

**Council Policy**

**Policy Title:** Calgary Parking Policies  
**Policy Number:**  
**Report Number:** TT2017-0512  
**Adopted by/Date:** Council / 2017 July  
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**Last Amended:**  
**Policy Owner:** Transportation Planning

**1. POLICY STATEMENT**

1.1. The Calgary Parking Policies document identifies Council's directions with respect to parking policy and strategy in Calgary. The document is designed to be a single location for parking policies that is clear for Council, City Administration and the public.

**2. PURPOSE**

- 2.1 The purpose of this document is to provide a clear direction and basis for the thoughtful management of parking in Calgary. Its role is to outline the objectives with respect to parking that the City aims to achieve to successfully implement the goals of the Municipal Development Plan, Calgary Transportation Plan and other policy documents. Calgary Parking Policies also provides a planning framework for how parking should be provided in the city.
- 2.2 This policy also provides the roles and responsibilities in governing parking policies for Council, City Administration and the Calgary Parking Authority (CPA).
- 2.3 This policy provides direction to achieve Council's objectives with respect to financing and operating parking in Calgary.

**3. APPLICABILITY**

- 3.1 This Council policy defines city-wide policies that apply to all areas in Calgary, and defines specific areas where additional policy sections apply.
- 3.2 Where there is a conflict between this document and policy in a statutory plan or the land use bylaw, the statutory plan and bylaw shall supersede these policies.
- 3.3 In the case where the policies in this document are in conflict with policies in a non-statutory plan, these policies shall supersede.

In cases where previous parking policy decisions conflict with the policies contained within this document, this document shall supersede those policies.

3.4

**4. PROCEDURE**

4.1 The Calgary Parking Policies document (schedule 1) contains the complete policy for parking in Calgary.

4.2 Specific policy sections included in the document pertain to:

4.2.1 Parking governance roles and responsibilities;

4.2.2 Financial returns to The City; and

4.2.3 Parking policies.

**5. SCHEDULE(S)**

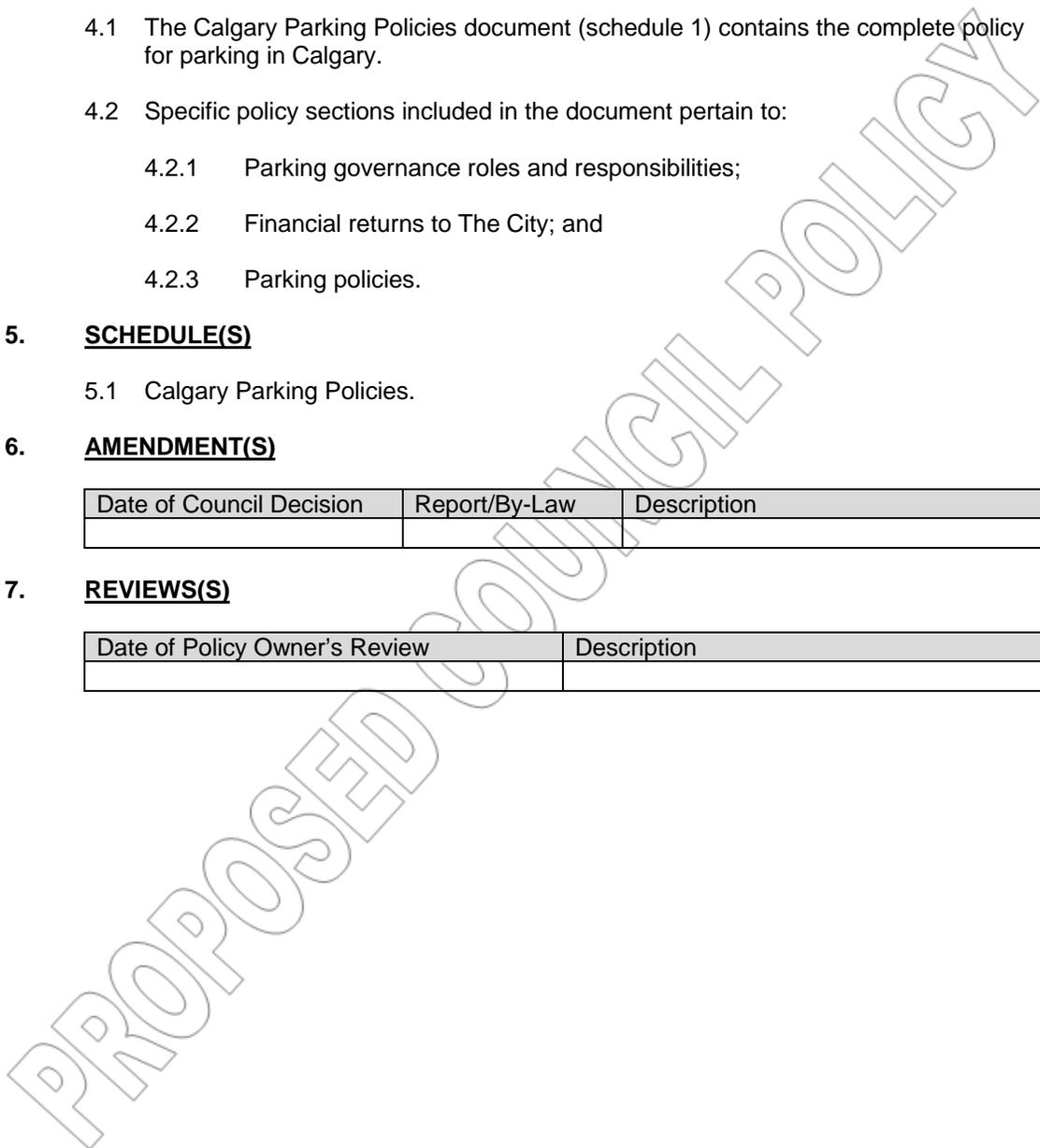
5.1 Calgary Parking Policies.

**6. AMENDMENT(S)**

Date of Council Decision	Report/By-Law	Description

**7. REVIEWS(S)**

Date of Policy Owner's Review	Description





# Calgary Parking Policies

Transportation Department

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# 1. Executive summary

**July 2017**

In March 2011, **A Parking Policy Framework for Calgary** was developed to combine the numerous parking policies and Council decisions about parking into one document. In addition, the **Parking Policy Framework** served as an outline for new policies that were in development. The success of this policy is based on having a single governing strategy for parking, which allowed for better alignment of the various guidelines, principles and rules.

Building on this, the new **Calgary Parking Policies** is a consolidation of the numerous updates made since 2011. The new policy also incorporates The City's **Parking Governance Roles and Responsibilities Policy** and **Calgary Parking Authority Financial Returns to The City Policy** into one single parking policy document.

