



Planning Policy Principles to Guide Discretion on Proposed Parking Relaxations for Existing Buildings in Commercial Districts City-Wide

Adopted by Council resolution on October 7, 2014

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.

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 relaxation are supported.

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

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.

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
- 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.