

**POLICY TO GUIDE DISCRETION ON PARKING RELAXATIONS  
IN COMMERCIAL DISTRICTS  
CITY-WIDE**

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**EXECUTIVE SUMMARY**

Following direction from Council, a comprehensive policy was developed to evaluate and guide Subdivision and Development Authority discretion on proposed parking relaxations to minimum parking requirements for city-wide application in commercial districts. The policy will be applied when considering the adaptive re-use of existing buildings and when the new use requires more parking than is available. The proposed policy will:

- ensure the needs of both residential and commercial areas are considered when parking relaxations are proposed for the adaptive re-use of existing commercial buildings;
- improve transparency regarding the principles considered when evaluating and processing parking relaxations;
- ensure buildings that have a built form consistent with the purpose of the district where they are located have appropriate opportunities for adaptive re-use;
- ensure the potential impacts of parking relaxations and mitigation measures are considered for proposed parking relaxations; and
- encourage the re-use of sites listed on the Inventory of Historic Resources.

The proposed policy principles are contained in APPENDIX II.

**PREVIOUS COUNCIL DIRECTION**

At the 2012 September 16 Regular Meeting of Council, PUD 2013-0475 responded to NM2012-35 and was approved. Land Use Bylaw amendments were not recommended in this report. It directed Administration to report back to the Calgary Planning Commission by Q3 2014 with a policy to guide discretion on proposed relaxations to minimum parking requirements in commercial districts city-wide and combine engagement on this initiative with other initiatives.

On 2012 July 30, Council adopted the following on NM2012-35 (APPENDIX I). Moved by Alderman B. Pincott, Seconded by Alderman G-C. Carra, that "Administration bring forward options to change parking requirements for established communities in order to facilitate adaptive re-use of existing buildings to return to Council through the Standing Policy Committee on Planning and Urban Development no later than July 2013" and "also prepare a report on mechanisms to evaluate parking requirements for existing commercial land uses in established communities where site dimensions restrict the possibility of underground parking, to return to Council through the Standing Policy Committee on Planning and Urban Development no later than July 2013."

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**ADMINISTRATION RECOMMENDATION(S)**

2014 August 28

That Calgary Planning Commission recommend **APPROVAL** of the proposed policy entitled "Planning Policy Principles to Guide Discretion on Proposed Parking Relaxations for Existing Buildings in Commercial Districts City-Wide (2014)"

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council **ADOPT**, by Resolution, the proposed policy entitled "Planning Policy Principles to Guide Discretion on Proposed Parking Relaxations for Existing Buildings in Commercial Districts City-Wide (2014)", in accordance with Administration's recommendation.

**REASON(S) FOR RECOMMENDATION:**

Administration recommends that the Calgary Planning Commission recommend approval of the proposed policy principles to guide discretion on proposed parking relaxations in commercial districts city-wide for the following reasons.

The proposed policy principles:

- improve consistency, transparency and the predictability of the outcomes by identifying the elements that Administration will consider during the evaluation of a proposed relaxation of the minimum parking standards in a commercial district. The policy principles indicate what administration will consider within a site specific context to balance impacts between the relevant residential and commercial areas;
- make provisions for considering potential spill over parking impacts on both residential and commercial areas. Spill over impacts are typically managed by commercial property owners through systems such as a parking attendant or stall payment mechanism. Street parking pricing managed by the Calgary Parking Authority might also be an available tool for some commercial areas. Residential areas may have a residential parking zone; and
- align parking relaxation decisions for existing buildings with the typologies in the Municipal Development Plan (MDP), local area plan policies, and the purpose statement of the relevant Land Use Bylaw (LUB) commercial district in order to achieve an alliance with overarching policy. If the existing building form is not aligned with the policy objectives and purpose of the commercial district, the relaxation may not be supported. Statutory local area plans must be considered by the Subdivision and Development Appeal Board, and the Subdivision and Development Authorities. Relaxation decisions that are in alignment with overarching policy are more predictable and support the strategic direction for the commercial area.

**ATTACHMENT**

1. Proposed Planning Policy Principles to Guide Discretion on Proposed Parking Relaxations for Existing Building in Commercial Districts City-Wide (2014).

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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by Resolution, the proposed policy entitled “Planning Policy Principles to Guide Discretion on Proposed Parking Relaxations for Existing Buildings in Commercial Districts City-Wide (2014)” (APPENDIX II).