**Calgary Parking Policies** is broken into a number of sections that pertain to the various aspects of parking in Calgary. First are parking governance and financial returns to The City which clearly establishes the relationship and responsibilities between City Council, City Administration and the Calgary Parking Authority, and expectations around revenue returns to The City. Next, the policy covers city-wide parking policies for on-street and off-street parking that apply to all areas of Calgary. Specific cases that have additional guidelines and policy are also covered in this section.

Finally, area specific parking strategies are covered. This section primarily includes policies for the city centre where additional policies guide parking management to achieve and maintain a vibrant downtown. The policy affirms that on-street parking should focus on short-stay needs like customers and visitors to the downtown, and addresses the need for long-stay parking, loading and bicycle parking.

Parking in a dynamic city like Calgary is a constantly evolving subject and Calgary Parking Policies is intended to be updated from time to time to address the emerging and changing needs of the community.



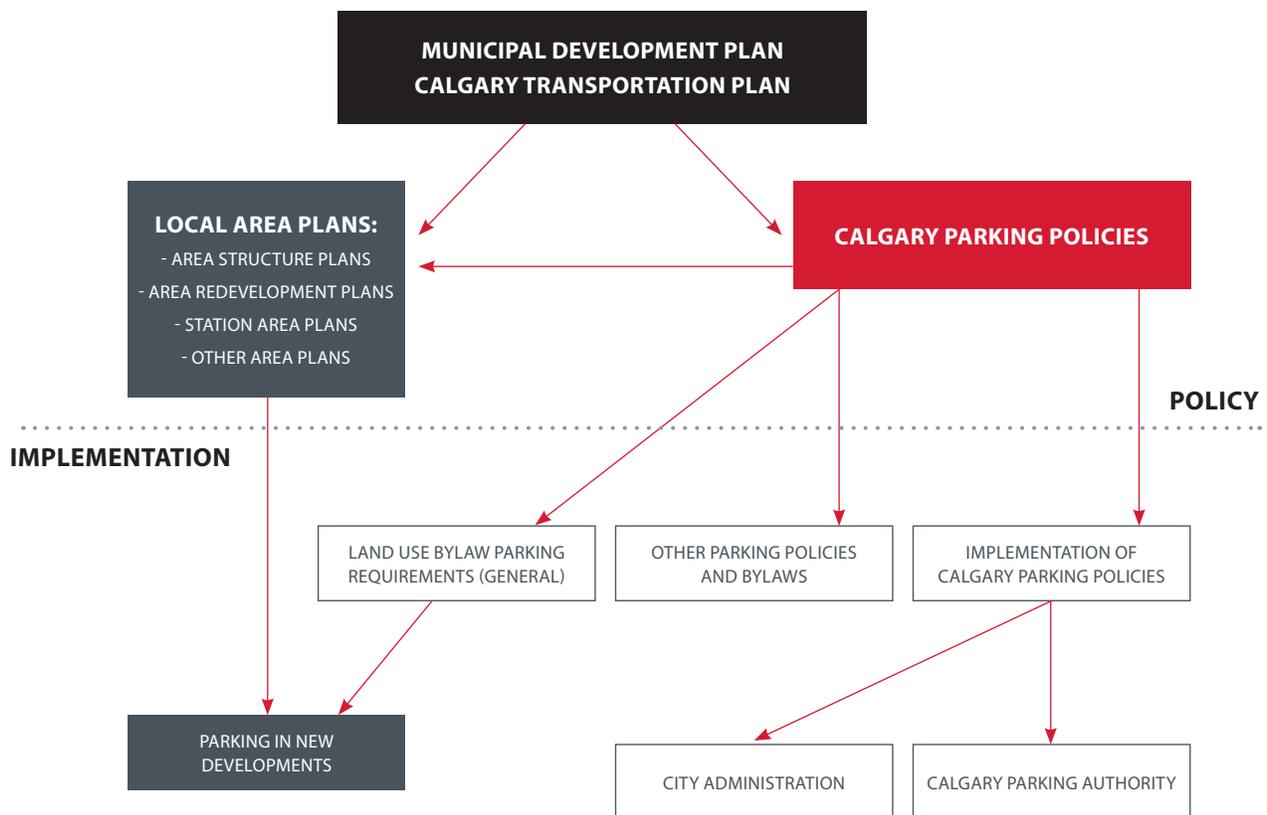
## 2. Purpose and Role of Calgary Parking Policies

**The purpose of this document is to provide a clear direction and basis for the thoughtful management of parking in Calgary.**

Its role is to outline the objectives with respect to parking that The City aims to achieve to successfully implement the goals of the **Municipal Development Plan, Calgary Transportation Plan** and other policy documents. It also provides a planning framework for how parking should be provided in the city, the roles and responsibilities in governing parking policy, and what needs and objectives should be met in doing so. Finally, the Calgary Parking Policies provides both The City and the Calgary Parking Authority (CPA) with the policy framework that Council wants to achieve with respect to the provision, financing and operation of parking in Calgary. **FIGURE 1** illustrates the hierarchy of plans and how the parking strategy guides policy and implementation.

This document supplements existing parking policies in The City of Calgary but is not statutory in nature. Where there is a conflict between this document and policy in a statutory plan or the land use bylaw, the statutory plan and bylaw shall supersede these policies. In the case where the policies in this document are in conflict with policies in a non-statutory plan, these policies shall supersede. In cases where previous parking policy decisions conflict with the policies contained within this document, this document shall supersede those policies.

**FIGURE 1 – Hierarchy of Plans**





### 3. Parking Governance Roles and Responsibilities

***These policies were previously contained in the separate Council Policy TP014  
“Parking Governance Roles and Responsibilities”.***

To properly implement the parking policies that The City wants to achieve, it is vital that there is a level of role clarity with respect to parking governance. This facilitates understanding and accountability with respect to both the parking policies and the implementation of them. There are three key areas of responsibility for parking governance within The City. They are:

- Council
- City Administration
- The Calgary Parking Authority

The general roles and responsibilities of each area are as follows:

**The role of Council is to:**

1. Approve the overall strategic parking policies and framework for The City.
2. Approve bylaws and policies proposed by City Administration that support the strategic parking policies and framework.
3. Appoint members to the Calgary Parking Authority Board of Directors.
4. Approve the Calgary Parking Authority budget.

