

CONSOLIDATED PARKING POLICY WORK PLAN

EXECUTIVE SUMMARY

The Consolidated Parking Policy Work Plan is a refinement of previously proposed work plans developed by Administration. This includes a new Integrated Downtown-TOD Parking Strategy that will combine policy development for the downtown, transit-oriented developments (TOD) and Calgary Transit Park and Ride lots into a single project. Consolidating these work plan items will provide multiple benefits to The City, industry and the Calgary Parking Authority (CPA), while reducing the staff time and consulting budget necessary to complete the overall 2015-2018 parking policy work plan. Both industry and the CPA have expressed initial support for the Integrated Downtown-TOD Parking Strategy approach.

The remainder of the consolidated work plan continues to include policy development for the Main Street Program, carshare parking policies, a review of limousine hydrant parking, green infrastructure requirements for new parking facilities, identification of new commercial on-street paid parking locations, and two pilot projects to test parking options in inner city areas. Development of new residential parking policies is included in the second half of the Action Plan, assuming it is completed with existing resources only.

ADMINISTRATION RECOMMENDATIONS

That the SPC on Transportation & Transit recommend that Council:

1. Endorse Administration's proposed Parking Policy 2015-2018 Work Plan (Attachment 1).
2. Direct Administration to bring forward a budget adjustment and potential funding sources in 2015 November to:
 - a. provide a one-year limited term FTE for PDA (at \$150,000) to lead bylaw amendments for the Integrated Downtown-TOD Parking Strategy.
 - b. provide \$300,000 for consulting and field testing of green infrastructure options for parking facilities.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2014 July 28, Council provided the following direction to refer report TT2014-0339: Update on Parking Policy Initiatives back to Administration:

REFER, Moved by Councillor Demong, Seconded by Councillor Pootmans, that Report TT2014-0339 be referred to the Administration, for further refinement, in consultation with the Mayor's Office, to return to Council through the SPC on Transportation and Transit no later than 2014 October 10.

The subsequent report, TT2014-0715 was heard by the SPC on Transportation and Transit on 2014 October 10. Based on consultation with industry, the Calgary Parking Authority (CPA) and the Mayor's Office, report TT2014-0715 identified staff and consulting costs that would be required to accelerate elements of the work plan proposed TT2014-0339.

Prior to being heard by Council, Administration and industry agreed upon a streamlined approach that would reduce both staffing requirements and consulting costs, while still accelerating the review of downtown parking policies relative to the original July 28 work plan. On 2014 November 3, Council provided the following direction to Administration:

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That Council refer report TT2014-0715 to Administration for the 2014 December SPC on Transportation and Transit meeting to bring a revised work plan that investigates a combined approach addressing downtown and Transit Oriented Development (TOD) parking in a single, overarching strategy that would also reduce required work plan resources.

BACKGROUND

The Transportation Strategy division is responsible for the development and maintenance of The City's Parking Policy Framework. Several key policy areas require new or updated policies to support The City's evolving transportation and land use objectives. These include the downtown parking strategy, parking policies for transit oriented developments (TODs) and corridors, residential parking policies, as well as a variety of other issues. The proposed consolidated parking policy work plan outlines when Administration will address these policy areas during the 2015-2018 business plan and budget cycle.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The previous work plan contained in report TT2014-0715 was broken down into three separate modules (downtown, residential and activity centres & corridors) plus a set of pilot projects and ongoing duties. Accelerating the downtown and residential modules into the 2015-2017 timeframe would have required three two-year limited term FTEs, and up to \$1.2 million in consulting and engagement fees.

Administration had developed a new approach that combines several separate work plan items into a single coordinated strategy called the Integrated Downtown-TOD Parking Strategy. This consolidated strategy incorporates the following, previously separate, work plan items:

- Downtown Parking Strategy – Comprehensive Review
- Short-Stay Parking Areas – Review Provisions in Centre City
- TOD Areas / Activity Centres – Review Parking Requirements and Park and Ride Strategy
- Parking Revenue Allocation Policy

Consolidating the above work plan items eliminates the need for an additional two-year limited term FTE to accelerate work on the downtown parking policies, as had been discussed in report TT2014-0715. It also reduces the staff resources required by Planning, Development and Assessment (PDA) to support the work plan. A one-year limited term FTE is still required by PDA to lead changes to the Land Use Bylaw however.

The Integrated Downtown-TOD Parking Strategy builds and expands upon the existing downtown parking strategies that have successfully been in place since the 1970s. The new strategy will explore opportunities to provide cash-in-lieu parking at selected TOD or Business Revitalization Zone (BRZ) sites across Calgary, instead of the current approach of providing those spaces within the downtown core. This would reduce traffic growth and mitigate congestion in the downtown core by encouraging commuters to take transit or walk into the core. Reducing the overall traffic entering the downtown would allow The City to consider increases to the cash-in-lieu ratio, and the employee per square-foot ratio currently assumed in

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the Land Use Bylaw. Any changes to the cash-in-lieu ratio or employee per square-foot ratio would be based on a combination of factors and stakeholder input.

This concept for the Integrated Downtown-TOD Parking Strategy has multiple benefits, including:

- mitigating future congestion from continued employment growth downtown;
- increasing the proportion of parking available on-site in new buildings downtown;
- providing cheaper parking for downtown commuters than would be provided under the current strategy;
- providing parking in a timely manner as each new downtown development is completed;
- encouraging transit use for commuters to access the downtown core;
- supporting TOD development in priority locations on the Primary Transit Network;
- mitigating the loss of affordable Park and Ride spaces as redevelopment occurs around transit stations;
- expanding the CPAs business opportunities;
- reducing The City's land costs for future parking structures;
- address parking provisions in BRZ areas;
- alignment with approved 10-year infrastructure plans, such as Investing in Mobility; and
- supporting the land use and transportation goals of the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP).

