

**MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY  
AND LAND USE BYLAW REVISIONS  
BYLAWS 13P2018 AND 14P2018**

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**EXECUTIVE SUMMARY**

This report proposes amendments to Land Use Bylaw (LUB) 1P2007, the Eau Claire Area Redevelopment Plan (ARP) and the Centre City Plan. The purpose of the amendments is to implement the “Downtown Parking Strategies” contained in the Calgary Parking Policies (TP017), recently approved by Council on May 29, 2017 through TT2017-0383 (Downtown Parking Strategy Policy Revisions). At this meeting Council directed Administration to update the LUB, ARPs and any other policy plans no later than Q1 2018 to implement the strategies.

The new strategies require the existing cash-in-lieu program be concluded and replaced with a new program that instead involves relaxations and subsequent payment of a fee towards off-site transportation improvements. Cash-in-lieu is only used in the Downtown and the Beltline. It is a program where new development must provide cash to The City in lieu of building a percentage of their parking stalls as required by the LUB. Replacing the cash-in-lieu program requires amending the LUB, the Eau Claire ARP and the Centre City Plan to delete the cash-in-lieu rules and policy references, and to insert rules and policy for the new program. The Beltline ARP does not need to be amended as it does not contain policy regarding cash-in-lieu.

In the new program, the fees collected through relaxations will go to a new “Off-Site Transportation Improvements in Lieu of Parking” capital fund. This new fund will be used for off-site transportation improvements to facilitate walking, bicycling, transit and City-provided parking in the Centre City and at C-Train Stations. Transportation will be bringing a report on the creation of the new capital fund to the Priorities and Finance Committee in 2018 January. This report will include details on the management, allocation and monitoring of the new fund.

Administration recommends approving the changes to the LUB (APPENDIX I), Eau Claire ARP (APPENDIX II) and Centre City Plan (APPENDIX III) to implement Council’s direction and the Council approved strategies. Maps have been included for reference in APPENDIX IV. APPENDIX V contains a joint letter of support from NAIOP – which is not an acronym but the name of a commercial real estate development association – and the Building Owners and Managers Association (BOMA).

**PREVIOUS COUNCIL DIRECTION**

On 2017 May 29 Council approved a motion that the SPC on Transportation and Transit Recommendation contained in Report TT2017-0383 (Downtown Parking Strategy Policy Revisions) be adopted, as follows:

- “1. Replace Section 6 in *A Parking Policy Framework for Calgary* (TP017) in its entirety with the contents in Attachment 2.
2. Adopt “Appendix 2 – Parking Reduction Fee per Stall for Downtown Parking Policy” for inclusion in *A Parking Policy Framework for Calgary* (TP017) as contained in Attachment 5.

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3. Direct Administration to update the Land Use Bylaw ARPs and any other affected policies to fully implement the downtown parking strategy no later than Q1 2018.
4. Direct Administration to bring a new reserve request template for the parking reduction fee contributions generated through voluntary reductions to the Priorities and Finance Committee for approval no later than Q1 2018.”

On 2016 June 20 Council approved a motion that the SPC on Transportation and Transit Recommendations contained in report TT2016-0204 (Integrated Downtown-TOD Parking Strategy) be adopted, as follows:

- “1. Approve the Downtown Parking Strategy Principles as amended, in Attachment 3, page 1 of 1, number 4, as follows:
  - “4. Consider parking relaxations of up to 50 per cent below the maximum bylaw requirement for all uses in the Centre City (except residential, which is governed by separate parking policies). In these cases, the development must make a financial contribution for each stall not provided onsite. Contributions shall be allocated to the Centre City Mobility Program capital fund to facilitate walking, cycling, transit and City-provided parking within the Centre City or at LRT stations.”
2. Direct Administration to undertake the implementation actions in Attachment 4.
3. Direct Administration to create a process, in conjunction with the Calgary Parking Authority (CPA), and The City’s Reserve policies, to enable the CPA to access funds from the Parking Land Acquisition Reserve to support lifecycle requirements for existing cash-in-lieu parking facilities.”

On 2015 January 12, Council approved the Consolidated Parking Policy Work Plan (TT2014-0935) which included the Integrated Downtown-TOD Parking Strategy and direction to report back to the SPC on Transportation and Transit with policy recommendation in early 2016.

On 2014 June 23, Council approved Notice of Motion NM2014-30 (Downtown Parking Policy Review), providing Administration with the following direction:

“NOW THEREFORE BE IT RESOLVED THAT Council direct Administration to review and consider whether an adjustment to the Parking Ratio would be appropriate within the context of the number of employees per leasable square foot and the objectives set forth in the Policy Documents and to determine the impacts that any changes to the Parking Ratio would have on the cash-in-lieu policy, economic competitiveness, transportation capacity and mode splits, and other relevant issues;

AND FURTHER THEREFORE BE IT RESOLVED THAT Administration include such a review in the “Update of parking policy initiatives” report including prioritization and timing and report to the Transportation and Transit Standing Policy Committee in July 2014.”