**The role of City Administration is to:**

1. Develop and administer the overall strategic parking policies and framework for The City and take to Council for approval.
2. Develop bylaws and policies that support the strategic parking policies and framework approved by Council. These may include, but are not limited to, policies that establish or define:
  - a) The purpose, mandate, corporate structure and governance model of the Calgary Parking Authority;
  - b) The approach to be used to locate and fund the development of parking facilities;
  - c) The number of long-stay and short-stay off-street parking spaces to be developed in defined areas of the city;
  - d) The linkage between land use and parking policies within areas of the city;
  - e) Areas in the city that are subject to on-street parking control and restrictions;
  - f) The financial returns to The City;
  - g) The mechanisms to determine parking prices and fines;
  - h) The parameters for street closures for festivals and special events;
  - i) The mechanisms for distributing on-street curb space amongst various users;
  - j) Parking and loading requirements for new developments.
3. Evaluate the provision of parking and loading in new development proposals against Council policy and bylaws and make recommendations and approvals that are consistent with said policies and bylaws.
4. Allocate, regulate and distribute space in the road right-of-way for parking uses in accordance with Council policies and bylaws.
5. Working with the Calgary Parking Authority and area stakeholders, identify on-street areas for introducing paid parking that are consistent with Council policy requirements.



In this section, the Calgary Parking Authority collectively refers to both the Calgary Parking Committee established by Council and the Administrative entity of the Calgary Parking Authority, as defined in bylaw 28M2002. These policies are intended to guide the Authority's role with respect to parking management in Calgary.

### **The role of the Calgary Parking Authority is to:**

1. Provide overall stewardship of the Authority, by:
  - a) Recommending strategic directions;
  - b) Ensuring legal and regulatory compliance;
  - c) Identifying, managing and mitigating risks to the Authority;
  - d) Developing and approving CPA policies that set the parameters for how the CPA conducts its business;
2. Implement the overall strategic parking policies and framework established by Council;
3. Oversee the planning, construction, management and operation of municipal parking on behalf of The City of Calgary, including:
  - a) Managing and operating a parking enforcement program pursuant to the provisions of the Calgary Traffic Bylaw 26M96 and the Traffic Safety Act;
  - b) Managing and operating one or more municipal impound lots;
  - c) Establishing a parking management program that compliments the strategic parking policies and framework established by Council, by:
    - i) Setting parking rates for all municipal parking facilities;
    - ii) Operating preferential parking programs;
    - iii) Operating parking permit programs;
    - iv) Enforcing parking legislation and bylaws;
    - v) Provide advice on parking standards;
    - vi) Analyzing parking needs;
    - vii) Generating parking revenues;
    - viii) Augmenting the municipal transit system.
  - d) Entering into routine parking contracts with customers;
  - e) Renting surplus space, not needed for parking purposes, without the approval of Corporate Properties, Land Committee or Council;
  - f) Leasing the parking facilities, land or space controlled by the Authority to third parties without the approval of Corporate Properties, Land Committee or Council;
  - g) Entering into agreements or joint ventures with other public agencies or private entities to operate their parking facilities for a fee.

4. Report to and advise Council, and City business units as appropriate, in a timely fashion on:
  - a) Recommendations on the acquisition or disposition of real estate property controlled by the Authority;
  - b) Strategic priorities, emerging issues, and annual results achieved;
  - c) Recommended fine levels;
  - d) Customer and stakeholder issues relating to parking policy and operations;
  - e) Any other matters relating to parking as appropriate.
5. Ensure leadership in customer service by:
  - a) Taking a proactive approach to customer complaints and feedback;
  - b) Communicating regularly with customers and stakeholder groups on issues relating to parking policy and operations;
  - c) Assisting, as appropriate, organized community groups in parking related activities;
  - d) Establishing performance measures, benchmarks and targets to track customer service levels and satisfaction, and the efficiency and cost effectiveness of the operations, reporting the results annually to Council with a focus on continuous improvement.
6. Ensure effective and timely financial stewardship of the Authority by:
  - a) Selecting and receiving an annual report from an independent external auditor and ensuring the Audit Committee reports to The City's Audit Committee;
  - b) Making recommendations to Council on the Authority's business plans and budget;
  - c) Approving parking prices and fees that are consistent with Council policy;
  - d) Generating sufficient funds from the operation of parking facilities to finance and support ongoing operations; service capital debt, and meet established revenue generation expectations.
7. Ensuring effective and efficient Board operations, including:
  - a) Setting the terms of reference for appointing Board Committees;
  - b) Providing for Board and Board Member professional development;
  - c) Ensuring effective succession planning;
  - d) Ensuring all members comply with the CPA's Code of Conduct; and
  - e) Providing for regular evaluations of the Board's effectiveness.

The CPA Board is responsible for engaging a General Manager to oversee the operations of the Authority. The Board is responsible for establishing the roles and responsibilities of the General Manager, monitoring the General Manager's performance, and approving the General Manager's compensation.



## 4. Financial Return Policies

***These policies were previously contained in the separate Council Policy TP015  
“Calgary Parking Authority Financial Returns to the City”.***

The first priority of the Calgary Parking Authority (CPA) should be to implement The City's parking policies to promote a vibrant and economically healthy city. Recognizing this, the CPA, through its operations, provides an important stream of revenue to The City. This revenue provides a return to taxpayers to fund a variety of City programs. It is also important that the CPA is able to retain sufficient revenue to ensure its solvency and to self-fund existing and future capital and operating requirements. The financial return policies in this section aim to accomplish these objectives.

**Financial Return Policies**

1. The CPA shall transfer to The City:
  - a) 100 per cent of net revenues from enforcement
  - b) The greater of 65 per cent, or \$11 million, of net CPA revenues unless otherwise directed by Council. For the purposes of this policy, net revenues are computed by deducting from gross revenues:
    - i) Operating expenditures
    - ii) Principal debt repayment
    - iii) 100 per cent of net revenues from enforcement
    - iv) Net revenues distributed to other City business units for the operation of parking facilities operated on the business units' behalf.
2. Operating expenses should not exceed 59 per cent of gross revenues. Ongoing efforts should be made to lower the operating expense ratio with due regard for maintaining appropriate service standards and preserving the value of capital assets. The operating expense ratio target should be included as part of the annual budget presentation to Council. The target should be regularly reviewed and compared with industry standards.



## 5. City-Wide Parking Strategies

## 5.1 ON-STREET PARKING MANAGEMENT POLICIES

The policies contained within this document should be regularly applied to on-street parking in Calgary. However, it is recognized that the policy may not address every unique circumstance – hence stakeholder engagement and thoughtful consideration will be necessary when unique circumstances need to be addressed.

**For the purposes of this document, on-street parking management strategies and policies are divided into three general areas:**

### Residential Areas

Areas of the city where the use of the property adjacent to the street frontage is purely residential (no commercial components), but includes residential home-based businesses or live-work units.

### Commercial Areas

Areas of the city where the use of the property adjacent to the street frontage contains a commercial component at ground level, including those with residential components above. Commercial activities include retail and office uses, as well as industrial activities. Commercial areas come in a variety of forms. These include:

- An individual business location in a residential area.
- A collection of business around an important intersection.
- Large areas with numerous small, medium and large businesses (such as a Business Revitalization Zone).
- Large-format retail (e.g. Westhills or Crowfoot).
- Regional shopping malls (e.g. Chinook Centre).
- A collection of businesses in an industrial or office park.
- A collection of businesses along a major street (e.g. Macleod Trail).

