

**INTEGRATED DOWNTOWN-TOD PARKING STRATEGY**

<b>Initiative</b>	<b>Description</b>	<b>Key Issues Reviewed</b>	<b>Scale</b>
<p>Phase 1 – Policy Development</p> <p>AND</p> <p>Phase 2 – Bylaw Amendments</p>	<p>Development of this strategy will combine the following elements:</p> <ul style="list-style-type: none"> <li>• Accommodation of cash-in-lieu (CIL) parking spaces at priority TOD or BRZ locations</li> <li>• Comprehensive review of cash-in-lieu and employee per square-foot rates in the Centre City</li> <li>• Analysis of TOD and BRZ parking requirements and funding contribution models for new developments</li> <li>• Updating the Calgary Transit Park and Ride strategy</li> <li>• Review of Centre City off-street short-stay parking policies</li> <li>• Evaluation of opportunities and impacts on CPA's long-term strategic plan and business model</li> <li>• Linkages to the Main Street Program parking policies as appropriate.</li> </ul> <p>The strategy will produce a single, integrated policy plan for off-street parking in the Centre City, TODs and BRZs. Subsequent amendments to the Land Use Bylaw will enable implementation of the strategy through The City's development processes.</p>	<ul style="list-style-type: none"> <li>• Office bylaw parking rate</li> <li>• Percent contribution on-site to CIL, exemptions</li> <li>• Offsite application of CIL to TOD and BRZ sites</li> <li>• TOD and BRZ parking and cash-in-lieu requirements</li> <li>• Fee per stall for CIL, including calculation</li> <li>• Bike parking requirements</li> <li>• Alignment with Centre City plan, MDP and CTP objectives</li> <li>• Roles of developers, City, CPA</li> <li>• Modal split target as an objective</li> <li>• Calgary Transit Park and Ride strategy</li> <li>• Provision of short-stay parking in the downtown core</li> <li>• Parking revenue allocation</li> <li>• Land Use Bylaw amendments</li> </ul>	<p>Major</p>

**RESIDENTIAL PARKING POLICIES**

<b>Initiative</b>	<b>Description</b>	<b>Key Issues Reviewed</b>	<b>Scale</b>
<p>Review Residential Parking Permit Program</p>	<p>This review would look at the Residential Parking Permit Program to determine if it can be revised to improve customer service, increase long-term financial sustainability of the program, ensure efficient use of street space and achieve the objectives of the MDP and CTP</p>	<ul style="list-style-type: none"> <li>• Relationship of on-street parking to off-street parking for residences</li> <li>• Provision of permits to different residential building types (single family vs multi-family)</li> <li>• Zone system approach vs other approaches</li> <li>• Number of vehicles per resident eligible for RPP permits</li> <li>• Visitor permits</li> <li>• How zones and blockfaces are established</li> <li>• The costs of the program</li> </ul>	<p>Major</p>
<p>Secondary Suites Parking Policy Review</p>	<p>This project would evaluate parking demand and requirements for secondary suites in established communities, in comparison with historical parking demand and automobile ownership trends. The results of the analysis would guide the development of new policies, if required, for secondary suite parking, and be integrated into the residential parking permit review.</p>	<ul style="list-style-type: none"> <li>• Demand for parking generated by new secondary suites</li> <li>• Historic parking demand in established communities</li> <li>• Vehicle ownership trends for secondary suite occupants</li> <li>• Priority uses of residential street space</li> </ul>	<p>Part of above</p>

