

Parking Requirements

How is parking currently regulated?

	BUSINESS	RESIDENTIAL
AMOUNT OF PARKING REQUIRED	Open Option	0.3-2.0 Stalls per unit

- Businesses can provide the amount of parking that meets their customers' and employees' needs.
- New residential developments must provide between 0.3 and 2.0 parking stalls per unit, depending on the type of new housing and its location in the city.
- City Planners and Engineers frequently allow for more flexibility in meeting current parking requirements.

What are the proposed changes?

	BUSINESS	RESIDENTIAL
AMOUNT OF PARKING REQUIRED	Open Option	Open Option

- The new Zoning Bylaw is proposing an Open Option parking approach for all land uses.
- This means that both business and residential property owners would decide how much parking is required to serve customers, employees and resident's needs. Accessible parking stalls are still required.

Why are these changes being proposed?

Research shows that requiring new homes to provide the bylaw minimum parking requirement has negative impacts on housing affordability^{1 2 3 4 5}, greenhouse gas emissions, pollution^{6 7 8}, and public health^{9 10}.

Policy from the City of Calgary's Housing Strategy and Climate Strategy recommend that minimum parking requirements be reduced or removed. This aligns with the goals of the Calgary Plan, including encouraging growth in all communities.

Public Engagement on the new Zoning Bylaw has been on-going since October 2023. The project team has heard from thousands of Calgarians through in-person conversations, focused workshops and online surveys. Though this engagement Calgarians have expressed a desire for the City to prioritize housing affordability, economic growth and climate action when writing the new Zoning Bylaw.

Background - Parking requirements were first introduced in Calgary in 1957, but over the past 20 years have been continuously simplified and reduced. In 2019 the City of Calgary adopted an Open Option parking approach for all new non-residential developments. In 2022, requirements for Multi-Residential Development were significantly reduced. Adopting a full Open Option parking approach aligns Calgary with the most up-to-date method of regulating on-site parking.

How do other cities in Canada regulate parking in their Zoning Bylaws?

Most major Canadian cities have either adopted or are in the process of adopting an Open Option Parking approach for new developments.

	EDMONTON	TORONTO	VANCOUVER	SASKATOON	MONTREAL	OTTAWA
AMOUNT OF PARKING REQUIRED	Open Option	Open Option	Open Option	Open Option	Open Option	Open Option
YEAR OF CHANGE	2020	2021	2024	2024	Proposed for 2025	Proposed for 2025

Does an Open Option Parking approach mean there will be no parking constructed?

In cities that have moved towards an Open Option parking approach, the amount of parking built after the rule change is similar. For example, in 2022, the City of Calgary reduced minimum parking requirements for apartment buildings from 1.25 stalls per unit to 0.6 stalls per unit. New apartment buildings which are not located close to transit still build approximately 1 stall per unit - despite not being required to do so. With an Open Option approach, new homes built closer to transit may build less parking. This results in lower-cost homes which meet the needs of a growing number of households. Open Option Parking allows Calgarians to have more flexibility. This makes development approval timelines faster and removes a barrier to new housing supply.

Does an Open Option Parking approach mean more people will park on my street?

Street parking in the Calgary is a regulated public amenity, not an exclusive amenity for the occupant of a home. Current minimum parking requirements do not prevent residents from parking on the public street. Proactive parking management through permitting programs, time restrictions, enforcement or permit pricing is a direct solution to the challenge of parking congestion. Because parking is a valued amenity in Calgary, new developments will continue to provide parking for customers, employees, visitors, new owners and tenants.

Citations

1. Manville, Michael. "Parking requirements and housing development: Regulation and reform in Los Angeles." *Journal of the American Planning Association* 79.1 (2013): 49-66.
2. Gabbe, C. J., and Gregory Pierce. "Hidden costs and deadweight losses: Bundled parking and residential rents in the metropolitan United States." *Housing Policy Debate* 27.2 (2017): 217-229.
3. Jia, Wenyu, and Martin Wachs. "Parking and affordable housing." *Access Magazine* 1.13 (1998): 22-25.
4. London, Jesse, and Clark Williams-Derry. "Who pays for parking? How the oversupply of parking undermines housing affordability." *Sightline institute* (2013).
5. Litman, Todd. *Parking requirements impacts on housing affordability*. Victoria, British Columbia, Canada.: Victoria Transport Policy Institute, 2009.
6. Millard-Ball, Adam, et al. "What do residential lotteries show us about transportation choices?." *Urban Studies* 59.2 (2022): 434-452.
7. Millard-Ball, Adam, and Jeremy West. "Residential Parking Supply Has a Stronger Influence on Household Travel Choices Relative to a Neighborhood's Walkability and Access to Transit." (2020).
8. Manville, Michael, and Donald Shoup. "People, Parking, and Cities." *Access Magazine* 1.25 (2004): 2-8.
9. Cecchini, Michele, et al. "Tackling unhealthy diets, physical inactivity, and obesity: health effects and cost-effectiveness." *The Lancet* 376.9754 (2010): 1775-1784.
10. Politis, Christopher E., David L. Mowat, and Deb Keen. "Pathways to policy: lessons learned in multisectoral collaboration for physical activity and built environment policy development from the Coalitions Linking Action and Science for Prevention (CLASP) initiative." *Canadian journal of public health* 108 (2017): e192-e198.
11. Gabbe, C. J., Gregory Pierce, and Gordon Clowers. "Parking policy: The effects of residential minimum parking requirements in Seattle." *Land Use Policy* 91 (2020): 104053.
12. Hess, Daniel Baldwin, and Jeffrey Rehler. "Minus minimums: development response to the removal of minimum parking requirements in buffalo (NY)." *Journal of the American Planning Association* 87.3 (2021): 396-408.
13. Hess, Daniel Baldwin, and Brendan Flowers. "Developer Response to the Removal of Minimum Parking Requirements in Buffalo." *Transportation Research Record* (2023)

Help shape a simpler, smarter zoning bylaw

Now is a great time to get involved and share your ideas about the Zoning Bylaw. Your experience of the city—and of zoning—will help us make decisions about the Bylaw's development. As the project takes shape in the coming years, we will continue to check-in with Calgarians, ensuring that the new Zoning Bylaw helps build a city of opportunity and choice.

Visit calgary.ca/citybuilding to learn more, share your input, and sign-up for email updates.

This current phase of engagement closes October 20, 2024.