Vacant lands zoned for commercial use in a broader commercial area and standalone parking facilities for commercial parkers will also be considered as part of the commercial area when considering on-street space management around these properties.

Regardless of the form or size of the commercial area, the on-street parking policies should take into consideration the entire commercial area, rather than applying on-street policies on a site-by-site basis within the commercial area. Very large, contiguous commercial areas may be broken down into finer management areas (e.g. communities, pricing areas, BRZ boundaries, etc).

Within each of the three policy areas, there are also unique uses that may have varying policies depending on the area these include:

- parkland
- schools
- religious institutions
- community and government facilities
- utility buildings

Specific policies for these areas may be developed at a later date. In the interim, the policies of the area (residential or commercial) that the above reside in should apply.

It should also be noted that the area-specific parking policies in Section 6 of the Calgary Parking Policies take precedence over the general policies in this section.

## Definitions

Generally, the definitions used in Traffic Bylaw 26M96 (as amended) apply to these policies. In addition, the following definitions apply to policies in the Calgary Parking Policies:

**Home Space** – An on-street or off-street parking space, on public or private property, that has been assigned exclusively to vehicles of a specific Carshare Organization (CSO). Home Spaces located on public property are renewed periodically by The City through a comprehensive process that gives multiple CSOs the opportunity to request spaces. CSOs must pay annual fees, as set out by The City, to apply for and use these spaces. Hourly on-street rates and time restrictions do not apply to these spaces. Use of Home Spaces is enforced by The City to ensure non-CSO vehicles do not use the space.

**Loading** – Parking for no longer than 30 minutes, for the purposes of unloading and/or acquiring goods and/or passengers.

**Long-Stay Parking** – A single session of parking that exceeds four hours in duration.

**Managed** – On-street space is regulated by signage to establish maximum time limits for parking, pricing and/or establish dedicated space for special users.

**On-Site** – Located on the land parcel where a need for parking or loading has arisen.

**On-Street Space** – The space within City road right-of-way currently developed as a roadway.

**Parking Management Period (PMP)** – A designated portion of time in a day in which parking time restrictions and/or prices apply.

**Parking Congestion** – Occurs when parking supply is unable to serve parking demand, given the time restrictions and/or prices for the zone and parking management period. This would generally occur when the average occupancy of a space exceeds 80 per cent.

**Pricing Area** – An area where a uniform price of parking applies within a Parking Management Period.

**Short-Stay Parking** – A single session of parking that is four hours or less in duration.

**Carshare Organization (CSO)** – An entity that:

- Provides preapproved members of the public and/or multiple organizations access to a network of vehicles located in multiple locations;
- Maintains a fleet size of five (5) or more available vehicles;
- Charges for use over short periods of time (e.g. a day or less);
- Includes insurance for each member as part of preapproval;
- Provides vehicles to members using an unstaffed, self-service format;
- Does not provide taxi or limousine services;
- Ensures access is provided to available vehicles twenty-four hours a day, seven days a week; and
- Displays the emblem of the carshare organization prominently on the vehicle.

**One-Way Carsharing** – A carsharing system where members pick up a vehicle at one location, and deposit it at another location. Vehicles in one-way carsharing systems typically do not use Home Spaces, instead parking as though they were a privately owned vehicle. CSOs may make special arrangements to enable the one-way carsharing vehicles to parking in special locations (such as Residential Parking Permit zones).

**Reserved One-Way Space** – An on-street parking space on public road right-of-way that has been assigned for the use of one-way carshare vehicles. Reserved One-Way Spaces may be used by any CSO with one-way vehicles that meet the requirements set out by The City to park in the space (e.g. length of the vehicle). These spaces may be created by The City at its discretion to optimize overall on-street parking activity, and as a result eligible CSO vehicles pay normal hourly on-street rates instead of annual fees when using the space. Use of Reserved One-Way Spaces is enforced by The City to ensure ineligible vehicles do not use the space.

**Round-Trip Carsharing** – A carsharing system where members pick up a vehicle at one location, and must return it to the same location when they finish using the vehicle. Vehicles in round-trip carsharing systems typically have a Home Space assigned exclusively to each carsharing vehicle. Home Spaces may be located on public or private property, depending on the arrangements made by the CSO.



### 5.1.1 RESIDENTIAL AREAS

This section forthcoming. Current general policies apply in the interim.



## 5.1.2 COMMERCIAL AREAS

The role of on-street parking varies widely in commercial areas. Inner-city commercial areas, characterized by small and medium sized buildings and businesses with direct street frontage, are intense users of on-street parking space. Suburban areas generally accommodate parking on-site, with more limited use of on-street parking.

In the downtown, on-street and underground parking serve both retail businesses and office clientele.

Use of on-street parking can also be significantly impacted by individual businesses due to a variety of factors including the type of business, level of economic success, the nature of the customers and employees, and the available travel options in the area. These factors will change as business areas grow and evolve over time, thus it is important to have policy in place that enables on-street space to timely respond to such changes to ensure that economic health and vitality is maintained.

The **Municipal Development Plan (MDP)** and **Calgary Transportation Plan (CTP)** envision Urban and Neighbourhood Boulevards as vibrant areas with street front businesses and many available travel options. While the long-term goal is to increasingly accommodate travel to these areas via walking, cycling and transit, it is recognized that the automobile will continue to support business activity as these areas grow and change over time. The objective of the commercial on-street policies is to allow on-street parking usage to respond to these changes as these corridors develop.

## Parking Space Users

On-street parking is a public asset that should be available for everyone to use. However, in creating policies for on-street parking space, it is helpful to manage the space to best facilitate the objectives of the area. In commercial areas, the main focus is on providing parking and loading services for customers and clients. For commercial areas, the priority of commercial on-street parking space users is as follows:

- Short-stay commercial parkers
- Shoppers
- Business Visitors
- Loading (when not provided off-street or in the alley).
- Residential Visitors
- Business Employees
- Area Residents
- Other longer-term parkers

**Short-stay commercial parkers** are the primary users of on-street space in commercial areas. It is recognized that customers want to be as close as possible to their destination to make shopping quick, convenient and accessible. If this is not possible, customers may drive longer distances to travel to locations where on-site parking is plentiful. This is less desirable as it decreases area vitality and increases greenhouse gas emissions. Given this, short-stay parking is a limited commodity.

To manage the use of on-street space, time restrictions and pricing will need to be used in some locations. In commercial areas where short-stay parking is generally provided on-site, the management of on-street space for short-stay users is less critical. The City will only manage on-street space in these areas if the on-site parking supply is insufficient, causing parking congestion.