The primary risk associated with the new strategy is a potential reduction in revenue growth for the CPA, since parking facilities in TOD sites would not generate the same amount of revenue as facilities located in the downtown core. CPA revenue from existing facilities in the downtown core would not be impacted by the new strategy.

The primary risk associated with the combined issues approach to the policy centres on engagement. The engagement activities will be compressed and involve a large group of stakeholders, thereby reducing the duration of opportunities to express concerns and ideas.

Industry representatives and the CPA have expressed initial support for this approach, and each group will continue to be key stakeholders involved in the development of the Integrated Downtown-TOD Parking Strategy. Given the limited annual budget for consulting studies within Transportation Planning, industry has advised Administration that they are open to cost-sharing the costs associated with consulting studies for the Integrated Downtown-TOD Parking Strategy. Consulting studies are required to provide expertise not available within Administration, such as analysis of employee per square-foot ratios and financial calculations to guide cash-in-lieu contributions. Administration will work with industry and other key stakeholders to scope out the consulting requirements, and ensure that costs for the Integrated Downtown-TOD Parking Strategy remain within Administration's current resources. If industry is unable or unwilling to contribute funds towards the consultant studies, Administration will extend the timelines to complete the Integrated Downtown-TOD Parking Strategy in order to align with available consulting budgets.

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Timelines for the Integrated Downtown-TOD Parking Strategy, and all other parking policy work plan items, are shown in Attachment 1, with more detailed summaries for each line item provided in Attachment 2.

Report TT2014-0715 included an option to accelerate development of new residential parking policies, including a review of secondary suite requirements. This would have required a two-year limited term FTE, plus up to \$400,000 in funding for tasks such as community engagement. The latest work plan timelines contained in Attachment 1 shows the unaccelerated schedule, which does not require additional staff or engagement funding, and would complete the residential policies in early 2019. Should Council choose to provide the funding needed to accelerate residential parking policy development, work could commence in early 2015, with completion in early 2017.

The remaining work plan elements identified in previous reports continue to be included in the 2015-2018 work plan. Development of parking policies for the Main Street Program continues to be aligned with PDA's overall timelines for the project. Pilot projects for employee and/or customer parking in residential areas, as well as testing options to increase on-street parking in a business revitalization zone, will be led by the CPA with input from the Parking Strategist. Administration will seek to move forward projects on an opportunity basis. The results of each pilot project will be used to guide policy development for the Main Street Program and the Integrated Downtown-TOD Parking Strategy.

Development of green infrastructure requirements for future parking facilities will require an additional \$300,000 beyond currently available budgets for consulting and field testing high-potential options. Consulting studies are required to provide expertise not available within Administration to identify and analyze green infrastructure options. Without this funding, this work plan item would be deferred beyond 2018 to align with future consulting budgets.

Stakeholder Engagement, Research and Communication

Administration engaged industry representatives, the CPA and internal stakeholders in Transportation and PDA on the consolidated work plan, focusing on the Integrated Downtown-TOD Parking Strategy component. The Mayor's Office, members of Council, the CPA Board, BRZ representatives and the Federation of Calgary Communities were also advised of the proposed changes of the work plan.

Strategic Alignment

This report aligns with Council priority 1M2.3 – "Implement the Council-approved Parking Policy Framework for Calgary". Completing many of the items in the proposed work plan will help implement several aspects of the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP).

Social, Environmental, Economic (External)

The projects in the Parking Policy 2015-2018 Work Plan should provide a combination of social, environmental and economic benefits. For example, updating the residential parking permit program may improve some of the social aspects of neighbourhoods. Green infrastructure in parking lots could help reduce the environmental impacts of surface parking. A policy on parking

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revenue allocation towards reinvestment in business areas could potentially increase the business vitality of those areas and achieve MDP/CTP objectives.

Financial Capacity

Current and Future Operating Budget:

Consolidation of the downtown, TOD and BRZ parking strategies reduces the operating budget requirements that were identified in report TT2014-0715. Administration has identified the need for a one-year limited term FTE for PDA (at \$150,000) to lead land use bylaw amendments resulting from the new Integrated Downtown-TOD Parking Strategy policies. An additional \$300,000 is required to move forward with consulting and field testing of green infrastructure options for parking facilities. Administration will recommend potential funding sources to meet these needs leading into the 2015 November budget discussions.

Current and Future Capital Budget:

The proposed work plan aligns with current resource levels.

Risk Assessment

If staff resources are not focused on a few key parking policy initiatives, there is an increased risk that Administration will only be able to make minimal progress on a wide variety of initiatives. For example, concurrent development of the Integrated Downtown-TOD Parking Strategy and parking policies for the Main Street Program will occupy all available staff resources for the 2015-2016 timeframe. Any additional parking policy work introduced in this timeframe would delay completion of both projects. Such delays are a risk to The City's reputation, as stakeholders may be disappointed or negatively impacted if significant progress is not made on these initiatives.

Completion of the Integrated Downtown-TOD Parking Strategy as shown in Attachment 1 is dependent on financial contributions from industry for the necessary consulting studies. If industry is unable to contribute funds towards the consultant studies, Administration will extend the timelines to complete the Integrated Downtown-TOD Parking Strategy.

REASONS FOR RECOMMENDATIONS:

Consolidation of portions of the previously proposed parking policy work plan improves efficiencies, reduces resource needs, and advances the goals of the MDP and CTP.

ATTACHMENTS:

1. Proposed Parking Policy 2015-2018 Work Plan
2. Parking Policy Project Descriptions