 sq. m of gross floor area;

## Parking Regulations

(b) shopping centre which is greater than 10,000 sq. m in gross floor area in a C2, RC or CC District <b>(BL24/2009)</b>	(i) 1 stall per 25 sq. m of gross floor area;
(c) shopping centre or multi-tenant buildings (non-residential component) in an MC, DT or BW District	(i) 1 stall per 55 sq. m of gross floor area; (ii) the Development Officer may, at its discretion, determine the parking requirements based on a parking and transportation study required under Part 3 of this Bylaw.
(d) shopping centre in a C1 District	(i) 1 stall per 45 sq. m of gross floor area;
(e) any of the following developments within a shopping centre: drinking establishment; theatre; cinema; casino; bingo hall or community hall	(i) in addition to any parking requirements under clauses (a) to (d) - 1 stall per 8 seats; (ii) the Development Officer may, at its discretion, determine the parking requirements based on a parking and transportation study required under Part 3 of this Bylaw.
(f) multi-tenant buildings in commercial, industrial, and direct control with commercial and industrial purposes districts	(i) 1 stall per 30 sq. m of gross floor area <b>(BL38/2011)</b>

- (4) Where a development falls within 2 or more of the categories listed in subsection (2) or (3), it shall comply with all parking regulations applicable to all of the categories.
- (5) Multiple Use Development in a Commercial, Industrial or Direct Control Land Use District **(BL38/2011)**
- With the exception of development under subsection (3), parking requirements for each use in a multiple use development in a commercial or industrial district, or a Direct Control District with commercial and industrial uses shall be provided in accordance with the parking space requirements for each individual use forming part of the development. In cases where the land use is not determined, parking will be as net floor area as required under section 7.3(3)(f).
- (6) Other Uses
- Where a use is not listed in this section, on-site parking shall be provided as required by the Development Officer.
- (7) Notwithstanding this section, where a parking study is required under Part 3, the Development Officer may determine the number of parking stalls required for a development.
- (8) Parking of Recreation Vehicles or Recreation Equipment

## Parking Regulations

- (a) The parking of recreation vehicles or recreation equipment which do not fall under Section 3.2 may be allowed at the discretion of the Development Officer.
- (b) In considering a development permit under clause (8)(a), the Development Officer shall take into account safety, impact on adjoining sites and other site factors.
- (9) All motor vehicle and recreation vehicle parking spaces in residential districts shall be hard surfaced and accessible by a permanent vehicle access. Parking vehicles either permanently or temporarily on turf, dirt, gravel, lawn, or other non-hard surfaced area is prohibited. For the purpose of this section, hard surfacing means the provision of durable, dust-free material constructed in concrete, asphalt or similar material capable of withstanding expected vehicle loads and maintained to the satisfaction of the Development Officer, in consultation with the Engineering Department.

### 7.4. **On-Site Parking Waiver Mixed Commercial (BL19/2012)**

- (1) Any additional parking requirements necessitated by a change in use of an existing building located within the MC or DT District may be waived by the Development Officer.
- (2) Where an existing building is being enlarged within the MC or DT District, additional parking requirements shall be provided only for that portion of the building being enlarged.
- (3) On-site parking is not required for a building located in an MC or DT District if the building is directly adjacent to the public parking lot located at 6 St. Anne Street.
- (4) Parking requirements for new developments in the DT may be relaxed subject to the limitations and other considerations as outlined in Section 3.14 at the discretion of the Development Officer if the proposed building is located within close proximity of a public parking lot or public parking structure.

### 7.5. **On-Site Loading Requirements**

Loading spaces shall be provided as follows:

Land Use		On-site Loading Requirement	
(a)	all uses in a commercial or industrial district	(i)	1 loading space per loading door;
(b)	funeral home, hospital, long term care housing, supportive housing	(i)	in addition to loading requirements under subsection (1), a minimum of 1 loading space for specialty vehicles must be provided unless otherwise required by the Development Officer;
(c)	all uses in districts other than a commercial or industrial district	(i)	loading spaces as required by the Development Officer.

## Parking Regulations

### 7.6. **Parking – Barrier Free (BL 22/2020)**

Parking stalls for people with disabilities must be: **(BL 22/2020)**

- (a) provided on the basis of 3% of the on-site parking requirements to a maximum of 10 stalls;
- (b) provided in accordance with the Alberta Building Code;
- (c) included as part of and not in addition to, the applicable minimum parking requirement; and
- (d) identified as parking spaces for the disabled through the use of appropriate signage.

### 7.7. **Parking and Loading Regulations**

#### (1) Design and Construction

- (a) A parking lot must be designed, located and constructed such that
  - (i) it can be properly maintained;
  - (ii) it is accessible and appropriate for the nature and frequency of motor vehicles using it;
  - (iii) all required parking and loading facilities must be clearly demarcated, have adequate storm water drainage and storage facilities, and be hard surfaced. Hard surfacing must mean the provision of durable, dust-free material constructed in concrete, asphalt or similar material capable of withstanding expected vehicle loads and maintained to the satisfaction of the Development Officer, in consultation with the Engineering Department;
  - (iv) in parking areas, curbs and other protective measures must be used to protect adjacent fences, walls, boulevards, landscaped areas or buildings on the site or an adjacent site; and
  - (v) continuous raised or pre-cast curbing of not less than 100 mm in height must be provided adjacent to streets and required landscape areas, 600 mm from the front of the parking stall.
- (b) If a parking area contains more than 10 stalls, it must be landscaped.