**Loading** is generally provided to enable the pickup and drop off of goods and passengers. It is not intended to be used as short-term parking (for instance, to go into a business to make a purchase or visit). Instances of loading should be no longer than 30 minutes and users should try to minimize their time in loading zones as much as possible.

If a business has on-site loading, loading should take place on-site rather than on-street. This applies to both goods and people (when the loading space is designed to accommodate customer drop-offs). However, in areas where on-site loading does not exist, the use of on-street loading zones is reasonable.

Generally, there should be no more than one loading zone per block face in a commercial area. Businesses are expected to share loading spaces which may not be directly in front of businesses that use the space. Loading spaces are also in place to facilitate the drop-off of customers and employees. Time restrictions and pricing may be used to ensure that loading spaces turn over and are not monopolized. The amount of loading space in a commercial area should not exceed 10 per cent of the managed space (for context, as of 2011, 7.2% of all priced space is designated for loading). This is to ensure that there is a sufficient amount of on-street space for parkers and other users.

**Residential visitors** may use on-street parking in commercial areas. As commercial areas become more mixed-use there will be increasing demand for on-street parking by residential visitors. The approaches used to ensure available parking for short-stay customers is also appropriate for short-stay residential visitors. Residential visitors with longer-stay needs should access on-site visitor parking or off-street parking in paid parking facilities.

**Business employees** may also look to use on-street parking in commercial areas. Where the demand for short-stay on-street parking is less, long-stay parking is reasonable. Longer time restrictions (four hours or greater) may be employed. It should be kept in mind that parking for employees will not be accommodated "at any cost" - if on-street space is not sufficient to meet employee parking demand off-street parking should be sought or other travel options (walking, cycling, transit) used.

The City may also use pricing to manage parking congestion in long-stay commercial areas. If pricing is used, impacts on adjacent residential areas should be considered – it is preferable to keep employees parked on streets adjacent to commercial areas rather than in residential areas.

**Area residents** may be users of on-street space in commercial areas but they are not the focus of on-street commercial parking policies. Resident parking should be sought on-site or on streets adjacent to residential areas rather than commercial areas.



## Turnover, Occupancy and the Use of Time Restrictions and Pricing

One of the main tenets of efficient parking management is to encourage turnover to ensure that on-street space is not stagnant. Turnover describes the departure of previously parked vehicles to allow new parkers to access a given parking space. It is generally desirable to encourage turnover in business areas so that new space is continually available for customers. When parking congestion arises, time restrictions and pricing may be needed to encourage turnover.

Occupancy describes how “full” the on-street space is. Generally, a well-established rule of thumb is to have on-street space in a given area 85 per cent full at any given time to ensure that a small amount of space is continually available for new vehicles arriving to the area. By keeping occupancy at 85 per cent, the amount of cruising around for parking space is typically decreased. This is very beneficial from a traffic management and environmental point of view.

When parking congestion increases in an area, the problem of cruising for a parking space becomes exacerbated. Additionally, the perception of parking congestion may cause customers to not consider the area at all. While it may be possible to provide additional off-street parking spaces, this is an expensive undertaking that may not be feasible in many cases. Also on-street space in a commercial area is usually finite. Thus, in order to reduce parking congestion and encourage turnover, it is necessary to introduce time restrictions and pricing to maintain the parking space at 85 per cent occupancy.

Time restrictions are the first tool to be used to manage parking. Generally The City will use a two hour maximum time restriction. This provides customers and business visitors a generous amount of time to shop and conduct their activities and promotes turnover, while discouraging longer-stay uses such as employee parking. Other maximum time restrictions may be used as context warrants, but they should be the exception.

If time restrictions are not enough to achieve 85 per cent occupancy, pricing is the next tool to be applied. Again, the objective is to promote turnover and maintain 85 per cent occupancy of the on-street space. In areas where pricing is currently not used, Administration will conduct analysis to verify the parking occupancy of the area and bring a report to Council seeking the introduction of a parking pricing area. A similar process will be undertaken to add pricing to additional parking management periods to existing pricing areas if 85 per cent occupancy is achieved. Once pricing is established as a tool, prices should be adjusted, based on collected data, to maintain 85 per cent occupancy over time as the area changes. This will again reduce parking congestion and cruising. It should be noted that these tools are also typically used by the private sector to manage off-street parking space. By managing the on-street space pricing in a similar fashion, both the on-street and off-street space will achieve a price equilibrium for the area.

It is recognized that pricing will generate revenue for The City and Calgary Parking Authority. However, revenue should not be the sole driver of parking pricing in commercial areas – rather it is an outcome of using pricing as a tool to promote parking turnover and make space available for customers. It is also not advisable, in general, to set prices well below that which would achieve 85 per cent occupancy. Artificially low prices cause parking congestion, discourages turnover and promotes

long-stay users (such as employees) to occupy short-stay parking space. While customers may appreciate reduced fees for parking, they may be less likely to visit an area where parking is, or is perceived to be, congested because of artificially low parking prices.

## **Parking for Specific User Groups**

It may be desirable to designate space for specific user groups so long as they support the goals of the Calgary Transportation Plan and promote business vitality. These policies generally describe formal, ongoing dedication of on-street space to specific user groups. For temporary needs, the Traffic Engineer may permit special users to exclusively use on-street space at his/her discretion.

### **Carshare Parking**

Carshare vehicles offer multiple benefits such as reducing automobile ownership and increasing walking, cycling and carpooling travel. Smaller carshare vehicles also reduce the parking footprint in on-street locations. Separate city-wide carshare policies have been developed in section 5.1.6 and apply to commercial on-street parking areas.

### **Taxis**

The City recently conducted a successful pilot of allowing taxis to load and wait for passengers at fire hydrant locations in the downtown. This practice has improved on-street space use for all users and ensures that hydrant spaces are vacated should an emergency situation occur. An extension of this practice to all commercial areas where on-street space is managed is proposed. Given the availability of hydrant space, new non-hydrant taxi stands are discouraged, with the exception of late night taxi stands. Late night taxi stands are beneficial in that they can send business patrons quickly on their way home and reduce potential social problems.

The Taxi and Limousine Advisory Committee (TLAC) should be consulted regarding any changes to on-street policies affecting taxi services.

### **Valet Parking**

Valet parking is a relatively new phenomenon in Calgary but is quite common in other North American cities. Valet parking encompasses any service where a professional driver retrieves the vehicle of a customer in order to park it at an alternate location. Several policies around the operation of valet parking services on-street are proposed. Generally, the policies aim to contain the size of valet operations on a block face, identify where valet operations are appropriate, and outline the recovery of forgone revenues. If valet parking services prove popular and the number of valet parking zones proliferates, it will be necessary to establish formal protocols and procedures to oversee the valet industry.