**Moved by: P. Battistella**

**Carried: 6 – 1**  
Opposed: J. Gondek

Reasons for Opposition from Ms. Gondek:

- While I commend the research that has gone into this project, I feel it is inappropriate as a stand-alone policy piece. It should be part of the Parking Policy Framework of Calgary and also linked to the Retail/Commercial Study.
- This may be applicable to established areas, but it is a stretch to apply this city wide.

**2014 August 28**

**MOTION:** That Calgary Planning Commission **TABLE** Item 12, (M-2014-019) sine die to allow time for the completion of the larger Parking Policy Framework and the Retail/Commercial Study.

**Moved by: J. Gondek**

**LOST: 1 – 6**  
Opposed: P. Battistella, M. Wade,  
R. Wright, D. Mulligan,  
G.-C. Carra and  
R. Honsberger

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**PLANNING EVALUATION**

**INVESTIGATION AND ANALYSIS**

Background:

As areas within the city transition or redevelop, parking is one of the most frequently discussed elements.

Generally, parking on-site is desirable by all parties and thought of as being important to the success and sustainability of business. Parking issues related to traffic, noise and safety arise when there is more or less parking than is needed by the business. For the building owner, the availability of parking may also impact lease ability. On-street and on-site parking availability influence tenant and business location decisions. Parking needs can be fluid and are impacted by business acumen, the success of adjacent businesses and location or surrounding context. Businesses undertaking the same activity can have completely different customer parking demands.

Parking may influence the character and aesthetics of the community, traffic spill over, congestion, community liveability and the perceptions of safety. Existing buildings may face more redevelopment challenges as tenants change. Repurposed buildings with new uses may have parking requirements that are not physically possible or practical to achieve. The provision of minimum parking requirements for new uses may not align with the built form the community or commercial area is trying to transition to. For example, consider a scenario with an automobile oriented strip commercial plaza transitioning to a street oriented pedestrian form. Subdivision of existing commercial malls can also result in parking relaxations with or without impact. The provision of parking is also a method used to encourage shifts in transportation modes of travel and a reduction in automotive use.

There are many elements to be considered in the application of discretion. Council has directed that the evaluation of adaptive redevelopment parking issues be guided by city-wide policy.

Analysis:

The Land Use Bylaw provides a minimum parking rate that specifies a number of stalls based on the size of the use (gross usable floor area or public area for restaurants) and average demand. For existing buildings, parking is examined every time a tenant change occurs on a case-by-case basis. When there is a new use tenant in an existing building, the application is called a change of use development permit. A relaxation is required when the proposed use does not provide parking stalls to meet the minimum parking requirement.

The previous PUD2013-0475 report contained a policy outline. This policy outline is reproduced in APPENDIX III and was used in stakeholder discussions. A number of parking relaxation considerations were analysed along with the risks associated with the proposed policy contained in APPENDIX II. A summary of considerations and risks is contained in APPENDIX IV.

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The total number of development permits processed for a change of use from 2009 to 2013 in both the Developed and Developing Areas is 1,827. This includes both permitted and discretionary use applications. When further refined to only include applications with parking relaxations, the number drops to 366. In the Developed and Developing Areas an overall average of 20 percent of approved change of use development permits had parking relaxations. For 2011 to 2013, the overall city average was 17 percent.

Change of use development permits in the Developed Area were specifically examined to determine if the average number of parking relaxations was more prevalent than in the Developing Area. In the Developed Area, the overall average for change of use applications from 2009 to 2013 is 24 percent. The Developed Area comprises a five year total of 1,417 applications with 337 requiring a parking relaxation. Parking relaxations occur more frequently in the Developed Area of the city. This was anticipated as the Developed Area is much larger than the Developing Area and parking issues are expected with changing tenants and uses in adaptive re-use buildings. For 2011 to 2013, the overall Developed Area average was 19 percent of approved applications with parking relaxations.

These findings are not considered significant. The districts where parking relaxations occur, in the Developed Area were examined and found parking is most relaxed in the C-COR1 (27 percent), C-COR2 (21 percent) and C-N2 (13 percent) Districts. The information on the corridor districts has been shared with the Corridor Program. There was no recurring community pattern for parking relaxations in the C-N2 District. These districts may have buildings nearing the end of their life cycle.