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**ADMINISTRATION RECOMMENDATIONS**

2017 December 14

1. That Calgary Planning Commission recommends **APPROVAL** of the proposed amendments to the Land Use Bylaw (1P2007);
2. That Calgary Planning Commission recommends **APPROVAL** of the proposed amendments to the Eau Claire Area Redevelopment Plan (2P95); and
3. That Calgary Planning Commission recommends **APPROVAL** of the proposed amendments to the Centre City Plan.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaws 13P2018 and 14P2018; and

1. **ADOPT** the proposed amendments to the Land Use Bylaw (1P2007), in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 13P2018.
3. **ADOPT** the proposed amendments to the Eau Claire Area Redevelopment Plan, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 14P2018.
5. **ADOPT**, by Resolution, the proposed amendments to the Centre City Plan, in accordance with Administration's recommendation.

**REASONS FOR RECOMMENDATION:**

Administration recommends approval of the amendments to the LUB, the Eau Claire ARP and the Centre City Plan because they implement the Council-approved revisions to the Calgary Parking Policies (TP017) by removing the references to the cash-in-lieu program in the LUB, Eau Claire ARP and Centre City Plan. The amendments are also aligned with the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) by aiming to manage congestion and encourage transit, walking and cycling as other desirable travel options.

**ATTACHMENTS**

1. Proposed Bylaw 13P2018
2. Proposed Bylaw 14P2018
3. Proposed Amendments to the Centre City Plan

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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to Land Use Bylaw (1P2007) (APPENDIX I).

**Moved by: E. Woolley**

**Carried: 8 – 1**

Opposed: J. Gondek

2. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Eau Claire Area Redevelopment Plan (2P95) (APPENDIX II).

**Moved by: E. Woolley**

**Carried: 9 – 0**

3. Recommend that Council **ADOPT**, by Resolution, the proposed amendments to the Centre City Plan (APPENDIX III).

**Moved by: E. Woolley**

**Carried: 8 – 1**

Opposed: J. Gondek

Reasons for Approval from Mr. Friesen:

- I supported this change in policy as a good and perhaps long overdue revision to how parking is built in Calgary. I have for some time been concerned that the objectives of the 'cash-in-lieu' program and its actual affect have not been consistent with good policy. The high cost of parking in downtown and its potential for driving shoppers and businesses out of the center and even out of Calgary is a concern. Now developers will have flexibility regarding strategy to meet the market need for buildings.

Reasons for Opposition for the amendments to the Land Use Bylaw and the City Centre Plan for Cllr. Gondek:

- While I think that changing the cash-in-lieu policy is a good thing, I am concerned that the parking requirements in our bylaw are dated (i.e. too high). Therefore, applicants requiring "relaxations" that are in fact appropriate parking levels, based on contemporary parking studies, will be paying fees. In plain language, the City will benefit from dated policy that need revisiting.

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**PLANNING EVALUATION**

**Background**

At its 2017 May 29 meeting Council approved new “Downtown Parking Strategies” in the Calgary Parking Policies policy document (TP2017), following a recommendation from the SPC on Transportation and Transit in report TT2017-0383. The strategies direct the conclusion of the Downtown cash-in-lieu program.

**Analysis**

The Downtown Parking Strategy Policy Area in Calgary Parking Policies (TP017) identifies where specific strategies are used to support the overall vision for Calgary’s Downtown (shown on Map 1 “Boundary of the Downtown Parking Strategy Policy Area” in APPENDIX IV). These strategies are called the “Downtown Parking Strategies”. The purpose of the strategies is to support the economic health and vitality of the downtown core. They balance parking supply and demand, overall parking costs and impact on the environment, with the ability to serve the majority of users. The implementation of these strategies in terms of planning policy and LUB regulations focuses on the existing cash-in-lieu program.

Council’s direction to Administration in TT2017-0383 (Downtown Parking Strategy Policy Revisions) on 2017 May 29 was to delete the cash-in-lieu program and instead allow developments to provide 100 per cent of required parking on-site and to consider parking relaxations of up to 50 per cent in the Centre City, which includes the Downtown and the neighbourhoods surrounding the Downtown, including the Beltline. Relaxation decisions are made by the Development Authority and are guided by Council policy, such as those contained in Area Redevelopment Plans and the Calgary Parking Policies (TP017). If a relaxation to the parking requirement is approved, a fee would need to be paid towards a new capital fund. The fund will be used for off-site transportation improvements to facilitate walking, bicycling, transit and City-provided parking in the Centre City and at LRT Stations.

Cash-in-lieu rules in the Centre City are applied in the following land use districts:

- Commercial Residential District (CR20-C20/R20),
- Centre City East Village Transition District (CC-ET),
- Centre City Mixed Use District (CC-X) and,
- Direct Control (DC) districts that reference either the CR20-C20/R20, CC-ET or CC-X districts.