### **Charter Buses**

Generally, charter bus space should only be dedicated when there is an ongoing need to provide loading for charter buses. Charter buses should seek long-stay parking in off-street locations or in on-street areas where parking is not managed.

### **Accessible Parking**

Dedicated accessible parking is important to ensure equal access and enjoyment of commercial areas for individuals with mobility challenges. One challenge in the context of on-street space is providing reasonable opportunities for accessible parking areas while trying to limit stagnant street space. A maximum of one per cent of commercial spaces dedicated to accessible parking is proposed (for context, as of 2011, 0.8 per cent of all priced space is designated as accessible parking). This permits some growth in dedicated accessible parking space over time.

Locations for accessible parking may be identified by businesses or organizations in commercial areas where there is evidence of a need for designated space. It should be kept in mind that the remaining on-street space is also available for all users. In areas where demand is low, it may not be necessary to mark space as dedicated. Should there be a broader need to consider additional dedicated accessible parking spaces beyond a maximum of one per cent, a more comprehensive review of accessible parking in the context of on-street space should be undertaken.

### **Bicycle Parking**

Consideration should be given to providing bicycle parking in on-street spaces where it is not feasible to provide bicycle parking off-street, or to provide additional supply during periods of peak demand (e.g. during street festivals). Removable racks are one option that could be used to provide bicycle parking on a temporary basis. Generally, a single auto parking space can contain 10 to 12 bicycles at once. Providing bicycle parking where it is insufficient facilitates sustainable travel options and reduces auto congestion.

## **Business Activities within On-Street Space**

Businesses that promote and enhance pedestrian activity and the street environment are welcome to use on-street parking space. Examples include food trucks and other street vendors. Appropriate permits must be obtained prior to conducting on-street business activities, and forgone parking revenues may be a consideration. Business activities that do not transact directly with walk-up customers within the on-street space should seek alternate locations to conduct business (e.g. building loading docks) should they require additional time beyond maximum parking time limits. Examples include delivery services, repair services and mobile shredding services.

## **Capacity**

The City recognizes that, in allocating the use of on-street space, there will be a tradeoff between parking and vehicle capacity. Generally, capacity should be maintained where integration with land use is not critical, and the movement of vehicles (auto, bus and cycle) is prioritized.

On Urban and Neighbourhood Boulevards, it is more desirable to create an environment that fully integrates adjacent land uses and facilitates several modes of travel (with focus on pedestrians, cyclists and transit). In these areas, there will likely be short-stay parking demands for businesses next to the boulevard space. Parking also provides a buffer from vehicle traffic that can improve safety and the atmosphere of the sidewalk space. Vehicle movement, while important, is not the primary focus in Urban and Neighbourhood Boulevards. Thus it may be reasonable to manage on-street space for parkers and other users rather than provide additional vehicle capacity. Peak period restrictions can facilitate the balancing of these objectives.

## **Relationship with New Developments**

Often with new developments comes the opportunity to review the management of on-street space around the development site and area. If there is significant on-street capacity, it may make sense to permit a relaxation of the development's off-street parking and/or loading requirements. This ensures that both the on-street and on-site development parking and loading space are efficiently used. However, it is important not to officially include on-street space as part of the onsite development requirements - unless the road is officially closed and becomes part of the development. The main reason is if the space is seen as belonging to the development, tenants may expect on-street space to be designated solely for their use. This will generate operational challenges and will reduce the efficiency of the on-street space. By keeping the space open to the public, it allows The City to manage the space over time to best meet the area's changing needs. The relaxation approach is a reasonable compromise to giving consideration for surrounding on-street parking capacity while maximizing flexibility into the future.

During the construction process, it may be necessary to block off portions of the on-street space to facilitate construction. This should be minimized where possible. Where parking is managed, the on-street space should not be used to provide parking for site workers, or store materials which can be easily stored elsewhere.

## **Policies**

The following policies support The City's objectives of efficient, effective parking management in commercial areas while supporting business vitality and change over time.

## **Management of the On-Street Space**

1. On-street space should not be managed in commercial areas unless the area meets the criteria for time and/or pricing restrictions.
2. On-street space should be considered for management when there are currently no time or pricing restrictions in place, and parking congestion is sustained throughout one or more parking management periods within the commercial area.
3. Maximum time restrictions are the first tool that should be used to manage parking when parking congestion arises.
4. DELETED (2016 June 20, Report TT2016-0341)
5. Appendix 1 will describe the uniform pricing areas established in Calgary and which parking management periods pricing is used for in each pricing area.
6. Pricing will be uniform across each pricing area described in Appendix 1.

## **Managing Short Stay Parking Supply**

7. Maximum time restrictions should be established when the average on-street occupancy of the commercial area

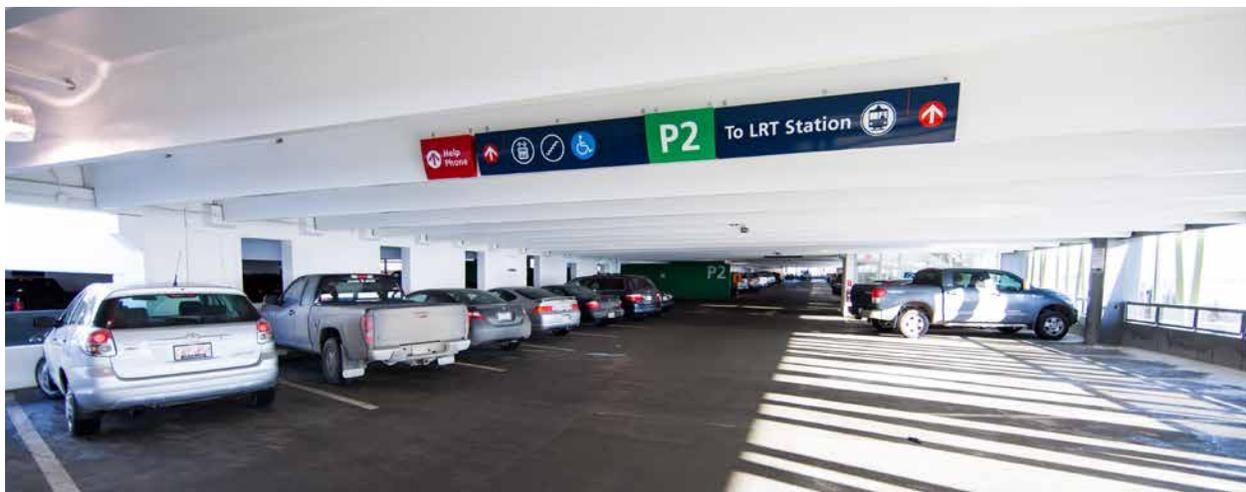
exceeds 80 per cent in one or more parking management periods.