Some local area plans also contextually address issues related to parking, relaxations, adaptive re-use and heritage buildings. The proposed policy principles reference that they are to be used in conjunction with other corporate documents in order to achieve alignment.

Proposed Policy:

The proposed policy establishes the elements that should be considered within the site specific context of a proposed development. The proposed planning principles will help guide the Subdivision and Development Authorities when considering relaxations of minimum parking requirements for new uses within existing buildings on sites designated with a commercial land use district.

These principles are intended to enable and facilitate the re-use of existing commercial buildings, where on-site parking is inadequate for the proposed new use. In existing buildings, when a proposed new use has a higher parking requirement than the old use, there are frequently practical difficulties in providing the required number of on-site parking stalls. This policy acknowledges this hardship affecting use changes in existing buildings and provides guiding principles for balancing the relaxation decisions in both commercial and residential areas when circumstances warrant a relaxation.

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The Municipal Government Act, Section 640(6) establishes that a land use bylaw may authorize a development authority to decide on an application for a development permit even though the proposed development does not comply with the land use bylaw or is a non-conforming building. The jurisdiction of the Development Authority to grant relaxations is subject to the provisions of Land Use Bylaw sections 31 and 36.

Section 31 applies to permitted uses and establishes that when developments do not comply with the applicable requirements and rules or relaxations are required, they may be approved if in the opinion of the Development Authority:

- “(a) the proposed development would not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment or value of neighbouring properties; and
- (b) the proposed development conforms with a use prescribed by this Bylaw for that land or building.”

For discretionary uses, section 36 applies and the Development Authority must take the following into account when making a decision:

- “(a) any plans and policies affecting the parcel;
- (b) the purpose statements in the applicable land use district;
- (c) the appropriateness of the location and parcel for the proposed development;
- (d) the compatibility and impact of the proposed development with respect to adjacent development and the neighbourhood;
- (e) the merits of the proposed development;
- (f) the servicing requirements;
- (g) access and transportation requirements;
- (h) vehicle and pedestrian circulation within the parcel;
- (i) the impact on the public transit system; and
- (j) sound planning principles.”

With the feedback applied to the proposed policy contained in APPENDIX II, guidance on discretion should improve consistency and the predictability of parking decision outcomes while also allowing for unique and challenging built environments or site constraints that are often associated with older areas of the city. The proposed policy allows for flexibility that aligns with other parking management strategies such as synergistic parking, and on-street parking supply considerations. In approaching the challenges related to the adaptive re-use of existing buildings; an assumption was made that the issues related to parking and relaxations would be more pervasive in the Developed Area than the generally newer Developing Areas located towards the outer areas of the city. With this in mind, there is a need to be more transparent on the elements that will be considered in the analysis. The needs of residential and commercial business areas need to be balanced. Circulation of applications to community associations is available if they have requested it and will continue as established by the community association. The Business Revitalization Zones are circulated when there are relaxations.

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It is important to provide an opportunity to re-use land and re-purpose buildings when areas are changing to meet the needs and values of citizens. Sometimes these changes are called intensification and the MDP identifies the areas appropriate for growth and redevelopment as part of its strategic vision. The policy principles allow the Subdivision and Development Authority to recognize unique site constraints of the built form with limited opportunities to increase parking and retain the building. It also links the analysis to the MDP typologies, and local area planning policy and the purpose of the Land Use District. In the Developing Areas, the policy principles facilitate Subdivision and Development Authority discussions on how commercial sites will adapt over time if the mix of uses intensifies.

One way to facilitate change is to recognize when a proposed relaxation would result in a development that would benefit the implementation of key planning objectives. These benefits should be considered in assessing the merits and potential impacts of relaxations through the provisions of sections 31 and 36 of the Land Use Bylaw.

### LEGISLATION & POLICY

The MDP provides high-level guidance and support for intensification in various forms in order to direct growth to a more compact urban form. The MDP further identifies Activity Centres or Corridors as areas with potential for comprehensive development that can be supported and integrated with the Primary Transit Network. Commercial districts are located throughout the city and also within Activity Centres and Corridors.

#### MDP Alignment:

Overall the proposed policy principles are in alignment with the following MDP goals.

