

## **Multi-Family Residential Parking Reduction Policy Update**

### **EXECUTIVE SUMMARY**

The Multi-Family Residential Parking Reduction Policy (Attachment 1) was approved by Council in 2015 May and has provided Administration with guidance in considering significant parking relaxations for new developments. The policy provides guidance to the most appropriate locations and additional considerations to manage any potential parking impacts from the developments. Administration is not proposing changes to the policy through this report.

This report will provide an update of the observed impacts from completed projects. The first zero parking building approved under the policy, N3 in the East Village, opened to residents in spring 2017. Administration has found limited parking spillover impact due to the development as on-street occupancy in the area has remained at under 60%. A trip generation study revealed that residents of zero parking buildings are choosing active modes (walking, cycling) for the majority of their trips. Administration has received interest in further zero-parking developments in pre-application meetings.

#### **ADMINISTRATION RECOMMENDATION:**

That the SPC on Transportation and Transit recommends that Council receive this Report for information.

#### **RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2018 JANUARY 18:**

That the Administration Recommendation contained in Report TT2018-0006 be approved.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

On 2015 May 25, Council approved report TT2015-0223: Multi-Family Residential Parking Reduction Policy. This included the following recommendations:

1. Approve amending A Parking Policy Framework for Calgary (TP017) by replacing the empty Section 5.2.1 (Parking in Activity Centres, Corridors and other Transit-Oriented Development Areas) with the contents of Attachment 1, as amended on page 2 of 2, Policy 1. e., by adding the following words at the end of the paragraph:  
     “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.”; and
2. Direct Administration to report back to the SPC on Transportation & Transit no later than 2017 June with an update report on the implementation of the multi-family parking reduction policies.

On 2017 February 13, Council approved a deferral request for recommendation #2 as part of report TT2017-0045 to report back no later than 2018 January.

### **BACKGROUND**

The Multi-Family Residential Parking Reduction Policy is intended to guide consideration of zero parking or significant parking reductions for buildings in locations that provide a wide variety of

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travel alternatives, have adjacent public parking options available and are likely to have minimal community impacts.

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

Since Council approval of the Multi-Family Residential Parking Reduction Policy in May 2015, one zero-parking multi-residential development has been completed (N3). Administration has received further interest in reducing parking requirements to zero in pre-application meetings in the Centre City but an application has yet to be made. The Policy has been used as guidance for several multi-family developments where significant parking relaxations have been proposed, examples developments with relaxations of up to 85% are provided in Attachment 2. Applicants have assurance that relaxations will be considered in the locations where they are most appropriate based on the Policy criteria, however the Policy is not considered in isolation for relaxation decisions.

The first development to fully reduce both resident and visitor parking to zero using the policy as guidance is the N3 development in the East Village. It was opened to residents in spring 2017 and main floor retail space opened later in the year. As part of monitoring the impacts of the development into the neighbourhood, Administration has reviewed the 2017 annual on-street occupancy rates. The short-stay occupancy in the surrounding area has remained under 60% throughout 2017 which has resulted in a flat or decreasing price change for 2018. Additionally, in 2017 Administration implemented the long-stay on-street policy in the East Village due to underutilization of the short-stay parking (blocks with less than 35% occupancy). The on-street demand in East Village is expected to increase in the future as the community is not yet fully built out. Administration will continue monitor the on-street demand for parking impacts around N3 as development in East Village continues.

To understand the travel preferences of buildings that have not provided any on-site parking Administration undertook a trip generation study on three zero-parking buildings, including N3, Clover Living (Chinatown, built in 1953), and Anderson Estates (Lower Mount Royal, built in 1912) (Attachment 3). The study focused on the transportation modes people living in and visiting these buildings were using. When compared to a similar study on apartments with parking in close proximity to transit stations and other apartments, it was found that active modes (walking, cycling) were used for the majority of trips for zero-parking buildings as compared to auto modes (private vehicles, carshare, rideshare, taxi) being used for the majority of trips for the apartments which provide some level of parking (see comparison chart below). This theme is further repeated in zero-parking residents' strong preference to active modes.