Accordingly, the cash-in-lieu of parking rules in the LUB for CR20-C20/R20, CC-ET and CC-X need to be changed to reflect the new approach. The proposed LUB amendments that change the rules are shown in APPENDIX I. Additionally, policy amendments are required to the Eau Claire ARP and the Centre City Plan to remove references to cash-in-lieu and to align with the updated Downtown Parking Strategies approved by Council in Calgary Parking Policies

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(TP017). The policy amendments are shown in APPENDICES II and III.  
The Existing Cash-in-Lieu Program

The cash-in-lieu program exists in the “Restricted Parking Area”, shown on Map 2 “Restricted Parking Area Boundaries” in APPENDIX IV. This area includes the Downtown Core, Downtown West, and portions of Eau Claire, East Village and Chinatown.

Cash-in-lieu is a program in which new developments provide cash to The City in lieu of building a percentage of their parking stalls as required by the LUB. Under the existing rules, a new office building in the Downtown must only provide 50 per cent of its required parking stalls on-site and must make a cash payment in lieu of the remaining 50 per cent. In the Beltline, a new commercial building is allowed to provide between 100 per cent and 75 per cent of the required parking stalls. Should the building not provide the full 100 per cent, a cash payment is required for the difference. The cash-in-lieu money is used to build public parkades in strategic downtown locations.

DC Direct Control Districts are site-specific land use districts that usually use the general rules and uses from a standard district along with modifications to reflect site specific needs or constraints. Numerous DC districts are subject to the cash-in-lieu program. The land use districts in the Downtown Parking Strategy Policy Area affected by the proposed LUB amendments, including DC districts are shown on Map 3 “Land use districts in the Downtown Parking Strategy Policy Area affected by the proposed LUB amendments” in APPENDIX IV.

The cash-in lieu program was also established in the Beltline in the CC-X district, which was implemented on 2009 January 04. Map 4 “Land use districts in the Beltline affected by the proposed LUB amendments” in APPENDIX IV shows CC-X parcels and DC parcels with a CC-X base in the Beltline that are affected by the proposed amendments in this report.

**Proposed Land Use Bylaw Amendments**

The LUB amendments change a mandatory reduction to a minimum requirement with the potential for a relaxation. The result could be the same number of parking stalls in the Downtown, but greater flexibility for developments to provide the desirable number of parking stalls on site.

The LUB amendments in APPENDIX I will require new office buildings to provide 100 per cent of the required parking stalls in the CR20-C20/R20, CC-ET and CC-X districts. Cash-in-lieu in CR20-20/R20 currently applies to office and all other uses above the second floor of a building except for residential uses, hotel guest room parking, buildings on small parcels and regional retail. Additionally, cash-in-lieu in CR20-C20/R20 is required for new libraries, conference centres, museums, performing art centres and post-secondary institutions. The new rules will also allow a relaxation to the required number of parking stalls for the same uses by up to 50 per cent in the CR20-C20/R20 and CC-ET districts, and up to 25 per cent in the CC-X district. If a relaxation is approved by the Development Authority, a payment must be made to the future “Off-Site Transportation Improvements in Lieu of Parking fund”.

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Existing cash-in-lieu is mostly applied to office uses. Accordingly, the proposed new rules continue to enable the Development Authority to relax the requirements for dwelling units and other uses in the CC-ET and CC-X districts without the need for payment.

Impacts to Direct Control Districts

The LUB amendments will also delete cash-in-lieu of parking requirements in DC districts based on the CR20-C20/R20, CC-ET and CC-X districts. Direct Control District bylaws based on CR20-C20/R20, CC-ET and CC-X are structured such that their parking rules are changed by general amendments to the LUB unless it states something otherwise in the DC district. The DC districts that will be impacted by the proposed amendments are identified on Map 3 “Land Use Districts in the Downtown Parking Strategy Policy Area affected by the proposed LUB amendments” in APPENDIX IV as “DC CR20-C20/R20 parcels”, “DC CC-ET Parcels” and “DC CC-X Parcels”, and on Map 4 “Land Use Districts in the Beltline affected by the proposed LUB amendments” in APPENDIX IV as “DC CC-X parcels”.

There are other DC districts approved under previous land use bylaws (e.g. Bylaw 2P80) that will not be affected by these amendments because they are ‘frozen’ as of the date they were approved. A DC district that is ‘frozen’ means all rules, including general rules (e.g. parking requirements) that were existing on the date the district was approved, continue to be applied indefinitely and can generally only be changed by a site-specific redesignation. The DC districts with cash-in-lieu rules that are ‘frozen’ (unaffected by the proposed LUB amendments) are shown on Map 5 “Downtown Parking Area - land use districts unaffected by the proposed LUB amendments” in APPENDIX IV. They include DC districts from Bylaw 2P80 and Part 10 of Bylaw 1P2007 and are identified as “DC Bylaw 2P80 Parcels” and “DC Bylaw 1P2007 Part 10 Parcels”.

Managing Development on DCs ‘Frozen in Time’

Additional work will be done to manage future development on the ‘frozen’ DC districts. This work may include re-directing remaining unused cash-in-lieu of parking program funds to the planned “Off-Site Transportation Improvements in Lieu of Parking” capital fund, should funds be contributed after construction of the East Village parkade. This work will be commenced within 7 years, after development permits that have already been approved and which require cash-in-lieu of parking have either commenced or expired. City-initiated redesignations of the ‘frozen’ DC districts are not contemplated.