- **Creating a prosperous economy** – When existing buildings are adapting to new tenants and uses, the policy principles for parking relaxations could contribute to building re-use and retention, as well as, the use of alternative modes of transportation such as walking or biking.
- **Shaping a more compact urban form** – In Activity Centres and Corridors, decisions on parking relaxations will consider the context of the site and existing support available from the Primary Transit Network. A Primary Transit Network offers high-frequency transit services that operate every 10 minutes or better, 15 hours a day, seven days a week.
- **Creating great communities** – By considering an appropriate transition of development intensity and the potential impacts of spill over traffic and parking between residential areas and intensive commercial areas. The proposed policy principles allow for the consideration of spill over traffic and parking, as well as, mechanisms that might mitigate these impacts by utilizing Residential Parking Zones and city management of commercial parking through the Park Plus System. Historic resource protection is also an objective of this MDP goal. Parking relaxations are supported to encourage the retention and adaptive re-use of historic resources listed on the Inventory of Historic Resources.

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Local Area Plans:

The proposed policy considers the implication of MDP typologies and local area plans by requiring that they are considered when making a decision on a proposed parking relaxation. The planning principles provide guidance. There is also alignment between the MDP Typologies any local area plan and the Land Use Bylaw Commercial Districts. The Subdivision and Development Authority will consider these links between planning documents and alignment towards predictable outcomes.

It is not possible to customize the proposed city-wide policy to reflect all local area plans. There is an accepted risk that some local area plans may have policy that is inconsistent with other policy documents. Continued review of these documents is important to ensure that the local context and character is considered in the assessment of a proposed relaxation. It is also important to consider if a proposed relaxation would facilitate a use or activity level that is supported in an approved policy. For example a food establishment with an outdoor cafe may be appropriate where street activity is encouraged. The built form will also be considered in the proposed policy. If the form and proposed relaxation are not supportive of approved policy, such as a continuous street frontage or multiple storefronts, the relaxation may not be approved.

Combined Engagement and Other Comprehensive Policy Projects:

It is important to note that other comprehensive projects and programs are also underway by Planning Development and Assessment and the Transportation Department. This policy project connects with these larger frameworks and programs to help inform decision making on the larger mandates and we have been working together to combine engagement opportunities. Information on meeting results, data and feedback have been shared with the project leads on the Corridor Program, City-Wide (MDP) Retail/Commercial Study and the Parking Policy Framework for Calgary. These projects may consider the adaptive re-use of buildings when developing policy and as such, this policy may be interim for some communities. Additional consultation on parking issues will continue as these other projects move forward and policy can be refined, if required.

**PUBLIC ENGAGEMENT**

Federation of Calgary Communities (FCC):

On 2014 June 05, the FCC circulated information on Councils' direction along with the draft policy principles on relaxing parking requirements in commercial districts city-wide to all community presidents, planners, transportation and general representatives. This information was also posted in the FCC's Get Engaged newsletter and website as an engagement opportunity on 2014 June 18. On 2014 June 23, an opportunity for an in person discussion was provided at the Federations' Offices. Four community representatives attended.

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It was noted that the proposed policy will not address the issues experienced in residential areas when a business achieves above average success. For example the policy will not address the impacts of a successful milk shake and burger establishment along 16 Avenue or an ice cream shop along Memorial Drive. It was also noted that the policy principles may only be applied when there is an application.

Building Owners and Managers Association (BOMA), Business Revitalization Zones (BRZ) and the Calgary Real Estate Board (CREB):

The draft policy was circulated on 2014 June 10. Opportunities to share any feedback or provide information in person were provided and comments were requested by 2014 July 03. No comments were received from BOMA. Meetings were held with the members of the Bowness BRZ and the chair of the Kensington BRZ. No written responses were received. BRZ members were generally supportive. CREB posted the information circulated and the draft policy on the commercial members' only website. The website is accessible to member commercial realtors and at the time of posting there were 850 members. No comments or concerns were received.

Land Use Bylaw Sustainment Stakeholders:

At its 2014 June 18, quarterly meeting a circulation package was distributed along with a request for comments. Members from the FCC, Urban Development Institute (UDI), BOMA, Canadian Home Builders Association – Calgary Region, Inner City Coalition and the Alberta Association of Architects, were in attendance. UDI advised they were pleased The City was advancing considerations related to synergistic, shared and on-street parking and felt the draft policy was pointed in the right direction.

