

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;
- 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.”