

## Parking Choices for Businesses

### RECOMMENDATION(S):

That Council hold a Public Hearing on Proposed Bylaw 48P2020; and

1. Adopt the proposed amendments to Land Use Bylaw 1P2007 (Attachment 1); and
2. Give three readings to **Proposed Bylaw 48P2020** (Attachment 2).

### HIGHLIGHTS

- The purpose of this report is to amend the Land Use Bylaw (Bylaw) to remove required minimum motor vehicle parking for non-residential uses (“businesses”).
- What does this mean to Calgarians?
  - When a business wants to build a new building, or move into an existing one, the business would advise the City as to how much parking their project requires instead of providing parking based on a rate determined by the Bylaw.
- Why does it matter?
  - Allowing a business to determine their parking needs will reduce the cost of business, enable developments to be more pedestrian-friendly and increase alternative modes of transportation.
- This change only applies to businesses; it does not change the parking requirements for houses, apartments and secondary suites (residential uses).
- Removing required parking from the Bylaw provides the best opportunity to align parking supply with demand, as businesses and developers know their parking needs best.
- Engagement identified that businesses are generally supportive of the proposed amendments, however many Calgarians have concerns about potential spillover onto residential streets if businesses have insufficient parking.
- The proposed changes would come into effect January 01, 2021 so that the public and industry can be educated on the changes.
- At the 2020 July 15 Standing Policy Committee of Planning and Urban Development, Council, with respect to report PUD2020-0805, directed Administration to “bring forward an amending bylaw to Land Use Bylaw 1P2007 based on Option 2 contained in this report, to a Public Hearing of Council by 2020 November.”
- Strategic Alignment to Council’s Citizen Priorities (Attachment 3): **A prosperous city**

### DISCUSSION

With the current economic climate, it is more important than ever that The City of Calgary look for ways to enhance and promote the city as a place for economic diversity and investment. Administration has spent the past seven months determining changes that could be made to the Bylaw to cut red tape during Calgary’s economic recovery and COVID-19, while still ensuring the future vision for our city is achievable.

Minimum required motor vehicle parking stalls are the parking spaces which The City requires development to provide for the use of customers, employees or residents. These spaces are one of the most frequently heard concerns from stakeholders and citizens since the current Bylaw was approved in 2008, as they have a significant ability to influence the economics of a

## **Parking Choices for Businesses**

business or development and can often result in a built form that is less desirable in order to ensure there is parking for the most high demand scenario.

Administration is proposing the removal of minimum parking requirements from the Bylaw in order to ensure that businesses can make decisions based on their needs rather than a one-size-fits-all rule within the Bylaw. This change does not mean that new developments will no longer provide parking, but rather when a new development is proposed, the applicant will inform The City as to how much parking their project requires instead of providing parking based on a rate located in the Bylaw. This creates the best opportunity to align parking supply and demand as businesses and developers know their specific parking needs. At the time of development permit application, applicants will be required to provide a rationale for their proposed parking. Bicycle parking and accessible parking (i.e. for use for those with physical disabilities) will still be required where applicable. More details on these changes are contained in Attachment 4.

This report does not change minimum parking requirements for low density residential or multi-residential development. In a mixed use development the dwelling units would have Bylaw required parking, however the commercial uses would not. Information on residential parking as well as other intended future work on parking is detailed in Attachment 5.

To support a successful roll-out of the proposed amendments, Administration is proposing that the changes do not come into effect until 2021 January 01. This provides two months to make the public aware of the changes, communicate and train industry professionals on the functional changes to the Bylaw, and ensure that development applications that are being proposed, under review or near approval have adequate time to consider and respond to these changes.

### **STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)**

- Public Engagement was undertaken
- Public Communication or Engagement was not required
- Public/Stakeholders were informed
- Stakeholder dialogue/relations were undertaken

During the month of August, The City requested feedback on the proposed changes from Calgarians via a project page website. This approach aligns with the direction from Council on 2020 July 15 (PUD2020-0805). The opportunity to provide feedback was advertised through bold signs and digital outreach such as social media. Social media outreach via Twitter and Facebook was seen nearly 600,000 times, with over 1,000 comments provided generally indicating that parking in Calgary is difficult to find and expensive, and identified the same risks as Administration did in the "Risk" section of the report. The Federation of Calgary Communities (the Federation), communicated the proposed changes to their Community Associations and Business Improvement Area representatives. The development industry, including the National Association for Industrial and Office Parks (NAIOP), the Building Industry Land Development Association (BILD) – Calgary Region, developers, architects, planners and engineers were contacted for their feedback. Letters of support from NAIOP, BILD and the Federation are provided in Attachment 6.