#### (2) Size of Parking Stalls and Drive Aisle

Parking spaces and drive aisles shall meet the following criteria:

- (a) a parking stall must be a minimum of 2.6 m wide and 5.8 m deep;
- (b) a parallel parking stall shall be a minimum of 2.6 m wide and 7.0 m deep;
- (c) a drive aisle on a parking lot must be a minimum of 7.3 m wide;

## Parking Regulations

- (d) required parking stalls for a single-detached or semi-detached units that are provided in a private driveway or garage may be located in tandem; and
  - (e) notwithstanding the provisions of clause 7.7(2)(c), the Development Officer may reduce the minimum width of a drive aisle for parking spaces provided at an angle or for one-way drive aisles.
- (3) Small car parking **(BL28/2010)**
  - (a) Small car parking spaces may comprise a maximum of 20% of required parking for all developments except for developments in R1, R2, RX, RXL, RFB, and P Land Use Districts. **(BL2/2018; BL21/2020)**
  - (b) All small car parking spaces shall be designated with signs reading “small car parking only”.
  - (c) all small car parking stalls shall be a minimum of 2.45 m wide by 5 m deep.
- (4) Loading Spaces

A loading space must:

  - (a) be at least 3 m wide and 27.5 sq. m in area; and
  - (b) have overhead clearance of at least 4 m.
- (5) Markings and Barriers
  - (a) The portion or portions of a parking lot used for parking or loading must:
    - (i) be marked off or physically divided to delineate clearly each parking stall, loading space or drive aisle; and
    - (ii) have suitable barriers to prevent motor vehicles from encroaching onto landscaped areas and to protect fences, walls or buildings.
  - (b) The markings or divisions required under clause (a) must be regularly maintained to ensure legibility.

### 7.8. **Bicycle Parking**

In a residential, commercial, park and PS District, where any new development including a change of use of existing development, that involves 10 or more dwelling units is undertaken, or where any such existing development is substantially enlarged or increased in capacity, an on-site bicycle parking station shall be provided that is, in the opinion of the Development Officer,

- (a) safe and convenient;
- (b) of a reasonable capacity; and



## Parking Regulations

- (c) compatible with the design of surrounding development.

### 7.9. Off-Site Parking

- (1) Off-Site Parking – Commercial or Industrial Land Use Districts

In a commercial or industrial district, the Development Officer may authorize the use of off-site parking in place of on-site parking required under Section 7.3, provided:

- (a) there is a convenient walkway from the off-site parking to the development that is the subject of the development permit application; and
- (b) the owner of the development proposing to use an off-site parking space has control of the site where the parking is proposed and has dedicated the site to parking for the benefit of the development in question.

- (2) Off-Site Parking Levy - Mixed Commercial or Downtown Land Use District

In an MC or DT District, the Development Officer (**BL19/2012**)

- (a) may authorize the use of an Off-Site Parking Levy in place of on-site parking required under Section 7.3, except in the case of a residential development; and
- (b) shall determine the percentage of required parking spaces that may be eliminated through the Off-Site Parking Levy.