Mode	Zero-Parking Buildings			Apartments in close proximity to Transit (2017)	Other apartments (2010)
	All Surveyed	Residents	Non-Residents		
Auto	39%	28%	62%	43%	70%
Walk/Cycle	53%	63%	34%	26%	29%
Transit	8%	9%	4%	31%	1%

The results of the trip generation study show there are residents and non-residents commuting to the zero parking buildings via automobiles, some of whom are parking on-street. The Policy

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requires the developer facilitate at least one alternative travel option for residents, which could include carshare memberships. N3 provided carshare memberships and a bicycle to their residents. Carshare vehicles can be parked on-street in the East Village and in Calgary Parking Authority off-street lots. While Administration would expect that residents of these buildings would be making the conscious decision not to own a vehicle, there may be some who do. By requiring the developments to be in areas where there is nearby off-street public parking and in areas where the on-street parking is actively managed, the Policy provides some risk mitigation for on-street parking spillover. Additionally, these buildings are not able to obtain parking permits under the Residential Parking Program.

### **Stakeholder Engagement, Research and Communication**

Internal stakeholders from Transportation and Calgary Parking Authority were engaged in the assessment of the uptake and impacts of the policy.

Residents and visitors to three zero-parking buildings were surveyed to determine the various transportation modes they used to access the buildings.

### **Strategic Alignment**

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 (CTP Sections 1.5 and 3.1, MDP Section 2.5). The provision of multi-family residential buildings with significantly reduced or zero parking can contribute to this goal, while increasing market choice and housing diversity (MDP Section 2.3.1).

### **Social, Environmental, Economic (External)**

The development of multi-family residential buildings with zero parking or significant parking reductions encourage the use of active transportation modes which are generally more affordable and environmentally-friendly transportation options. The policy allows developers the flexibility to respond to the market and provide housing with significantly reduced or zero parking. These buildings may also result in more affordable housing.

### **Financial Capacity**

#### ***Current and Future Operating Budget:***

There are no impacts to The City's current or future operating budgets as a result of this report.

#### ***Current and Future Capital Budget:***

There are no impacts to The City's current or future capital budgets as a result of this report.

### **Risk Assessment**

The Policy is designed to mitigate risks of undesirable parking impacts on adjacent residents and businesses. Typically, Administration has found in fully built out areas that parking relaxations can cause issues related to visitor parking, accessibility and loading. Policy statements 1 b) and e) (Attachment 2) require a potential development to be located in an area which has long-stay parking available in publicly accessible off-street parking and has on-street parking management in place for the primary purpose of serving short-stay visitors to the area.

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Additionally, policy statement 1e) provides guidance to require visitor parking to be provided if the on-street impacts, or visitor accessibility, are unacceptable. To further mitigate potential on-street impacts, statement 2) does not permit building residents to obtain Residential Parking Program permits. Administration will continue to monitor on-street impacts both from N3 as East Village builds out, and other developments approved using the Policy as guidance. If the monitoring shows the Policy is not effective in mitigating undesirable parking impacts or Administration observes areas for improvements, amendments will be considered at that time.

The main risk to be managed going forward is potential cumulative impacts on short-stay parking should multiple significant parking reductions be approved in the same area. The Policy requirement for a parking study to determine short-stay parking impacts due to reductions in visitor supply will be the primary tool to evaluate individual and cumulative impacts and to ensure these reductions will not cause undue stress to the area parking management practices. If the impacts would be considered unacceptable, the development authority may recommend against reductions if adequate mitigation is not possible.

### **REASON(S) FOR RECOMMENDATION(S):**

The Multi-Family Residential Parking Reduction Policy has provided guidance to Administration in considering zero parking or significant parking relaxations for new developments. There are minimal observed impacts associated with recently constructed and existing zero parking buildings. Buildings approved using the policy for guidance will continue to be monitored going forward for additional impacts as the surrounding areas change to ensure the Policy continues to be effective.

### **ATTACHMENT(S)**

Attachment 1 – Section 5.2.1 in *Calgary Parking Policies* (TP017)

Attachment 2 – Examples of Significant Reduction Developments

Attachment 3 – Summary of Zero-Parking Buildings Trip Generation Study