

Strategic Alignment

Direction	Alignment
Municipal Development Plan	
<p>2.1 A prosperous economy Build a globally competitive city that supports a vibrant, diverse and adaptable local economy, maintains a sustainable municipal financial system and does not compromise the quality of life for current and future Calgarians.</p>	<p>The proposed amendments create choice for businesses with regards to their supply of parking, providing flexibility and adaptability to support the changing needs of businesses and Calgarians. Specifically, the proposed amendments support the continued goal of creating a city attractive for businesses.</p>
<p>2.2 Shaping a more compact urban form Direct future growth of the city in a way that fosters a more compact efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods.</p>	<p>The proposed amendments create choice for businesses with regards to their supply of parking, allowing for a reduction in the number of stalls provided, and subsequently more efficient use of land. Specifically, the proposed amendments align with 2.2.2(g) by allowing for the development of new mobility management strategies that will reduce the demand for vehicles and parking.</p>
<p>2.3 Creating great communities Create great communities by maintaining quality living and working environments, improving housing diversity and choice, enhancing community character and distinctiveness and providing vibrant public places.</p>	<p>By providing businesses/developers with choice and flexibility as to their parking needs, development will be able to focus more on designing special spaces for people rather than for vehicles.</p>
<p>2.4 Urban design Make Calgary a livable, attractive, memorable and functional city by recognizing its unique setting and dynamic urban character and creating a legacy of quality public and private developments for future generations.</p>	<p>By eliminating the pressure on businesses to meet outdated minimum parking requirements, focus can be shifted from designing to meet parking minimums to well-designed buildings, streetscape quality, and attractive public spaces that reinforce and build unique neighbourhood character.</p>
<p>2.5 Connecting the city Develop an integrated, multi-modal transportation system that supports land use, provides increased mobility choices for citizens, promotes vibrant, connected communities, protects the natural environment and supports a prosperous, and competitive economy.</p>	<p>The proposed amendments will continue to allow for vehicle mobility in Calgary, while taking into consideration and supporting more sustainable modes of transportation, as per the Transportation Sustainability Triangle (walking, cycling, public transit, carpooling and vehicles).</p>
<p>2.6 Greening the city Conserve, protect and restore the natural environment.</p>	<p>The proposed amendments will specifically support policy 2.6.3(f)(iv) by allowing for the reduction of mean impervious cover by reducing the land required for vehicles, including parking lots. At the same time, with</p>

	a more compact form due to less land for parking, achieve an objective (2.6.2) of reducing impervious surfaces that lead to improved water quality.
Direction	Alignment
Calgary Transportation Plan	
3.9 Parking Manage parking in Centre City, Activity Centres, Corridors and TODs to support an affordable and diverse housing mix, promote development, consider business vitality, increase densities, encourage using all modes of transportation, improve air quality and reduce the environmental footprint of the city.	The proposed amendments to eliminate minimum parking requirements for businesses from the Land Use Bylaw will promote development, encourage the use of all modes of transportation, improve air quality and aid in reducing the environmental footprint in the Calgary.
Direction	Alignment
Climate Resilience Strategy	
5.8 Support businesses and the development industry to implement transportation demand management plans in new and existing communities or buildings	The proposed amendments will allow businesses and the development industry to implement transportation demand management measures in new and existing buildings, without being subject to Bylaw relaxations.
6.2 Develop methodologies to integrate GHG reduction potential into growth management decisions and transportation assessments	By removing minimum parking requirements for businesses, there is an opportunity to align parking supply with demand, allowing for reduced parking, enabling alternative modes of transportation and subsequently reduced driving and associated GHGs.
Direction	Alignment
Guidebook for Great Communities (Draft)	
3.12 Parking Policies a. Parking requirements should be related to geographic location throughout the city, rather than individual use types. Requirements should be reduced or relaxed where development is in: i. Activity Centres, Main Streets or other areas of high activity; and, ii. transit-oriented development areas, and transit station areas.	The proposed amendments will allow geographic location to be a factor in determining the appropriate amount of parking by Applicants. There are existing regulations that take these situations into account, such as the Beltline. These policies will enable future amendments when a more fulsome review is possible.
b. Requirements may be reduced or relaxed where development is in shared mobility operating areas.	By removing minimum parking requirements for businesses from the Land Use Bylaw, reductions and relaxations will no longer be required, as applicants will be able to determine their own parking needs.
d. Provision of parking infrastructure should not inhibit desired built form outcomes or the principles and goals of the Guidebook.	The proposed amendments will allow buildings to be designed and sited for the

	benefit of people, rather than for the convenience of vehicles.
e. Where needed to support development that aligns with the Guidebook, relaxations to parking requirements in the Land Use Bylaw are encouraged.	By removing minimum parking requirements for businesses from the Land Use Bylaw, relaxations will no longer be required, as applicants will be able to determine their own parking needs.
f. To support the achievement of desired built form outcomes, Travel Demand Management measures including, but not limited to, combinations of the following may be provided: i. bike stalls beyond required minimums; ii. bike maintenance facilities; iii. specific parking for shared-mobility vehicles; iv. showers or similar facilities for employees; v. facilitation of transit passes, carpooling, or car-share memberships for building residents or employees.	By removing minimum parking requirements for businesses, there is an opportunity to align parking supply with demand and to utilize Travel Demand Management measures to create a balanced approach to patron access.
g. Parking requirements may be reduced or relaxed in a development outside of the areas identified in policy 3.12(a.) where Travel Demand Management measures are incorporated or utilized.	By removing minimum parking requirements for businesses from the Land Use Bylaw, relaxations will no longer be required, and applicants will be able to provide Travel Demand Management measures as they see fit to support their developments.
h. Regardless of location, for the following types of development, parking requirements should be relaxed or removed: i. development that retains historic buildings on the Inventory of Evaluated Historic Resources; ii. development of affordable housing as defined and accepted by the City; iii. development of care facilities; and, iv. development that incorporates significant sustainable building measures in accordance with policy 3.13.	By removing minimum parking requirements for businesses from the Land Use Bylaw, relaxations will no longer be required, as applicants will be able to determine their own parking needs. These policies will enable future parking amendments for the renewed Land Use Bylaw in this situations.
i. Shared parking facilities between developments is encouraged to maximize the use of existing parking facilities in the built-out areas.	The proposed amendments allow for shared parking for uses that no longer have minimum parking requirements, and also allow for shared parking, with requirements, for those uses that continue to have minimum parking requirements.