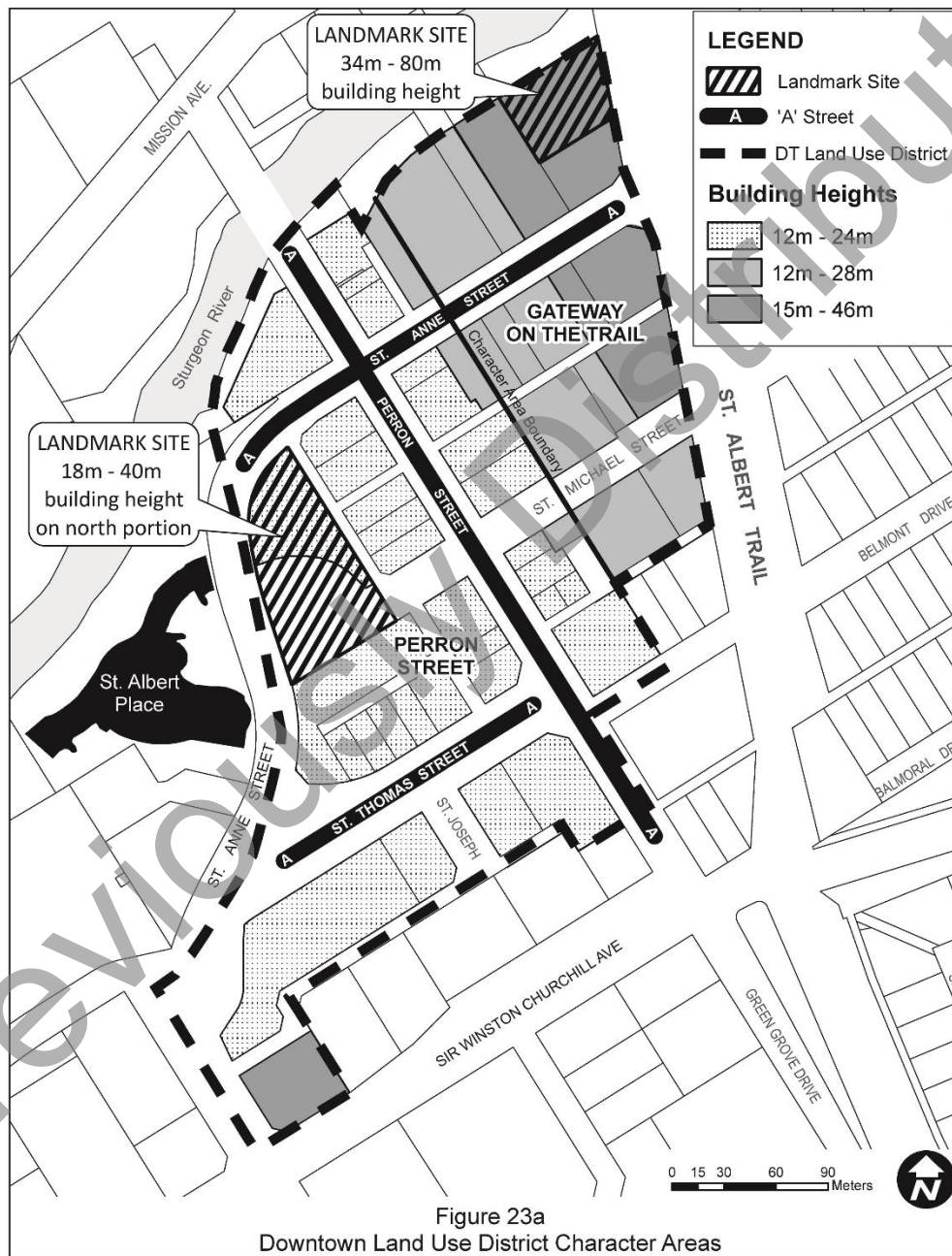
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Previously Distributed

## Section 11.1. Downtown (DT) Land Use District

### (1) Application

This section applies to the areas designated as Downtown District (DT) as identified in Schedule A of this Bylaw, and Figure 23(a).



## Section 11.1. Downtown (DT) Land Use District

### (2) **Purpose**

The purpose is to provide for a vibrant downtown that includes a mixture of employment opportunities, commercial, institutional, government and medium to high-density residential land uses with a focus on high-quality design of any development including the public realm. Development in the Downtown should be compact, attractive, pedestrian-friendly and compatible with surrounding areas, and be a unique, recognizable neighbourhood. Developments within this land use district should provide a variety of housing options, the provision of commercial and residential uses within the same structure, and an appropriate mix of uses to create a community where residents have the opportunity to live, work and play.

For marketing purposes, the Downtown District will be referred to as the Perron District.

To facilitate this, character areas are defined in accordance with the Downtown Area Redevelopment Plan (DARP) as shown on Figure 23(a). The transition between these character areas is expected to be seamless, and not a defined hard line. The character areas include:

#### (a) **Perron Street**

The Perron Street character area will provide the primary area for active street level commercial retail uses with moderately scaled buildings characterized by continuous storefront retail and pedestrian-oriented development.

#### (b) **Gateway on the Trail**

The Gateway on the Trail character area will provide an area for active street level uses and a wide array of uses including residential, professional office, and commercial uses that are of a scale and density appropriate to its prominent location along, or adjacent to, St. Albert Trail and its role as the primary entry point and gateway to Downtown.

### (3) **Permitted and Discretionary Land Uses**

For a use to be considered either a permitted or discretionary use in the DT, it must conform with all subsections of Section 11.1 (3). In addition, the general regulations of Part 6, Sections 8.1 through 8.19, and Sections 9.1 through 9.11 will apply to the Downtown District unless otherwise specified in this District.

#### (a) **Ground Storey**

- (i) on 'A' streets as shown on Figure 23(a), ground storeys shall house non-residential uses, with active retail uses preferred adjacent to the street.
- (ii) the ground storey of buildings that have building frontages facing the river shall house non-residential uses, with active retail uses preferred.
- (iii) for discretionary uses on the ground storey along 'A' streets, the Development Officer will consider:
  - (A) interface and interaction of the proposed use with the streetscape; and
  - (B) generation of and attraction for pedestrians.

#### (b) **Upper Storeys**

- (i) no non-residential use is permitted above a residential use.