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**APPENDIX I**

**NM2012-35, PARKING REQUIREMENTS TO SUPPORT ADAPTIVE RE-USE**

 THE CITY OF CALGARY  
CITY CLERK'S OFFICE

NM 2012-35

2012 07 30

**NOTICE OF MOTION**  
CPC 001 (02/08-05)

RE: Parking Requirements to Support Adaptive Re-Use  
Alderman Pincott

WHEREAS, parking requirements for land use districts are set out in Land Use Bylaw 1P2007;

AND WHEREAS, commercial land use districts, such as CN-1, CN-2, C-C1, C-C2, C-COR1, C-COR2 and C-COR3 do not make any differentiation in application between established communities and developing communities;

AND WHEREAS, the Municipal Development Plan establishes a desire to increase intensity within established communities;

AND WHEREAS, redevelopment in established neighbourhoods, in order to meet the goals of PlanIt and to support a complete and walkable community, requires a mix of uses;

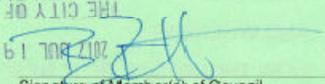
AND WHEREAS, as established neighbourhoods intensify, existing buildings are frequently re-used and re-purposed from their original use, often requiring a change in land use;

AND WHEREAS, parking requirements for commercial land use districts do not take into account whether the use is for an existing building or a new building;

AND WHEREAS, for existing buildings in established neighbourhoods, there is often limited possibility of increasing on-site parking while retaining the building;

NOW THEREFORE BE IT RESOLVED, that Administration bring forward options to change parking requirements for established communities in order to facilitate adaptive re-use of existing buildings to return to Council through the Standing Policy Committee on Planning and Urban Development no later than July 2013.

AND FURTHER BE IT RESOLVED that Administration also prepare a report on mechanisms to evaluate parking requirements for existing commercial land uses in established communities where site dimensions restrict the possibility of underground parking, to return to Council through the Standing Policy Committee on Planning and Urban Development no later than July 2013.

  
Signature of Member(s) of Council

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**APPENDIX II**

**PLANNING POLICY PRINCIPLES TO GUIDE DISCRETION ON PROPOSED PARKING  
RELAXATIONS FOR EXISTING BUILDINGS IN COMMERCIAL DISTRICTS  
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The following planning principles apply to existing buildings located in commercial districts as defined by Land Use Bylaw 1P2007, as amended. These districts currently include:

Part 7: Commercial Districts

- Division 2: Commercial- Neighbourhood 1 (C-N1) District
- Division 3: Commercial – Neighbourhood 2 (C-N2) District
- Division 4: Commercial – Community 1 (C-C1) District
- Division 5: Commercial – Community 2 (C-C2) District
- Division 6: Commercial – Corridor 1 (C-COR1) District
- Division 7: Commercial – Corridor 2 (C-COR2) District
- Division 8: Commercial – Corridor 3 (C-COR3) District
- Division 9: Commercial – Office f##h# (C-O f##h#) District
- Division 10: Commercial – Regional 1 f# (C-R1 f#) District
- Division 11: Commercial – Regional 2 f# (C-R2 f#) District
- Division 12: Commercial – Regional 3 f##h# (C-R3 f##h#) District

Part 11: Centre City Districts

- Division 5: Centre City Mixed Use District (CC-X)
- Division 6: Centre City Commercial Corridor District (CC-COR)

The planning principles shall be used in conjunction with the Municipal Development Plan, any Statutory Local Area Plans and the Land Use Bylaw to evaluate variations to minimum parking requirements in commercial districts city-wide.

The policies in this document are not a strict set of rules, they provide policy principles on the issues to be evaluated prior to making decisions on development permit applications for both permitted uses with a relaxation and discretionary uses pursuant to Municipal Government Act section 640 (6) and sections 31 and 36 of the Land Use Bylaw. Where a deviation from these planning principles is deemed necessary by the Subdivision or Development Authorities, each development proposal will need to be assessed on its own merits. In the event of a conflict or inconsistency with the planning policy principles and a statutory plan and/or the land use bylaw; the statutory plan and land use bylaw shall prevail.

## Objectives

To ensure the needs of both residential and commercial areas are considered when parking relaxations are proposed for the adaptive re-use of existing commercial buildings.