## **Parking Choices for Businesses**

Survey respondents were asked to identify advantages and disadvantages of the proposed changes, and their experiences with motor vehicle parking in Calgary, as well as bicycle and barrier free parking. Of the roughly 2,600 survey respondents, approximately 10 per cent were business owners. In general, comments received indicated that owning a vehicle is a necessity in Calgary and that access to free or low cost parking is important to stakeholders. Many citizens were concerned that without minimum parking requirements for businesses there may be spillover into the residential areas. A summary of engagement and a “What We Heard” report is included in Attachment 7.

The proposed Bylaw amendments were presented to Calgary Planning Commission (CPC) for information and feedback at the 2020 October 01 meeting. CPC was supportive of the proposed amendments and provided comments focused on future work. Attachment 8 details CPC’s comments and Administration’s response.

### **IMPLICATIONS**

#### Social

Removing Bylaw minimum parking requirements supports more active, vibrant, walkable places.

#### Environmental

Allowing businesses to provide parking based on their needs will allow for reduced motor vehicle usage and more efficient use of land, reduced impervious surfaces as well as encourage alternate modes of transportation.

#### Economic

Removing Bylaw minimum parking requirements allow for reduced development costs for businesses and developers, which is expected to support development projects and private investment, further aiding Calgary’s economic recovery. It provides flexibility for a business to adapt to market conditions by providing more certainty to the development approval process.

#### Service and Financial Implications

The proposed changes enable more efficient use of staff resources in terms of application review, Committee and Council considerations, and Subdivision and Development Appeal Board by shifting the nature of conversations around parking.

### **No anticipated financial impact**

### **RISK**

Administration has identified the following risks:

#### Misalignment of Parking Supply and Demand

The proposed amendments will allow businesses to provide the amount of parking they deem appropriate for their development, creating a risk that development applications could propose a parking supply that is misaligned with demand, risking the success of a business. To mitigate this risk, the proposed amendments retain and clarify Administration’s authority to request parking studies and Traffic Demand Management measures during the review of discretionary applications, in order to determine the best outcome for the proposed development and surrounding neighbourhood.

## **Parking Choices for Businesses**

---

### On-Street Parking Regulation

The risk of parking spillover from misaligned properties is borne by streets in surrounding neighbourhoods. Removing parking minimums from the Bylaw relies on having successful on-street parking management policies and tools. To manage parking congestion, The City uses a combination of residential parking permits and paid on-street parking depending on neighbourhood context, however both are timely processes requiring Council approval. A modernized Residential Parking Program was presented at the 2020 October 21 SPC on Transportation and Transit, seeking to streamline processes, achieve better efficiency in parking and be more responsive to emerging issues. An update for commercial paid parking should be undertaken to ensure similar responsiveness for commercial areas.

### Public Perception of Parking

The proposed amendments may result in parking not being as abundant as previously experienced, resulting in traffic congestion, vehicle idling and driver frustration which could potentially result in drivers needing to reconsider their mode of travel. Mitigation of this risk is done through the required future work noted in Attachment 5. Coupled with investment in transit, such an outcome will align with the Climate Resilience Strategy policies, however may result in in short-term shifts in behaviours such as avoiding certain locations due to difficulties in finding parking.

### Required Future Work

To ensure the successful elimination of required minimum parking for businesses, further work is required on several items (Attachment 5) including bicycle parking, parking maximums in strategic locations and curb management. By advancing the proposed amendments, without consideration of the above, there is a risk that some of the supports required for the implementation of the amendments will be lacking for developments approved in the interim.

### Renewed Land Use Bylaw

A new parking strategy was intended to be developed as part of the renewed Land Use Bylaw at the same time as new districts, uses and rules. Administration will be collecting data on development permits, should the proposed amendments be approved, in order to understand the implications of removing required parking to support the future Bylaw work.

## **ATTACHMENT(S)**

1. Proposed Amendments to Land Use Bylaw 1P2007
2. **Proposed Bylaw 48P2020**
3. Strategic Alignment
4. Additional Information on Land Use Bylaw Amendments
5. Future Work
6. Letters of Support
7. Engagement Summary and What We Heard Report
8. 2020 October 01 Calgary Planning Commission Discussion

Department Circulation

General Manager	Department	Approve/Consult/Inform
-----------------	------------	------------------------

**Planning & Development Report to  
Public Hearing Meeting of Council  
2020 November 2**

**ISC: UNRESTRICTED  
C2020-1084  
Page 5 of 5**

**Parking Choices for Businesses**

---

Stuart Dagleish	Planning and Development	Approve
Doug Morgan	Transportation	Inform