## Section 11.1. Downtown (DT) Land Use District

(c) Uses, whether permitted (p) or discretionary (d), shall be in accordance with the following tables:

(i) Non-Residential Uses

Use Categories	Perron character area	Gateway character area
a. art gallery	(p)	(p)
b. artist studio	(d)	(d)
c. business support service	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
d. cannabis retail store (BL12/2018)	(d)	(d)
e. cinema	(p)	(p)
f. community hall	(d)	(d)
g. convenience store	(d)	(p)
h. day care facility	(d)	(d)
i. drinking establishment	(d)	(d)
j. financial institution	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
k. general retail store with a gross floor area up to 400 sq.m	(p)	(p)
l. general retail store with a gross floor area over 400 sq.m	(d)	(d)
m. general service;	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
n. government service	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
o. grocery store	(d)	(d)
p. health service	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
q. hotel	(d)	(p)
r. household repair service	(d)	(d)
s. indoor recreation service	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
t. liquor store	(d)	(d)
u. pool hall	(d) ground storey, otherwise (p)	(d) ground storey, otherwise (p)
v. professional office	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
w. public utility building	(d)	(d)
x. residential sales centre	(d) for ground storey on 'A' streets, otherwise (p)	(p)
y. religious assembly	(d)	(d)
z. restaurant	(p)	(p)
aa. school, commercial	(d) for ground storey on 'A' streets, otherwise (p)	(d) for ground storey on 'A' streets, otherwise (p)
bb. shopping centre	(d)	(d)
cc. specialty store	(p)	(p)
dd. take-out restaurant	(p)	(p)

## Section 11.1. Downtown (DT) Land Use District

ee. theatre	(p)	(p)
ff. veterinary clinics without outdoor kennels, pens, runs, or other similar enclosures	(d)	(d)

### (ii) Residential Uses

Use Categories	Perron character area	Gateway character area
a. apartment building	-	(d)
b. dwelling unit	(p) above ground storey	(p) above ground storey
c. family day home	(p) except on ground storey on 'A' streets	(d) on ground storey, otherwise (p)
d. home occupation	(p) except on ground storey on 'A' streets	(d) on ground storey, otherwise (p)
e. live / work unit (BL 14/2008)	(d)	(d)
f. townhousing	(d)	(d)
g. mixed use building, all uses with in the building must meet requirements of 11.1(3).	(p)	(p)
h. supportive housing	(p) except on ground storey on 'A' streets	(p) except on ground storey on 'A' streets
i. long term care housing	(p) except on ground storey on 'A' streets	(p) except on ground storey on 'A' streets

### (iii) Other

Use Categories	Perron character area	Gateway character area
a. parking lot at finished grade	Not permitted on 'A' Streets, otherwise (d)	(d)
b. parking structure	(d), if on 'A' street, must have ground storey non-residential uses in accordance with Section 11.15 (3)	(d)
c. bicycle parking	(p)	(p)
d. park	(p)	(p)
e. plaza	(p)	(p)
f. wall mural	(d)	(d)
g. accessory development to a use listed in (i), (ii) or (iii)	(d)	(d)

## (4) Pre-Application Requirements

In addition to the application requirements of Section 3.3 of this Bylaw, an applicant for a development permit within the DT Land Use District must submit, to the satisfaction of the Development Officer:

## Section 11.1. Downtown (DT) Land Use District

- (a) A conceptual site development plan showing the subject area and adjacent areas within the DT district as well as the proposed building types and locations, development phasing, vehicular and pedestrian routes and connectivity with the rest of Downtown, and amenity areas in accordance with the purpose of this District;
- (b) Design drawings illustrating the colour scheme and building materials in accordance with Section 11.1 (8);
- (c) Elevation drawings demonstrating how the building contributes to the streetscape;
- (d) *Urban Design Recommendations Report* as per Section 11.1 (5); and
- (e) Any other studies that may be requested by the Development Officer including but not limited to:
  - (i) Crime Prevention Through Environmental Design (CPTED) study to be submitted at the time of a development permit application;
  - (ii) sun/shadow and/or wind study for buildings greater than eight (8) storeys in height; or
  - (iii) geotechnical report.

### (5) Urban Design Review

There are two types of reviews:

#### (a) **External Urban Design Review**

An External Urban Design Review is required for any development that:

- (i) has a total building footprint greater than 2,500 sq. m;
- (ii) is located on a Landmark Site identified in Figure 23(a);
- (iii) is located on a corner;
- (iv) is greater than eight (8) storeys in height; or
- (v) in the opinion of the Development Officer is deemed to have significant impact on the subject Character Area's urban design.

This review will result in an *Urban Design Recommendations Report* from a City-designated reviewer. This *Urban Design Recommendations Report* is a requirement of the development permit application and will include recommendations from the reviewer that may range from acknowledgement of positive design qualities of the proposal to suggestions for a design that better complies with the City's policies and plans related to downtown.

Applicants are expected to consider and implement, wherever possible, any recommendations of the *Urban Design Recommendations Report* into the final application.

#### (b) **Internal Urban Design Review**

If a development does not require an External Urban Design Review, but an applicant wishes to receive recommendations related to urban design, they may request an Internal Urban Design Review by Planning and Development staff prior to submission of an application. This review will result in an *Urban Design Recommendations Report* from

## Section 11.1. Downtown (DT) Land Use District

staff designated by the Development Authority and will include recommendations that may range from acknowledgement of positive design qualities of the proposal, to suggestions for design that better complies with the City's policies and plans related to downtown.

Applicants are expected to consider and implement, wherever possible, any recommendations of the *Urban Design Recommendations Report* into the final application.