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To improve transparency regarding the principles considered when evaluating and processing parking relaxations.

To ensure that buildings that have a built form consistent with the purpose of the district where they are located have appropriate opportunities for adaptive re-use.

To ensure the potential impacts of parking relaxations and mitigation measures are considered for proposed parking relaxations.

To encourage the re-use of sites listed on the Inventory of Historic Resources.

**A. Overall Policy**

- A.1 When considering an application for a relaxation of minimum parking requirements in commercial districts, the Subdivision and Development Authorities shall take into account:
- a. the purpose of the commercial district;
  - b. the compatibility of the existing building form with the purpose of the District. For instance, is the continued retention of the building appropriate given the development form and uses endorsed in the District;
  - c. any plans and policies affecting the parcel if the proposed development is discretionary or a relaxation for a permitted use;
  - d. the size or shape of the parcel, any topographical constraints, or other practical difficulties in accommodating parking on a developed parcel;
  - e. the availability of a residential parking permit zone and the hours restricted. For example, will the current restrictions mitigate a potential relaxation;
  - f. proximity of residential uses, the adjacent street layout and potential impacts from traffic and spill-over parking;
  - g. the current on-street parking restrictions in effect in the relevant commercial area and the hours restricted;
  - h. sound planning principles; and
  - i. whether a development providing a higher standard than required by the District rules of Bylaw 1P2007 will off-set any impacts of granting a relaxation, such as, but not limited to, the following amenities: pedestrian features, furniture, or bike facilities. Mitigating features may be subject to a development permit condition.

*This policy is implemented by sections 30, 31, 33, 35, 36, 38, and 124 of Bylaw 1P2007.*

- A.2 To encourage the retention and adaptive re-use of historic resources listed on the Inventory of Historic Resources, parking relaxations are supported.

*This policy is implemented by sections 31, 36, and 124 (1) of Bylaw 1P2007.*

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**B. Specific Policy Considerations**

- B.1 To support the adaptive re-use of buildings or considerations related to the size or shape of the parcel, topographical constraints or practical difficulties in accommodating parking on a developed parcel, relaxations to the minimum parking requirements may be considered when parking is proposed on an off-site parcel:
- a. within 600 metres of the site with the proposed parking relaxation; and
  - b. if the stalls are on parcels that form part of the same development permit.

*This policy is implemented by sections 31, 36, 116 and 124 of Bylaw 1P2007.*

- B.2 The provision of car pool, car share or valet services may be considered in the evaluation of a proposed parking relaxation when the following is available within either 400 metres, or if accessible by a shuttle or valet service, 600 metres of the site with the proposed relaxation:
- a. public parking facilities. Facilities operated by the Calgary Parking Authority may provide some ability to accommodate spill over parking demand in the long term (private parking facilities may only be temporary); or
  - b. there is a site parking management plan available to support services like car pools or other shared parking arrangements.

Proposals for car pool, car share or valet services will require information from the proponent at the time of application including information on the mechanisms used to maintain access to the stalls and manage the service. Requirements may be incorporated into an approved plan or condition on a development permit.

*This policy is implemented by sections 26, 31, 36, 116 and 124 of Bylaw 1P2007.*

- B.3 Parking relaxations in commercial districts may be considered where on-street parking demand is already regulated by price or time restrictions such as Park Plus or posted street sign restrictions. Proposals that include on-street parking as a mitigation measure for proposed parking relaxations will require information from the proponent on anticipated impacts if the on-street parking is no longer available. On-street parking is a City of Calgary resource and is subject to change based on the priorities of the Corporation. The Subdivision and Development Authorities should also consider the cumulative impact of parking relaxations within the vicinity.

*This policy is implemented by sections 26, 31, 36, 124 of Bylaw 1P2007.*

- B.4 Parking relaxations in commercial districts may be considered where there are opportunities for synergistic parking. This may include consideration of anticipated operating hours and coordination with uses that have opposing hours of operation. For example: day employment intensive uses such as an office or medical use may have parking stalls available for evening use. Proposals for synergistic parking will require information from the proponent at the time of application including information on the mechanisms used to maintain access to the stalls and the operating hours of other uses.