**Proposed Policy Amendments**

Amendments to the Eau Claire ARP and Centre City Plan will delete references to the cash-in-lieu of parking program and align the statutory policies with Council-approved revisions to Calgary Parking Policies (TP017). The amendments are consistent with the LUB amendments, and the boundary within which the policies apply will remain unchanged.

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**Rationale**

Council has made the decision to conclude the downtown cash-in-lieu program. The amendments proposed through this report implement Council's direction and eliminate policy conflicts within applicable planning documents as required.

Council's direction to conclude the downtown cash-in-lieu program came in response to industry concerns. Industry expressed concerns that the existing strategy did not align with market demands for parking, and may put new downtown office developments at a competitive disadvantage compared other locations in the city. Industry also thought that parking supply in the Downtown had not increased to reflect workplace demand, and that the timing of the construction of public parkades lagged increases in demand. The conclusion of the cash-in-lieu program and its replacement with a program that includes support for other methods of transportation eliminates the need to build and maintain capital-intensive infrastructure (i.e. public parkades). It also supports alternative methods of transportation into the Centre City other than private vehicles.

**Industry and Community Consultation**

NAIOP and BOMA were consulted in the development of the new "Downtown Parking Strategies" and support the changes. The Calgary Downtown Association (CDA) was also consulted, participated in a workshop, and supports the new strategies. Two open houses and an online survey in November 2015 were used to collect feedback from the public, landowners and other stakeholders. The results of the open houses and online survey were used in the development of the new "Downtown Parking Strategies". Letters of support were received in 2016 from NAIOP, BOMA and CDA, supporting the new "Downtown Parking Strategies".

The proposed policy and LUB amendments contained in this report were provided to two groups of stakeholders by email on 2017 October 19. The first group of community stakeholders includes the East Village, Chinatown, Beltline, Eau Claire and Downtown West Community Associations. The second group of industry stakeholders includes the CDA, NAIOP and BOMA. In addition to the proposed policy and LUB amendments, the two stakeholder groups were offered meetings with Administration to discuss the Council-directed changes to policies and the LUB. A joint letter from NAIOP and BOMA supporting the proposed amendments in APPENDICES I – III is attached in APPENDIX V. At the time of the writing of this report Administration has not received a request for any further engagement from the stakeholder groups.

**Conclusion**

The LUB and policy amendments align with Council's direction to conclude the cash-in-lieu program. The new program will be implemented immediately and will apply to any new application for office development in the Centre City.



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Should future development provide 100 per cent of the required parking and not request relaxations, there will be an equivalent number of parking stalls ultimately constructed within the Downtown Parking Strategy Policy Area as there would have been constructed under the cash-in-lieu program. However, more of the parking stalls will be provided on-site and operated privately as opposed to being City-owned and operated parking facilities. This eliminates the need for The City to build and maintain capital-intensive infrastructure (i.e. public parkades).

However, the new strategy could see less parking built within the Downtown Parking Strategy Policy Area if future developments request and receive relaxations.

Longer term, Transportation will monitor the ongoing impacts of the revised Downtown Parking Strategies on the amount of parking provided on-site as part of a development versus the amount of parking relaxed, traffic counts, congestion and modal split.

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APPENDIX I

PROPOSED AMENDMENTS TO LAND USE BYLAW 1P2007

1. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
  - (a) Delete 1326(1) and replace it with the following:
    - “(1) Unless otherwise reference in 1325(3) or subsection (2), the minimum and maximum required number of **motor vehicle parking stalls** for **developments** located within the Restricted Parking Area illustrated on Map 13 is the minimum number of **motor vehicle parking stalls** required in section 1325.”
  - (b) Delete 1326(3) and replace with the following:
    - “(3) The **development authority** may consider a relaxation of the minimum number of required **motor vehicle parking stalls** for **developments** within the Restricted Parking Area illustrated on Map 13, of up 50 per cent only where:
      - (a) an off-site transportation improvements in lieu of parking fee is paid, calculated at the rate per **motor vehicle parking stall** established by **Council** in effect at the time the payment is made; and
      - (b) the rules in section 124 are met.”
  - (c) Delete 1326(4).
  - (d) Delete 1177(2)(d)(i) and ((ii) and replace with the following:
    - “(d) For all **uses** other than **Dwelling Units**:
      - (i) a maximum of 100 per cent of the minimum required **motor vehicle parking stalls** may be provided for **developments**; and
      - (ii) the **development authority** may consider a relaxation of the minimum number of required **motor vehicle parking stalls** for **developments** of up 25 per cent only where:
        - (a) an off-site transportation improvements in lieu of parking fee is paid, calculated at the rate per **motor**

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*vehicle parking stall* established by **Council** in effect at the time the payment is made; and

(b) the rules in section 124 are met.”