### (c) Performance Standards

In addition to the *Urban Design Review Recommendations Report* all applications shall be considered with regard to the following Performance Standards:

- (i) site design contributes to streetscape and the character area;
- (ii) appropriate location of uses to support active streetscapes and fit within the character areas;
- (iii) high quality building design integrated with streetscape and surrounding buildings;
- (iv) pedestrian orientation; and
- (v) well-designed amenity areas.

## (6) Development Regulations

### (a) Building Height

- (i) notwithstanding Section 3.14, building height regulations differing from those outlined in Figure 23(a) may be considered by the Development Officer with consideration for the transitions between adjacent building designs and heights fitting with the street interaction, adjacent uses, streetscape and design methodology;
- (ii) buildings shall have a minimum of three (3) storeys from grade before front setbacks are introduced. Front setbacks shall be a minimum of 3 m measured from the building frontage of the lower storeys. Additional front setbacks may be required at higher storeys if, in the opinion of the Development Officer, it is necessary to enhance the pedestrian scale of the streetscape or to mitigate wind, sun or shadow impacts;
- (iii) any pedestal portion of the building shall be three (3) storeys. If in the opinion of the Development Officer, the building design addresses the Performance Standards of Section 11.1 (5)(c), that may be increased to five (5) storeys;
- (iv) a minimum separation distance of 25 m is required between tower components of buildings above three storeys on adjacent lots, measured from building frontage as measured at the first storey above the pedestal;

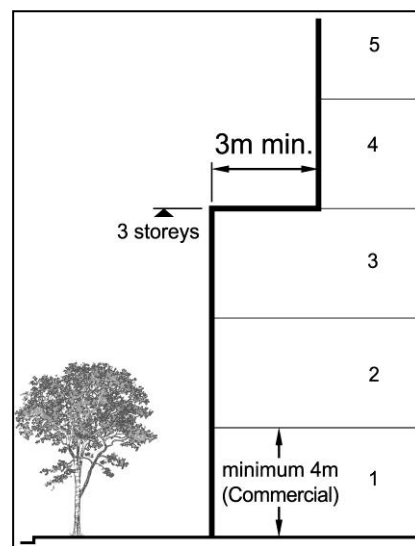


Figure 23(b): Building heights and setbacks.



## Section 11.1. Downtown (DT) Land Use District

- (v) antennas installed on the roof of buildings will be counted as a part of the total building or structure height; and
- (vi) telecommunications installations shall be in compliance with Section 6.24.

### (b) Ground Storey Height: Commercial Uses

The ground storey height shall be a minimum of 4 m floor-to-floor height.

## (7) Site Design Standards

### (a) Building Frontage

- (i) buildings located on a corner shall comply with Section 6.7 (c);
- (ii) the build-to line shall be the front property line. The build-to line may be adjusted, up to 3 m back from the front property line, to accommodate a recessed entrance, rest area, courtyard, outdoor cafe, communal amenity space, building recess or similar amenity if, in the opinion of the Development Officer:
  - (A) the design of the building frontage and build-to line maintains the continuity of the streetscape;
  - (B) pedestrian amenity is maintained; and
  - (C) recessed entrances comply with Section 11.1 (8)(b).
- (iii) on each lot, the first three (3) storeys of a building frontage shall be built to a consistent build-to line for at least 80% of the required building frontage width. This may be reduced if, in the opinion of the Development Officer, the proposed development of the building frontage:
  - (A) accommodates a courtyard or plaza that is pedestrian oriented;
  - (B) is designed in such a way as to enhance and maintain the continuity of the streetscape and adjacent development;
  - (C) is landscaped in accordance with Section 6.13 and enhances and maintains the continuity of the streetscape to the satisfaction of the Development Officer; and
  - (D) site plan is designed and buildings are sited to maximize streetscape and pedestrian continuity and vehicle flow.
- (iv) a street wall or fence, (not less than 1 m or more than 2 m in height), or landscaping to the satisfaction of the Development Officer, is required along the

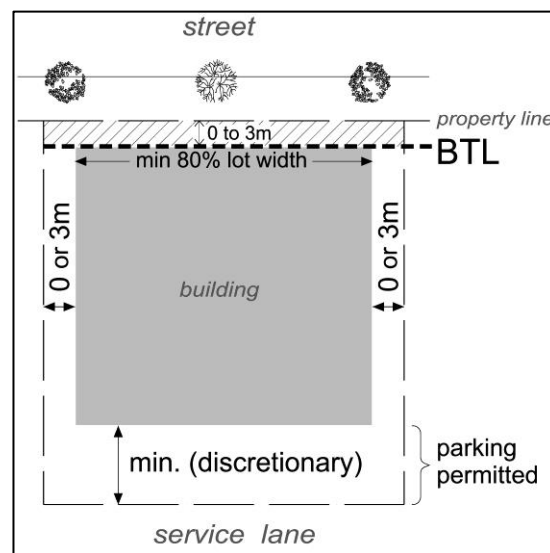


Figure 23(c): Sample site plan showing building setbacks.

## Section 11.1. Downtown (DT) Land Use District

build-to line for any lot that is not occupied by a principal building. The height of the wall or fence shall be measured from the lowest point of the adjacent public sidewalk. The location of any build-to line will be determined by existing adjacent buildings.

