



5.2 OFF-STREET PARKING MANAGEMENT STRATEGIES

5.2.1 PARKING IN ACTIVITY CENTRES, CORRIDORS AND OTHER TRANSIT-ORIENTED DEVELOPMENT AREAS

Zero Parking or Significant Parking Reductions for Multi-Family Residential Buildings

The Calgary Transportation Plan and Municipal Development Plan encourage increased use of affordable and sustainable modes of transportation such as walking, cycling and public transit, while reducing the amount of travel by private automobiles (MDP Section 2.5, CTP Sections 1.5 and 3.1). The provision of some multi-family residential buildings with significantly reduced or no parking can contribute to this goal, while increasing market choice and housing diversity (MDP Section 2.3.1). In areas of the city where the transportation system provides convenient access to high-quality travel options (including walking, cycling, transit and carshare), in close proximity to a diverse range of amenities and services, The City may consider significantly reduced or no parking provision in multi-family residential buildings during the review of a development permit, land use amendment or subdivision application.

Section 5.2.1 in Calgary Parking Policies (TP017)

Policies

1. Applications for new multi-family residential buildings that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when all of the following criteria are met. The determination of which proposed reductions are 'significant' is at the discretion of the development authority.
 - a) The building is located within the Centre City, a Major Activity Centre or directly on an Urban Corridor as defined in Map 1 of the Municipal Development Plan, and LRT or other Primary Transit Service (as defined in the Calgary Transportation Plan) is currently provided within 300 metres actual walking distance of the building.
 - b) Publicly accessible surface or structured parking is located within 300 metres actual walking distance of the building. The parking must be accessible to the public, twenty-four hours a day, seven days a week.
 - c) The building is located in or adjacent to areas where parking management practices are in place, including time restrictions, paid parking or permit-restricted parking. In areas where such parking management practices are not in place, a study should be conducted by the applicant to evaluate whether the potential offsite parking impacts would be unacceptable for the area in question.
 - d) The developer must actively facilitate at least one alternative travel option for residents (including, but not limited to, monthly or annual transit passes, additional onsite bicycle parking, onsite carshare spaces, carshare memberships, live-work units, etc.) to the satisfaction of The City. Provision of multiple high-quality options is strongly encouraged.
 - e) The applicant has completed a parking study to determine any potential short stay parking impacts, due to any proposed reductions in on-site visitor parking supply, when the building is located within or physically adjacent to a Business Revitalization Zone or other commercial area. The development authority may recommend against reductions to visitor parking if it is determined by the authority that on-street impacts, or visitor accessibility, would be unacceptable.
2. Residents of multi-family residential buildings with no parking, or with significant parking reductions, are not eligible for Residential Parking Program (RPP) permits. This restriction will be implemented by The City, and communicated to the CPA, at the subdivision or development permit phase.