(e) Delete 1250 and replace with the following:

“1250 The **development authority** may consider a relaxation of the minimum number of required **motor vehicle parking stalls** referenced in Section 1249 for **developments** within the Restricted Parking Area illustrated on Map 13, of up 50 per cent only where:

(a) the relaxation is for **uses** other than **Assisted Living, Dwelling Unit** or **Live Work Units**, including associated visitor parking, and parking required for **Hotel** guest rooms;

(b) an off-site transportation improvements in lieu of parking fee is paid, calculated at the rate per **motor vehicle parking stall** established by **Council** in effect at the time the payment is made; and

(c) the rules in section 124 are met.”

(f) Delete the words “section 31” in section 124(4) and replace them with “either section 31 or 36”.

2. The Bylaw comes into force 14 days after the approval of the Bylaw.

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**APPENDIX II**

**PROPOSED AMENDMENTS TO THE EAU CLAIRE  
AREA REDEVELOPMENT PLAN**

- (a) In Section 12.1, delete the first paragraph of policy 12.1.4 and replace with the following:

“In regard to parking, the City’s overall policy for downtown, which is guided by the Downtown Parking Strategy, contained in Section 6.1 of *Calgary Parking Policies* (TP017), is to manage traffic congestion and encourage transit, walking and cycling as other desirable travel options to the downtown.

This policy is achieved by managing road capacity and auto access into downtown, by the provision of attractive infrastructure and service to promote the use of alternative modes of travel, and through parking rates in land use bylaw 1P2007 which manage the amount and location of parking within the Restricted Parking Area.

Properties located west of 2 Street S.W. and north of 4 Avenue S.W. form part of the Downtown Restricted Parking Area and are subject to corresponding policy.”

- (b) In subsection 12.3.7, after the words “short-term parking”, add the words “and off-peak parking”.

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**APPENDIX III**

**PROPOSED AMENDMENTS TO THE CENTRE CITY PLAN**

- (a) Delete the text in Section 6.5 Parking Management and replace with the following text:

“To adequately meet the needs of Centre City businesses and residents, and to support and encourage the use of transit and other transportation modes, parking must be efficiently managed. Council recently approved revisions to the Downtown Parking Strategy, contained in Section 6.1 of *Calgary Parking Policies* (TP017), concluding the cash-in-lieu program that has been in place for the downtown since 1972.

As a result, developments located within the Restricted Parking Area may now provide 100% of the bylaw required parking stalls. The Restricted Parking Area includes all land in the area lying north of the CPR tracks between 4 Street SE and 11 Street SW (excluding a portion of Chinatown) as shown on the Concept 25: Parking Management.

Within the Restricted Parking Area, developers may now seek a relaxation of minimum parking requirements by up to 50% where the impacts of the relaxation are offset through an associated per stall fee. Contributions will be used to facilitate walking, cycling, transit and City-provided parking within the Centre City or at LRT stations.

Future expansion of the Restricted Parking Area may be considered, however further studies would be required to evaluate the benefit and impact of this proposal. Considerations to be taken into account in the evaluation process include: providing equal opportunity between development sites, the economics of parking development and operation, the relationship between the Restricted Parking Area and the location of high density office development, the traffic impact on local road networks generated by new developments and adequate transit services. By extending the Restricted Parking Area for large office developments, it is expected that:

- The vacant and under-utilized lands on both sides of the CPR tracks would be developed with equal opportunities;
- Traffic congestion on local road networks could be mitigated;
- The mixed office developments along the CPR corridor will attract more transit users taking advantage of the existing and future LRT services;

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- Funding may be generated for The City to support a range of transportation projects in the downtown, as well as parking at LRT stations;
- The City will continue to operate publicly-controlled and managed parking facilities that support Centre City activities, complemented by off-peak parking supply within private developments; and
- More opportunities will be created for The City to explore different options of providing short stay parking in order to ensure long-term vitality of the Centre City.”