### (b) Building Frontage Variation

- (i) ground floor frontages on 'A' streets shall be divided into horizontal units to a maximum width of 15 m; and
- (ii) ground floor commercial uses greater than 400 sq. m shall:
  - (A) have a building frontage designed to resemble smaller retail units; or
  - (B) have actual smaller retail units along the building frontage with separate functioning entrances from the street; or
  - (C) have a building frontage design that, in the opinion of the Development Officer, enhances and maintains the continuity of the streetscape and supports pedestrian activity.

### (c) Side Yard Setbacks

The first three (3) storeys of all buildings shall be developed to the side property lines except where, in the opinion of the Development Officer, a setback of no less than 3 m may be permitted if:

- (i) it is to accommodate a rest area, courtyard, shopping court, outdoor cafe or similar amenity;
- (ii) pedestrian amenity and safety is maintained;
- (iii) the variance does not create a visual gap or discontinuity of the architectural form or rhythm of the streetscape; and/or
- (iv) to accommodate a pedestrian walkway or service lane.

### (d) Rear Lot Setbacks

The rear yard building setback, to a maximum of 50% of the lot depth from the rear property line, shall be determined by the Development Officer taking into account:

- (i) adjacent and on-site uses;
- (ii) access to service lanes; and
- (iii) on-site parking requirements.

### (e) Lot Coverage

Buildings may occupy the portion of the lot according to the following:

- (i) development shall be restricted to a maximum of 95% lot coverage to allow for door openings and access;
- (ii) for tower developments above eight (8) storeys, floor plates for storeys above the podium shall be no greater than 750 sq. m for residential and hotel uses; and generally no greater than 2,000 sq. m for all other uses.
- (iii) the Development Officer may impose a lot coverage limitation on a specific site to minimize any negative impacts of the development on:
  - (A) visual appearance of the streetscape and/or adjacent developments;

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- (B) appearance and function of pedestrian amenity areas; and
- (C) rear setback requirements as per Section 11.1(8)(c).

### f) Parking

- (i) there shall be no surface parking between buildings and a public street including St. Albert Trail;
- (ii) parking access from a public street shall only be permitted if, in the opinion of the Development Officer, the proposed access:
  - (A) is in compliance with City of St. Albert's current Municipal Engineering Standards and The Transportation Association of Canada;
  - (B) is necessary because access from a service lane is not feasible;
  - (C) does not front on to an 'A' street as identified on Figure 23(a); and
  - (D) will not interfere with the continuity of the streetscape, pedestrian movement or safety along a public street.
- (iii) parking lots, on-site parking and parking structures shall have pedestrian access to nearby pedestrian areas to the satisfaction of the Development Officer; and
- (iv) vehicle and pedestrian accesses shall be designed to reduce vehicle and pedestrian conflicts.

### (g) On-Site and Surface Parking

Notwithstanding Part 7, Parking Regulations and Section 3.14 of this Bylaw:

- (i) on-site parking shall be located behind the primary building and accessed from a service lane;
- (ii) where a surface parking lot is adjacent to any public street or public open space, the lot must be screened to the satisfaction of the Development Officer.
- (iii) parking for residential uses shall be provided in below grade or structured parking facilities within the development site; and
- (iv) surface parking lots shall not exceed 2,000 sq. m in size.

### (h) Parking Structures

- (i) the design of parking structures shall be vertically oriented and integrated with the streetscape;
- (ii) the ground storeys of parking structures facing 'A' streets must incorporate compatible non-residential uses in accordance with Section 11.1 (3);
- (iii) residential uses will not be permitted below parking levels;
- (iv) both internal and external design of the parking structure shall have regard to CPTED principles;
- (v) in order to reduce impacts, buildings frontage, including those visible from adjoining properties and/or public streets, shall incorporate a high degree of visual interest through the use of:

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- (A) color change;
  - (B) texture change;
  - (C) material module change;
  - (D) expression of architectural or structural bays through change in plane no less than 30 cm in width, such as an offset, reveal or projecting rib; or
  - (E) any other feature that, in the opinion of the Development Officer, creates and identifiable pattern and sense of human scale.
- (vi) no uninterrupted length of building frontage shall exceed 30 m including any building frontage visible from adjoining properties and/or public street.

### (i) Roof Top Mechanical

In addition to the requirements of Section 9.10 of this Bylaw, roof top mechanical equipment or elevator housing equipment shall be enclosed on the front, top and sides or be incorporated into the overall building design if necessary to the satisfaction of the Development Officer.

### (j) Service Lanes

- (i) future service lanes shall be permitted in accordance with Figure 23(d);
- (ii) service lanes may be designed as multi-use, hard landscaped environments for safe and comfortable use by pedestrians and service vehicles;
- (iii) access to service lanes may be controlled through the installation of removable bollards; and
- (iv) waste and recycling pick up, delivery and other building functions shall be located to the rear of buildings adjacent to service lanes, or internal to blocks to ensure that servicing functions do not interfere with movements on public streets.

### (k) Location of Utilities

- (i) the visibility of utility boxes shall be minimized by placing boxes in inconspicuous places, and/or by screening them with plantings. Screening should not interfere with access to the utility or traffic visibility.