- a) Time restrictions should only cover the parking management periods where 80 per cent occupancy is exceeded.
8. A two hour maximum time restriction should be used in general. One, three and four hour time restrictions may be used as necessary when context warrants. Restrictions less than one hour should be avoided.
- a) Maximum time restrictions longer than four hours may be considered in existing short-stay pricing zones on an interim basis for blocks which occupancy is consistency less than 35 per cent.
    - i) No more than roughly 75 per cent of the blocks in the pricing zone should have time restrictions greater than four hours to ensure some availability of short-stay parking.
    - ii) Blocks with longer maximums may be removed if the occupancy of blocks with short-stay maximums exceeds 80 per cent.
    - iii) The short-stay hourly parking price would apply for the first four hours.
    - iv) Transactions longer than four hours would not be considered in calculating occupancy over each short-stay parking management period in the pricing zone as to not skew short-stay prices.
    - v) Long-stay premiums will be added to transactions longer than four hours.
    - vi) Long-stay premium amounts may vary at different times of day depending on long-stay parking demand.
    - vii) The initial long-stay premiums for the pricing zone should be established by considering surrounding off-street parking rates.
    - viii) Long-stay premiums will be adjusted annually based on a combination of the occupancy of long-stay parkers, similar to the short-stay price policy (9) as well as giving consideration to surrounding off-street parking rates. The annual change in total maximum price for the long-stay parking should not exceed  $\pm$  \$2 in magnitude and may be less than this amount.
9. Pricing should be introduced in a commercial area when an average occupancy exceeds 80 per cent over one or more parking management periods and maximum time restrictions are already in place.
- a) Requests for the use of pricing may be identified by Administration, Council, businesses (or their representatives) or the general public. Commercial Areas may also be analyzed for occupancy when a Residential Parking Zone is established (as this is usually an indicator of parking congestion).
  - b) Administration will investigate the area in question to determine if the average occupancy exceeds 80 per cent over any parking management period.
  - c) During weekday periods, pricing will generally be considered only if the 80 per cent average occupancy is exceeded over two or more consecutive parking management periods and there is no existing charges for parking in any parking management period.
  - d) If the area is found to exceed an 80 per cent average occupancy
    - i) Administration will prepare an amendment to Appendix 1 of the policy to establish a new pricing area or add additional parking management periods for pricing if the pricing area already exists.
    - ii) Administration will engage with area stakeholders to explain the analysis and rationale for establishing a pricing area or pricing new parking management periods in the commercial area.
    - iii) Administration will bring the Calgary Parking Policies amendment to Council, and present a report explaining the use of pricing as a mechanism to manage parking in the commercial area of concern. The report will also outline which parking management periods will be initially priced or added.
    - iv) Once the amendment is adopted, and the pricing area added to Appendix 1, policies surrounding the pricing of on-street space will apply.
    - v) If the amendment is not adopted, Administration will not analyze the area for pricing for the subsequent three year period unless there are substantial changes to the parking supply and/or demand in the area.
    - vi) The initial price per hour for the on-street space should take into consideration comparable pricing for off-street parking facilities in the broader area, but be no less than \$1/hour in the identified parking management period.

10. Once a pricing area has been established, the price of parking should be based on achieving 85 per cent occupancy sustained over a parking management period.
  - a) The occupancy shall be determined over the entire pricing area identified in Appendix 1.
  - b) Prices should be reviewed annually based on the previous year's occupancy.
  - c) Prices for each priced parking management period will be adjusted as follows
    - i) If occupancy is greater than or equal to 80 per cent, the price shall be increased by a \$0.25 per hour increment for the subsequent year.
    - ii) If the occupancy is less than or equal to 50 per cent, the price shall be decreased by a \$0.25 per hour increment for the subsequent year.
    - iii) If the occupancy is between 50 and 80 per cent, the price will remain the same for the subsequent year.
  - d) If there is currently no charge for parking in a parking management period, the average occupancy will only be reviewed about every three years to see if conditions have changed enough to warrant the use of pricing over said parking management period.
11. Staggered or progressive pricing mechanisms may be used to facilitate shorter stay parking events so long as 85 per cent occupancy is generally maintained.

### Managing Long-Stay Parking Supply

12. Areas that have been previously designated long-stay on-street parking areas will remain long-stay parking areas unless The City, in conjunction with area businesses, decide otherwise.
13. Generally, long-stay parking will be located adjacent to uses with little short-stay parking demand within the commercial area (e.g. vacant lands, warehouses, etc. at the discretion of the Traffic Engineer).
14. For areas identified in (12), daily pricing may be introduced to alleviate parking congestion.
  - a) This step may be taken without introducing time restrictions but would follow the same process for introducing pricing in short-stay space.
  - b) Long-stay space should be priced in a similar fashion to short-stay space.
15. The impacts of introducing pricing on surrounding residential areas must be considered. Generally, charging is preferred as long as there are no significant impacts on surrounding residential areas.
16. Where demand is sufficient, long-stay parking for bicycles, motorcycles and scooters may be designated in areas where there is short-stay parking.
17. When short-stay demand in an area exceeds 80 per cent and long-stay parking is available in the commercial area, area businesses/groups may propose to The City as to whether the preference is to increase the pricing of parking in the short-stay area or convert long-stay space to short-stay space to increase the short-stay parking supply.



## **Loading**

18. In areas where parking is managed, loading zones should, generally, make up no more than 10 per cent of the managed on-street space.
19. On-Street loading zones will not be provided in commercial areas where all loading activities including goods and people are already accommodated on-site.
20. There should not be more than one loading zone per block face in commercial areas.
21. On-street loading zones will not be for the exclusive use of any one business.
22. If a loading zone is found to have fewer than an average of five users per day, it may be subject to removal.
23. Time restrictions and pricing may be used to ensure that loading spaces turn over and are not monopolized.
  - a) Pricing of loading zones will only be implemented in areas where on-street parking is already priced.

## **Valet Parking**

24. The City will permit businesses to offer valet parking services using the on-street space so long as it can be demonstrated that other on-street users are not significantly impacted.
25. There should not be more than one dedicated valet service area per block face.
26. Dedicated valet services should not make up more than one per cent of the managed on-street space in a commercial area.
27. There should not be both a valet parking and a loading zone on a single block face.
28. Dedicated valet space will be limited to a maximum of four consecutive parking spaces.
29. Where possible, valet space should be located in under-utilized areas of the on-street space.
30. All associated components with a valet operation should be contained within the building or business offering the valet service. Booths, pedestals and signage should not be located on the sidewalk as to maintain pedestrian flow. Any requests otherwise will be subject to appropriate development approvals.
31. The businesses using the dedicated valet space will be charged the maximum hourly parking price (or \$1/hr when parking is not-charged for) for each hour that the space is not available for general parking to cover the revenues from the displaced parking.
32. Customer vehicles may not be parked on on-street space and must be located at an off-street parking facility.
33. If the dedicated valet service space achieves one per cent of the managed on-street space, The City should initiate a broader review of the valet industry, including, but not limited to:
  - a) Establishing a department or agency to oversee valet operations and regulations.
  - b) Establishing service standards for valet operators.