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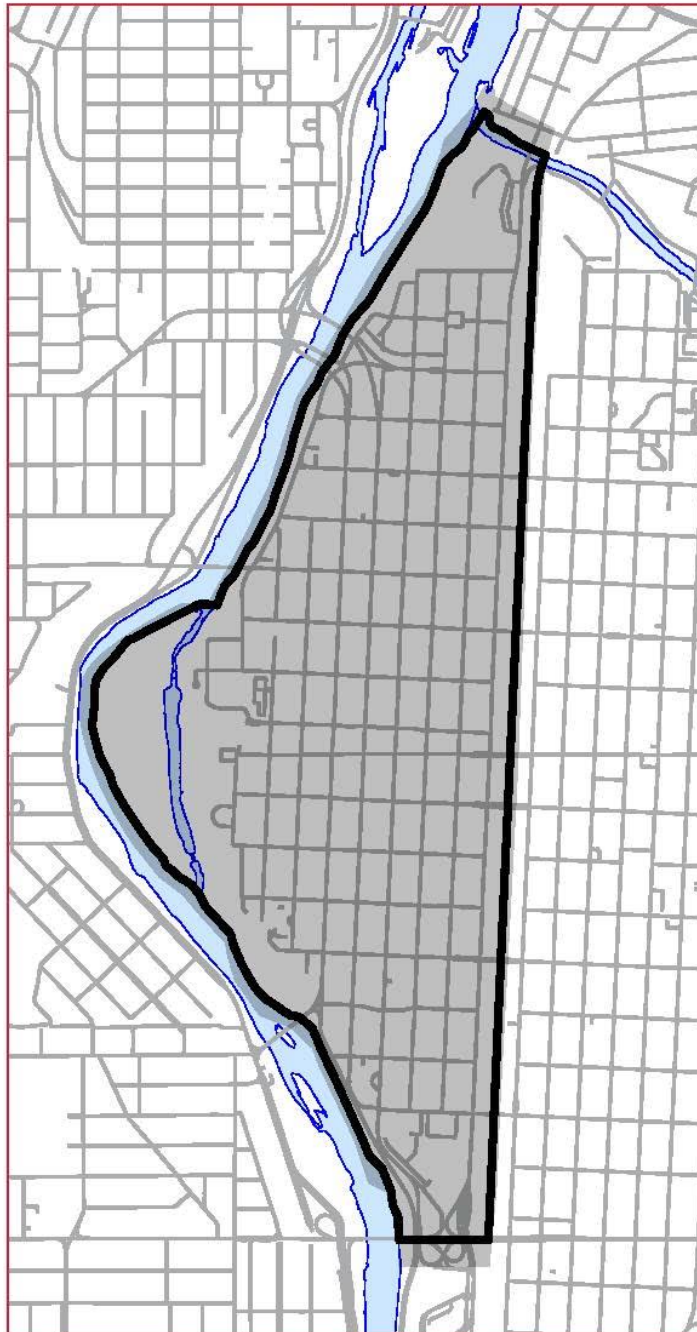
**APPENDIX IV**

**MAPS**

Map1 – Boundary of the Downtown Parking Strategy Policy Area

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Map 2 – Restricted Parking Area Boundaries

