

## City Building Program

### DRAFT ZONING BYLAW | SPRING 2025

The new Zoning Bylaw is currently under development to replace the existing Land Use Bylaw 1P2007.

It will simplify the rules that determine how land is used and the form of buildings in Calgary. Learn more: [calgary.ca/citybuilding](https://calgary.ca/citybuilding)

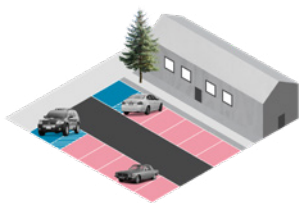


# Parking in residential areas

Parking rules shape more than where we park vehicles—they also impact the cost of housing, mobility choices, air quality, and how our city grows. The Zoning Bylaw can regulate parking in three ways, or in any combination of them.

**How should zoning balance parking needs with housing affordability, mobility choice, and efficient land use?**

In Canada, cities typically manage parking in zoning regulations in one (or a combination) of the following ways:



### Minimum parking requirements

Sets a baseline amount of parking for different types of buildings by specifying a minimum number of parking spaces per home or per square foot.

#### Opportunities:

- Sets a predictable amount of parking required for new development.

#### Challenges:

- Land owners have limited flexibility to align the amount of parking they build with their actual needs and are may be required to build and maintain more parking than necessary.
- If a land owner wishes to provide less parking than the minimum required, a bylaw relaxation must be granted.



### Open option parking

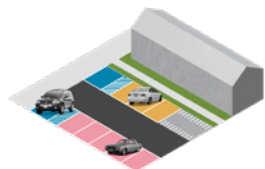
Land owners decide how much parking to provide based on their needs. Calgary uses this approach for non-residential parking.

#### Opportunities:

- Allows for a market-driven approach to parking, where land owners can decide for themselves how much parking they want to provide to meet their needs.

#### Challenges:

- If land owners don't provide enough parking on their land to meet their needs, it could result in higher demand for parking on the street.



### Maximum parking requirements

Limits the amount of parking for different types of buildings by specifying a maximum number of parking spaces per home or per square foot.

#### Opportunities:

- May prevent excessive parking from being created, leaving more room for housing, green space and other amenities.
- Sets a predictable amount of parking required for new development.

#### Challenges:

- If the parking maximum rate is set too low, it can lead to increased demand for street parking and require bylaw relaxations for land owners to meet their needs.
- If parking maximum rate set too high, regulation is ineffective to prevent excessive parking from being built.



- Regular parking
- Accessible parking
- EV parking

# Connections to the Calgary Plan

## Mobility systems

- The Calgary Plan directs that parking should support mobility, transit, and housing choice by letting land owners determine on-site parking, requiring EV-ready and accessible stalls, and encouraging shared and wheeling parking opportunities.
- The Calgary Plan considers street parking to be a shared public resource that must be strategically managed so everyone can have access to it.

### Read the Calgary Plan

Chapter 3: Connecting  
Calgary

- 3.2 Mobility systems

Learn more:

[calgary.ca/citybuilding](https://calgary.ca/citybuilding)

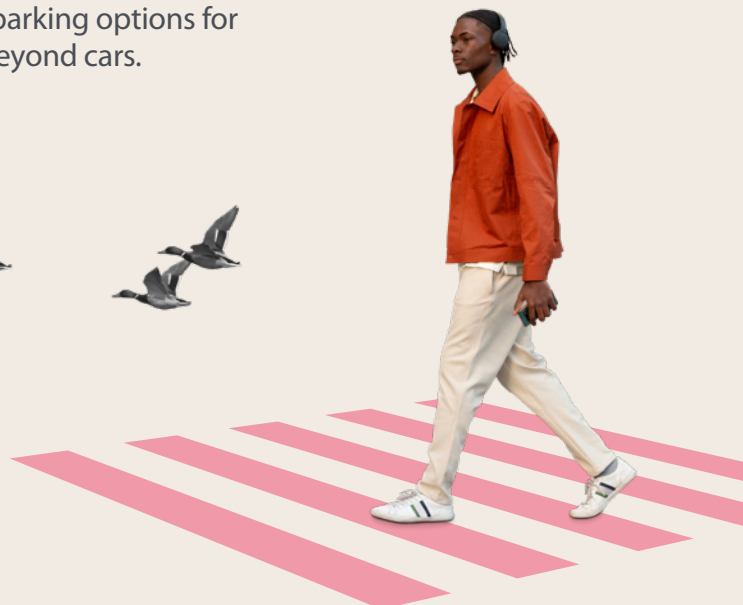
## Connections to other plans and strategies

### Other documents

- **Climate Strategy:** Removing and/or reducing minimum parking requirements can help lower emissions by supporting more sustainable mobility choices.
- **Housing Strategy (*Home is Here*):** Direction to ensure that parking rules don't negatively impact housing affordability.
- **Street Manual:** Like the Zoning Bylaw, the Street Manual will be a tool to help implement the Calgary Plan. Parking rules in residential areas should align with how streets are designed to support all users and mobility choices.

### Other zoning subjects

- **Housing in residential areas:** Housing rules shape what types of homes can be built—and the parking rules impact the design, supply, and affordability of this housing.
- **Parking for bikes, scooters, strollers and more:** Supporting parking options for bikes, scooters, and strollers helps expand mobility choices beyond cars.



# Notes

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----

-----