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*This policy is implemented by sections 26, 31, 36, 116 and 124 of Bylaw 1P2007.*

- B.5 Parking relaxations within the following Municipal Development Plan Typologies may be appropriate where there is strong support for mixed-uses, synergistic parking opportunities and multi-modal (walking, cycling, and transit) opportunities:
- Centre City;
  - Major Activity Centres;
  - Community Activity Centres;
  - Urban Corridors;
  - Neighbourhood Corridors; and
  - Urban and Neighbourhood Boulevards as identified in the Calgary Transportation Plan.
- Neighbourhood Activity Centres may be considered for parking relaxations when served by the Primary Transit Network or frequent bus service. The Subdivision and Development Authorities shall consider the status of the built form in these areas as they transition in order to determine the scope and scale of any requested parking relaxation. Relaxations may not be appropriate if the form of the existing building does not achieve the purpose of the statutory plan or land use bylaw district.

*This policy is implemented by sections 31 and 36 of Bylaw 1P2007.*

- B.6 Parking relaxations within 600 metres of residential uses may be supported when there is a 24 hour/7 day a week residential parking zone. Other mitigation measures may also be included such as, but not limited to: partial or full road closures to restrict access to residential uses or other transportation demand management initiatives.

*This policy is implemented by sections 30, 31, 33, 35, 36, 38, 116 and 124 of Bylaw 1P2007.*

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**APPENDIX III**

**POLICY OUTLINE, COUNCIL 2013 SEPTEMBER 16**

The italic text links the proposed policy contained in APPENDIX II with the policy outline shown to Council 2013 September 16 as an attachment to PUD2013-0475

Policy Outline, Council 2013 September 16, Attachment to PUD 2013-0475			
Topics in Proposed Policy	Factors for Consideration of Relaxation	Reason	<i>Relevant Sections of Proposed Policy Principles</i>
Local Area Plans, Council Policy and Municipal Development Plan	Alignment, incentives, vision	To align with policy and follow through on the vision of The City	<i>Preamble A.1 (a) (b) &amp; (c) B.5</i>
The nature of the use and surrounding uses	Types, scale and scope of uses, sizes (e.g. activity centres, corridors, TOD , BRZ's) draw (local, regional), turn-over rates	To assess individual use characteristics	<i>A.1 (a) (b) (f) &amp; (g)</i>
Commercial on-street parking availability	Pricing policies, hourly restrictions, zero-cost, surface parking, distance to parking	To consider including on-street parking in the satisfaction of parking demand	<i>A.1 (g) B.3</i>
Residential Street Parking Restrictions	Complete restrictions, hourly restrictions, potential for staff vs. customers	To consider including on-street parking in the satisfaction of parking demand	<i>A.1 (e) (f) B.6</i>
Unique Location attributes	A commercial corridor, transit availability, density, demographic factors	To understand surrounding factors that can impact demand or be impacted	<i>A.1 (g) B.1 B.5</i>
Volume/ridership of nearby transit infrastructure	Well-used LRT stations or bus routes, transit park and ride strategies	To encourage or support other means of transportation	<i>B.5</i>
Shared use parking including possibility of off-site parking, car-pool and car sharing	Operational characteristics of uses, types of uses, evening vs. daytime, primary vs. secondary activities (service vs. employment)	To support new, innovative ways to accommodate parking needs and demands	<i>B.2 B.4</i>
Synergistic parking	Compatibility of uses, draw (for individual uses or a group of uses), parking design policies	To understand how an entire site or area works rather than addressing the need on a site-by-site basis	<i>A.1 (f) (g) B.3 B.4</i>
Heritage buildings	Status of the site, importance	To preserve heritage buildings	<i>A.2</i>
Site dimensions and feasibility of providing parking on-site	Adaptive re-use of buildings or inability to provide adequate parking and still make the development viable	To understand the needs of sites and the ability to accommodate parking demand elsewhere	<i>A.1 (d) (b)</i>
Characteristics of the development requesting the relaxation	The employee and customer intensity of the development	To address intensity of individual uses	<i>A.1 (a)</i>
The number of relaxations provided for parking on adjacent sites.	Cumulative impacts, demand, types of uses	To understand the area as a whole, not just site-by-site	<i>A.1 (f) (g) B.3</i>