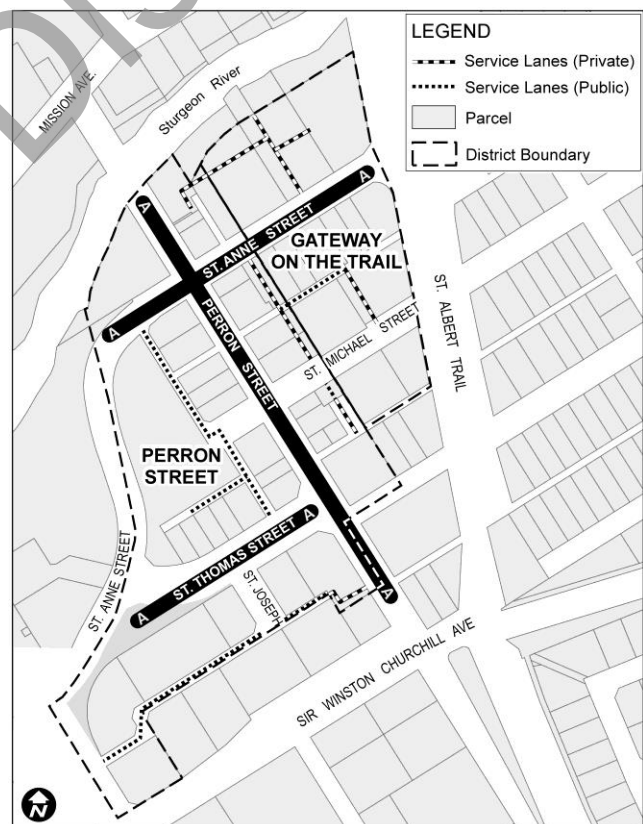


Figure 23(d): Downtown District Service Lanes.

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- (ii) services and utilities shall be buried, where practical. Where utility poles are necessary, their joint use shall be maximized to minimize their visual impact.

### (l) Outdoor Lighting

In addition to the requirements of Section 6.16 of this bylaw, the following will be considered:

- (i) excessive illumination and uplighting should be avoided;
- (ii) timing of illumination should coincide with anticipated activities;
- (iii) exterior lighting fixtures shall be in keeping with good design practice, and complement building design;
- (iv) development proposals shall clearly indicate exterior lighting fixture locations and types; and
- (v) all outdoor lighting within the Downtown District shall be of a design and style that are consistent with the purpose of this District to the satisfaction of the Development Officer in consultation with Public Works, and shall provide safety and security and, for fixtures in highly visible locations, add visual interest.

### (m) Other

- (i) if development is adjacent to the Sturgeon River and Red Willow Park system environmental issues shall be considered, including water quality and quantity, and flooding in the overall site and building design; and
- (ii) buildings must be named, have a visible address number and include an exterior date stamp easily visible from a public street.

## (8) Building Design and Architectural Standards

In addition to the requirements of Section 6.7 (1) of this Bylaw, the exterior of buildings located in the Downtown District must be designed in accordance with the following:

### (a) Windows

- (i) the fenestration area is the area on the ground storey building frontages facing a public street that is a minimum of 0.6 m above the sidewalk and extending up to 2.4 m above the sidewalk;
- (ii) for ground storey building frontages facing 'A' streets, at least 70% of the fenestration area shall be transparent glazing that is not covered (either internally or externally) and that allows interior activity to be seen from the street. In addition, windows:

- (A) should have proportions of 2:3 (width: height) or narrower;
- (B) should use multiple-paned windows;

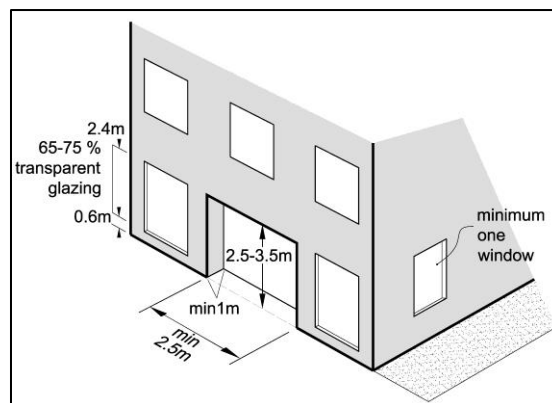


Figure 23(e): Building Frontage Design.

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- (C) should have window frame members of substantial depth and recessed from the building frontage to provide architectural interest in the streetscape;
- (D) for any building frontage facing any street other than an 'A' street, shall have transparent glazing for a minimum of 40% and a maximum of 70% of the fenestration area; and
- (E) shall have, at minimum, one transparent window on each of the ground storey and second storey of a building frontage that faces a surface parking lot, service lane, or pedestrian walkway that allows full viewing of the area.

### (b) Doors and Entries

- (i) all non-residential ground storey units facing a public street shall have, at minimum, one direct functioning public entrance from that public street;
- (ii) all pedestrian entrances shall be encouraged to provide overhead weather protection;
- (iii) all commercial entrances along 'A' streets as identified in Figure 23(a) must have barrier-free access; and
- (iv) any development on a corner lot, shall be encouraged to have its main entrance angled on the corner. Otherwise, one entrance is required on each public street it faces.