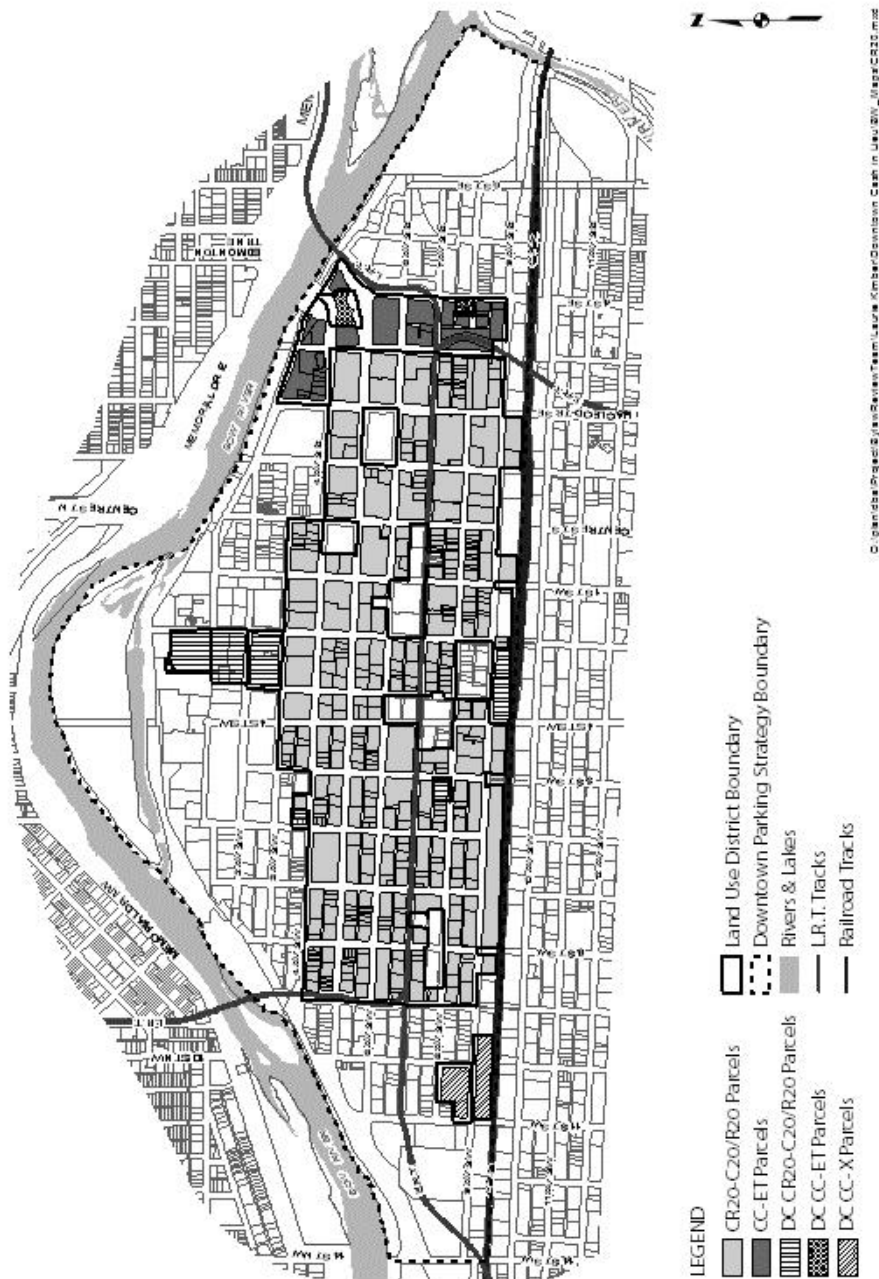


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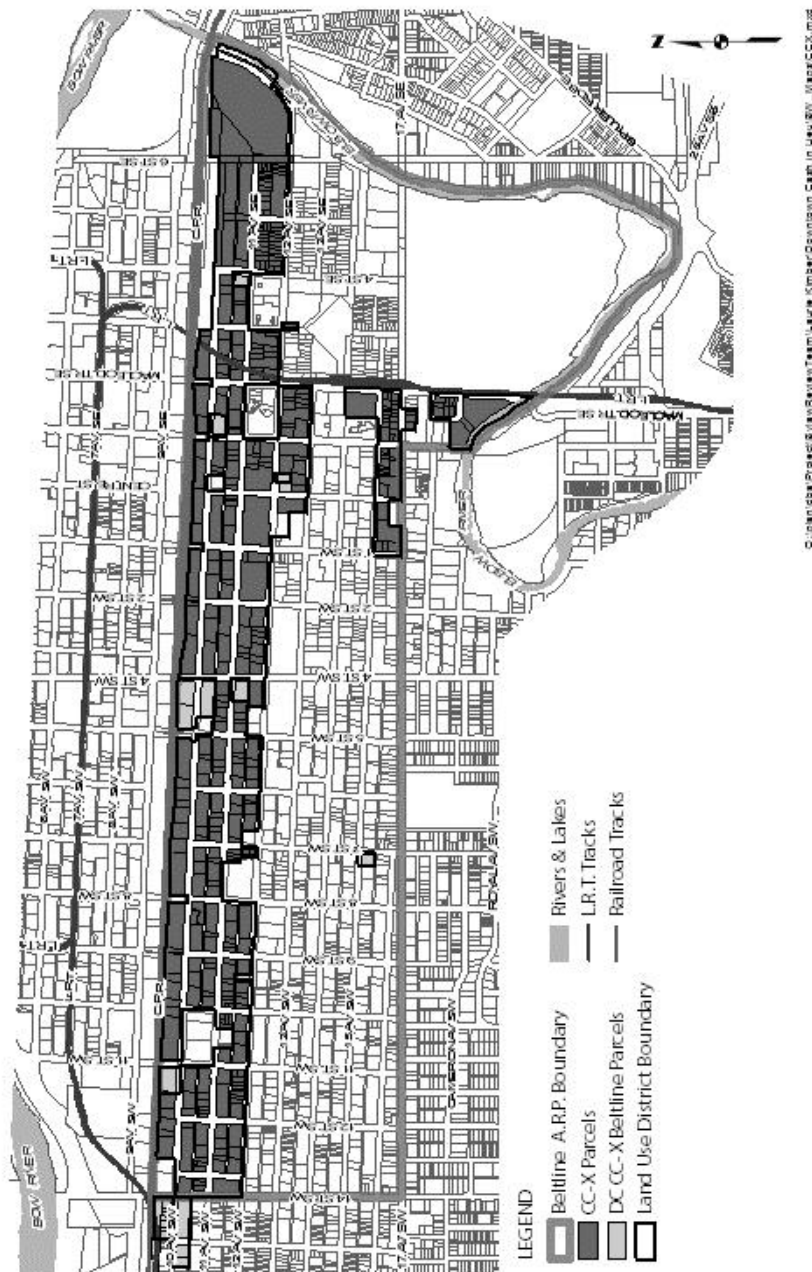
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Map 3 – Land use districts in the Downtown Parking Strategy Policy Area affected by the proposed LUB amendments