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**APPENDIX IV**

**POLICY CONSIDERATIONS**

Parking Relaxation Policy Considerations					
Considerations and Policy Outline	Considerations for a Relaxation	Information Considered	Rationale	Accepted Risks	Relevant Sections of Proposed Policy
Council may adopt the proposed Planning Policy Principles by resolution.	Staff must consider proposed relaxation	Any statutory plans and the purpose of the relevant land use district. May also consider street layouts in proximity to commercial districts and the mix of potential uses.	The policy direction and tests for relaxation must be evaluated.	The Subdivision and Development Appeal Board may consider policies adopted by Council resolution, but is not bound by them.	<i>All provisions</i>
Local Area Plans (ARP & ASP), Council Policy, MDP, Land Use District and linkages to MDP Typologies.	Policy that reference parking relaxations. Staff must consider the policy for Activity Centres, Corridors and Centre City (Beltline Area) and the Urban and Neighbourhood Corridors.	Policy statements in the applicable local area plan or Council policy. The purpose of the relevant land use district and the availability of the primary transit network	Existing policy in local area plans will be considered first when making a decision. Parking relaxations are more appropriate for sites in strategic typologies where there is frequent transit and multi-modal opportunities. These are the most vibrant areas of the City.	Local area plans may be inconsistent with other policy documents or area objectives. There may be cases where relaxations are considered appropriate in areas that are not MDP identified Activity Centre, Corridor or the Centre City (Beltline). There is potential for spill over challenges in any of these areas. The timing and availability of primary transit may need to be considered if service levels are not established.	<i>Preamble A.1 (a) (b) &amp; (c) B.5</i>
The nature of the use and surrounding uses.	Staff must consider the size and shape of the parcel, topographical constraints or practical site difficulties.	Proximity of proposed parking and other parcels that may form part of the same development permit.	Uses may be local in nature and more likely to attract customers using other travel modes. Distance to parking area.	Some uses may still have high parking demands that result in spill over impacts.	<i>A.1 (a) (b) (f) &amp; (g)</i>

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<b>Considerations and Policy Outline</b>	<b>Considerations for a Relaxation</b>	<b>Information Considered</b>	<b>Rationale</b>	<b>Accepted Risks</b>	<b>Relevant Sections of Proposed Policy</b>
Commercial on-street parking availability.	If on-street parking is regulated by price or time restrictions.	Site information and circulation to Business Revitalizations Zones and Community Associations (if requested).	Price regulated on-street parking is managed based on demand.	The price of parking may increase in areas with increasing demand.	A.1 (g) B.3
Residential on-street parking restrictions.	If the surrounding streets have residential permit zones and signage to restrict spill over parking.	Site information and parking permit zone map.	If residential parking controls are already in place, then may help to mitigate parking spill over.	There may be spill over impacts even with residential permit zone controls or the impacts of spill over parking may extend into areas without permit zones and signage.	A.1 (e) (f) B.6
Car pool, car share or valet services.	Proximity of public parking facilities. If car-share service is likely to reduce parking demand.	Site information. The implications of the service or parking facility not being available in the long term.	Information from the applicant required.	Surface parking facilities may not be available in the long term. There may be opportunities that are not realized if information is not available.	B.2 B.4
Synergistic and shared parking.	If the parking demand is complementary to other uses in the area.	Site information	Information from the applicant required.	There may be opportunities that are not realized if information is not available.	A.1 (f) (g) B.3 B.4
Heritage buildings.	The building is identified on the Inventory of Historic Resources.	Inventory of Historic Resources and circulation comments.	Supporting retention of resource.	May contribute to spill over parking.	A.2
Site dimensions and feasibility of providing parking on-site.	If the pedestrian realm is compromised in order to add additional parking.	Site information and the purpose of the commercial district.	May want to retain pedestrian mobility and environment within the site.	Reduced ability to add parking on-site.	A.1 (d) (b)
The relaxations provided for parking on adjacent sites.	The context and parking activity levels in the vicinity of the site.	The scope and magnitude of previous relaxations on the site and on adjacent parcels. Circulation information from the Community Association (if requested) and any BRZ.	In some instances, information from the applicant (parking study) may be required to assess the cumulative impact of parking relaxations. General knowledge of the area and information from circulation responses will contribute.	More broad cumulative impacts from parking relaxations are not considered and the relaxation may contribute to the cumulative impact in the area.	A.1 (f) (g) B.3