**OTHER PARKING POLICY PROJECTS**

<b>Initiative</b>	<b>Description</b>	<b>Key Issues Reviewed</b>	<b>Scale</b>
<p>Main Street Program Parking Policies [previously Corridor Parking policies]</p>	<p>This work would look to develop policy around parking in the corridors identified in the MDP. Policy may be corridor wide or contextual depending on the issue. As the corridors are envisioned to be mixed-use areas, there will be competing demands for parking, so it will be important to ensure this would align with PDA's corridor policy work.</p>	<ul style="list-style-type: none"> <li>• Relationship of on-street and off-street parking in corridors</li> <li>• Parking objectives (e.g. is the aim to meet demand or manage it)</li> <li>• Link off-street parking requirements to provision and usage of on-street space</li> <li>• Address parking relaxations and potential spill-over impacts</li> <li>• Examining the role of public off-street parking and shared parking</li> </ul>	<p>Major</p>
<p>Carshare Parking Policy</p>	<p>Develop policy to address the facilitation of car-share parking on-street. Includes both commercial and residential areas. Will consider the role of off-street parking as appropriate.  NOTE: Already started.</p>	<ul style="list-style-type: none"> <li>• Fees charged</li> <li>• Provision of parking in residential parking permit areas</li> <li>• Addressing 'bunching' of vehicles</li> <li>• Role of signed spaces</li> <li>• Relationship with demand for street space with other uses</li> </ul>	<p>Minor</p>
<p>Taxi - Review Provision for Limousines at Hydrant Zones</p>	<p>There are some outstanding pieces of work that were a result of the implementation of the Taxi Hydrant Parking initiative. This work would look at the potential for permitting limousines to use the hydrant space. The issue of fees for taxi stands would also be reviewed.</p>	<ul style="list-style-type: none"> <li>• Potential for limousines to use hydrant space</li> <li>• Fees for non-hydrant taxi stands</li> </ul>	<p>Minor</p>

<b>Initiative</b>	<b>Description</b>	<b>Key Issues Reviewed</b>	<b>Scale</b>
<p>Green Infrastructure Requirements for Parking Facilities</p>	<p>This would look to determine if requirements for new surface parking facilities need to be revised to require surface treatments that reduce water runoff. This is important to help maintain watershed health and reduce the amount impervious surface per the MDP.</p> <p>The scope of this project has been expanded to include time for field testing, monitoring and evaluation of different infrastructure solutions on public lots.</p>	<ul style="list-style-type: none"> <li>• Investigate experience in other winter cities</li> <li>• Examine materials and initiate pilot projects to test various surfaces for surface parking lots to reduce water runoff (would work with Water Resources business unit)</li> <li>• Review requirements for new developments with respect to surface parking lot materials</li> <li>• Review The City's own surface parking lot facilities to determine if there are ways to reduce water runoff</li> <li>• Evaluate the effectiveness and suitability of different solutions in Calgary's environment.</li> </ul>	<p>Minor</p>

**PILOT PROJECTS**

<b>Initiative</b>	<b>Description</b>	<b>Key Issues Reviewed</b>	<b>Scale</b>
Residential Parking - Pilot Initiative - Employee and/or Daytime Customer Parking in Residential Parking Areas	This initiative would work with one or two business communities and the surrounding neighbourhood to see if there are ways that can better use the residential streets where there is unused supply to supplement employee parking in business areas, while minimizing impact to residents (i.e. a hybrid approach to on-street parking) and looking to allocate some of the revenue generated back to the community.	<ul style="list-style-type: none"> <li>• Role of non-residential use on residential streets</li> <li>• Before and after impacts of allowing some business use in residential parking areas</li> <li>• Role of revenue generation from such a trial and opportunities for community reinvestment.</li> </ul>	Minor (Led by CPA)
Pilot Initiative - Detailed Analysis of Business Area Parking Requirements	This initiative would look to do a before and after study of a business district to determine the benefits of adding on-street parking through a variety of solutions (such as implementing angled parking, reassigning parking, etc) and looking at the potential for a finer set of pricing areas for the commercial on-street parking in the area. Inglewood has been identified as a potential area for this work. This could inform several other initiatives.	<ul style="list-style-type: none"> <li>• Before and after impacts of increasing on-street parking supply in a business area</li> <li>• Impact of additional parking on business vitality and adjacent residential areas</li> <li>• Observation of any unintended impacts of adding on-street parking supply</li> </ul>	Minor (Led by CPA)