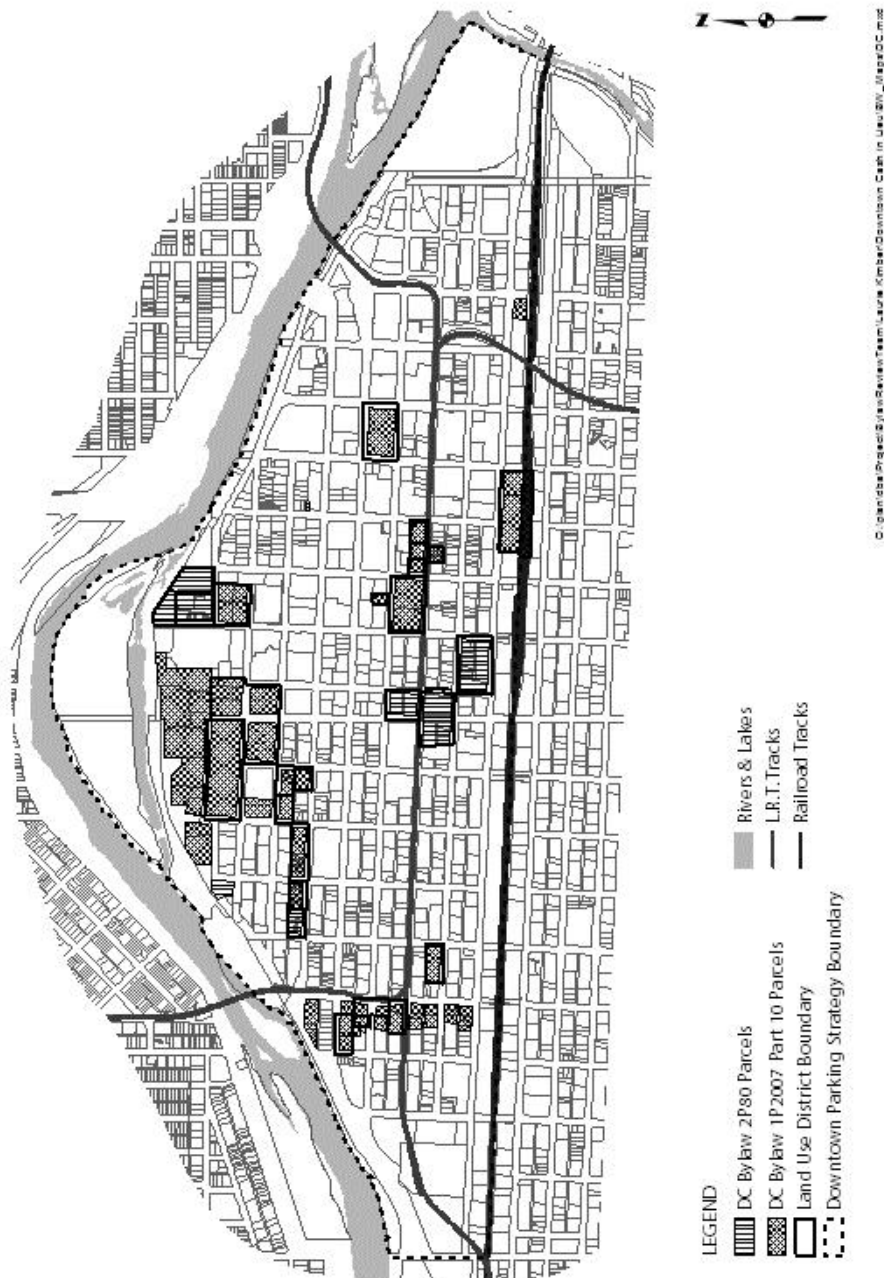
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Map 4 – Land use districts in the Beltline affected by the proposed LUB amendments



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Map 5 – Downtown Parking Area – land use districts unaffected by the proposed LUB amendments



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APPENDIX V

LETTERS



November 24, 2017

Calgary Planning Commission  
City of Calgary  
P.O. Box 2100, Station M  
700 Macleod Trail South  
Calgary AB, T2P 2M5

Dear CPC Members:

**Re: Proposed Amendments to Land Use Bylaw 1P2007, Centre City Plan, and the Eau Claire ARP**

This letter is submitted on behalf of BOMA Calgary and NAIOP Calgary. As the developers, owners, and managers of a significant amount of downtown property our members have a clear interest in ensuring that parking policy is responsive to the needs of Calgarians and supports the goals of the Municipal Development Plan and the Calgary Transportation Plan.

This May, BOMA Calgary and NAIOP Calgary were pleased to be able to support Administration's recommendation to Council on revisions to the Downtown Parking Strategy. These revisions recognized that the cash-in-lieu program had achieved its goal of promoting a more sustainable modal split away from single occupant vehicle use. By eliminating the cash-in-lieu program and maintaining the existing bylaw parking ratio, the Strategy will ensure an efficient and equitable parking supply downtown, while still providing the City with the tools to mitigate congestion.

After reviewing the amendments currently being proposed, we are confident that they will enable the principles and the strategy that Council approved, and that our organizations supported. As such, we are pleased to be providing our support for the recommended amendments to Land Use Bylaw 1P2007, Centre City Plan's Downtown Parking Strategy, and the Eau Claire ARP.

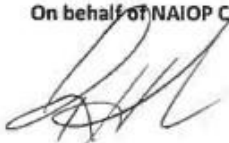
MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY  
AND LAND USE BYLAW REVISIONS  
BYLAWS 13P2018 AND 14P2018

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We would also like to take this opportunity to thank Administration, particularly Kimberly Gole, Chris Blaschuk, and Eric McNaughton for their excellent work on the file, and for providing industry with the opportunity for meaningful engagement. We are confident that this collaboration between the City and industry will ensure that Calgary's downtown is well positioned for future growth, while ensuring a sustainable modal split.

Regards,

On behalf of NAIOP Calgary and BOMA Calgary



NAIOP Calgary  
Robert Homersham



BOMA Calgary  
Lloyd Suchet  
Executive Director