### (c) Building Projections

Building projections must be designed to the satisfaction of the Development Officer and have regard for the requirements of Section 11.1 (6)(c) in addition to the following:

- (i) balconies shall be designed as integral components of the building and shall not project over or into amenity spaces or City property;
- (ii) An awning or canopy or other architectural feature to protect pedestrians from the elements must:
  - (A) project a distance that, in the opinion of the Development Officer, provides ample protection for pedestrians;
  - (B) shall maintain a minimum 0.6 m setback from the outside edge of the curb line in keeping with the adjacent streetscape;
  - (C) have a vertical clearance of at least 2.5 m and at most 4 m above the sidewalk;
  - (D) have a sloping profile, or be designed so as to provide effective

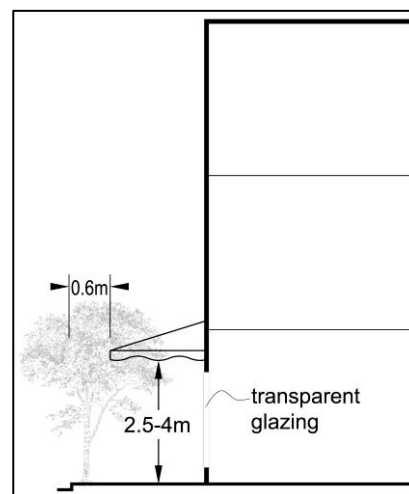


Figure 23(f): Awning and building projection requirements.

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shedding of rain, be self-cleaning by rain and wind, and to minimize snow-loading;

- (E) be constructed of durable, colourfast material which minimizes the effects of dirt and discolouration (such as striped, patterned, dark-coloured and plasticized fabric);
  - (F) if glazing is incorporated into a canopy, it must be safety-glass, or fire-resistant and ultra-violet resistant plastic;
  - (G) awnings and canopies may be illuminated;
  - (H) if the frontage occurs on an inclined grade, the design of awnings, canopies, building recesses, or recessed arcades must be stepped or inclined to follow the incline to minimize differences in finished grades between the public sidewalk and the development;
- (iii) An awning or canopy or other architectural feature shall have regard for the following:
- (A) if awnings or canopies or their supporting structures encroach on City property, a written encroachment agreement is required;
  - (B) awnings and canopies may be illuminated;
  - (C) the design of awnings, canopies, building recesses, and recessed arcades must provide continuity and harmony between adjoining developments with respect to materials, colour and pitch; and
  - (D) signage on awnings and canopies must comply with the regulation of Schedule C Section C.6(2).

### (d) Appearance of Building

The exterior finishes of buildings shall have regard for section 11.1 (6)(c), be of high quality materials and shall be finished to the satisfaction of the Development Officer in accordance with the following:

- (i) be of high quality design and include durable and attractive building finishing materials such as, but not limited to: brick, brick veneer, stone, marble, tile, glass, stamped concrete or a combination of any material mentioned;
- (ii) the use of vinyl siding on building frontages shall be prohibited;
- (iii) provide a variation in building materials and design treatments on the lower floors of buildings on a block to reduce perceived mass;
- (iv) appropriate materials for walls and fencing include wrought iron for fences, brick, or brick veneer for walls; or a combination of brick or brick veneer base wall and wrought iron fencing; and
- (v) for building frontages facing 'A' streets, a minimum of 70% of the non-glazed area of the ground and second storey building frontage that faces a public street, an exposed side façade or a residential district shall be finished in brick or other high quality finish to the satisfaction of the Development Officer.

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### (e) Amenity Areas

- (i) For all non-residential amenity areas, landscaping and site design shall provide a clear distinction between the private and public realm. High quality landscaping and design shall be used to denote changes in exterior elevation or the use of materials to the satisfaction of the Development Officer;
- (ii) all residential developments shall provide at least one of the following forms of common amenity areas:
  - (A) an indoor / outdoor courtyard;
  - (B) a rooftop garden;
  - (C) an outdoor patio;
  - (D) a community room;
  - (E) a pool; or
  - (F) any other common amenity deemed appropriate by the Development Officer.
- (iii) residential common amenity areas must:
  - (A) if at ground level, be screened with a fence or wall with a minimum height of 1.2 m;
  - (B) have a landscape buffer, to the satisfaction of the Development Officer, at least 1 m wide if adjacent to a public area; or
  - (C) have some other means that, in the opinion of the Development Officer, clearly delineates the public and private space.
- (iv) underground garage vents should be integrated into hard surface areas with limited impact on pedestrian amenity or landscaped areas.

### (9) Signage

In addition to the requirements of Schedule C of this Bylaw, the Development Officer shall consider the following with regard to signage:

#### (a) Pedestrian Scale

Signs in this district should be designed and built at a scale suitable for pedestrian interaction.

#### (b) Reflection of Building Image

Signs should enhance and complement the building's image. Materials, content and colours suggesting the building's use and occupancy, shall be of an appearance and a quality complementary to the building.

#### (c) Reflection of the Streetscape

Signage in the DT must be complementary to the streetscape and adjacent buildings.