## **Parking and Loading for Special Users**

34. Accessible parking zones should be limited to a maximum of two consecutive spaces per block face. The total number of accessible parking spaces in a parking area should not exceed one per cent. Accessible parkers are subject to the same time and price restrictions as non-accessible parkers.
35. Fire hydrant locations are preferred for taxis. New taxi locations outside of fire hydrant locations should be discouraged with the exception of late night taxi stands.
36. Dedicated loading zones for charter buses may be established at the discretion of the Traffic Engineer, but should not exceed 0.5 per cent of the managed curb space. Charter bus loading zones should have a maximum time limit of one hour. On-street space should not be used for charter bus parking. If charter buses need long-stay parking they should seek it in off-street locations or on-street locations where curb space is not managed.

37. Special zones designated for specific users not covered previously may be established at the discretion of the Traffic Engineer. Generally, the expectation is that these zones are on a case-by-case basis and make up less than 0.5 per cent of the total managed street space:
  - a) Carshare parking special zones are addressed in section 5.1.6.
38. Residential Parking Zones will not be used in commercial areas.
39. Business Activities in on-street space are welcome so long as the business activity directly enhances the street vibrancy and appropriate permits are obtained. Business activities that do not interact directly with the on-street environment should be located in off-street locations.

## Capacity

40. The use of on-street space may be restricted to provide adequate capacity for autos, transit and cyclists:
  - a) On Skeletal and Arterial Roads (as defined in the Calgary Transportation Plan).
  - b) At approaches to intersections.
  - c) On Primary Transit routes.
  - d) On Primary Bike routes identified as part of the Primary Cycling Network or Centre City Mobility Network.
41. Converting existing on-street capacity to parking may be considered:
  - a) On Neighbourhood Boulevards
  - b) On Urban Boulevards and Parkways, so long as traffic, transit and cycling movements, as well as safety, are not significantly impacted or reasonable alternatives are available.
42. Peak period parking restrictions should be used when capacity is only required during peak travel times.

## On-Street Parking in the Context of New Development

43. On-street parking and loading surrounding commercial uses may be considered in the provision of new developments or uses. If there is sufficient on-street capacity, parking and loading relaxations may be considered for commercial uses. However, it is important to note that the on-street parking and loading areas will not become part of the commercial establishment's exclusive parking – it will remain public and fully accessible to all users.
44. Construction activities should aim to minimize the amount of curb space needed during construction. Curb space should not be used exclusively for parking vehicles belonging to site workers or for storage of materials that may be easily stored elsewhere.

## Engagement

45. The City and Calgary Parking Authority will make available to the public, on an annual basis, the analysis of parking data used to determine price changes in pricing areas for parking management periods for the subsequent year.
46. The City and Calgary Parking Authority will communicate directly with BIAs, communities, and local businesses to inform them when changes to the on-street space are planned in accordance with the policies in the Calgary Parking Policies.
47. Stakeholders will also be directly engaged when new pricing areas or pricing in new parking management periods are proposed.



### 5.1.6 CARSHARE PARKING POLICIES

Carsharing is a service where members have access to a fleet of shared vehicles distributed across the city. Members can access vehicles throughout the day without needing to reserve the vehicle in advance, providing them with access to a car when needed, while reducing the need to their own vehicles. The popularity of carsharing in North America has expanded rapidly over the last decade, growing from only 30,000 members in 2003 to over 1 million members in 2013. Calgary Carshare has operated in Calgary since 1999 with a small fleet of vehicles. Since car2go entered the market in 2013, Calgary has seen a rapid expansion in carshare membership and usage, with the car2go fleet growing from an initial 150 vehicles to over 550 vehicles in 2015.

Carsharing provides multiple benefits to citizens and The City of Calgary. Carsharing reduces or eliminates the upfront cost of buying private automobiles for members, while continuing to provide the ability to travel by car when needed. Studies have shown anywhere from 10 per cent to 30 per cent reductions in vehicle ownership for members. Each one-way carshare vehicle has been shown to take up to eleven private vehicles off the roads, while each round-trip carshare vehicle takes between seven to 13 private vehicles off the roads. Carshare members also tend to reduce the total amount of driving they do by up to 40 per cent. Since carshare vehicles are typically more fuel efficient than the average privately-owned vehicle, this also helps to reduce greenhouse gas emissions generated by carshare trips. While reducing automobile use, studies have demonstrated that carshare members tend to increase their use of walking, cycling and carpooling. There tends to be no net change in the amount of transit use by carshare members, though there is some indication that carsharing and light rail transit (like Calgary's CTrain) can work effectively together. Smaller one-way carsharing vehicles, such as those used by car2go, also take up less parking space per vehicle.

Carsharing currently represents less than one per cent of all travel in Calgary. As a result, the changes in travel behaviour will be small compared to all of the travel activity in the city. The benefits of carsharing, even at a small scale, do contribute directly to achieving the goals of the Municipal Development Plan and Calgary Transportation Plan. This includes goals to increase transportation choice and increase use of more affordable and sustainable modes such as walking and cycling. With regards to parking policy, the Section 3.9 of the Calgary Transportation Plan explicitly identifies carsharing vehicles as 'preferred parkers' that should be given access to high-quality parking options because of the benefits carsharing provides.

Along with the many benefits, the rapid growth of carsharing in Calgary has created several challenges in the downtown and some residential areas. In particular, one-way carshare vehicles have been observed clustering together on some streets adjacent to major employment or educational centres. In some circumstances, large portions of individual blocks may be occupied by carsharing vehicles for extended periods of time. Standard parking enforcement activities have highlighted that a minority of one-way carshare vehicles remain parked in excess of posted time restrictions. Although these situations are not always consistent, the markings on carsharing vehicles make such events highly visible to business owners and the public. Some inquiries to The City and Calgary Parking Authority have also highlighted the perception that carshare vehicles receive special treatment. Although special arrangements have been made between The City, CPA and carshare organizations (CSOs) to allow effective access to carshare vehicles, some perceptions of special treatment (such as provision of free parking) are inaccurate.

The purpose of the carshare parking policies is to allow citizens and The City to receive the benefits of carsharing, while managing challenging parking behaviours when and where they occur. The carshare parking policies focus on on-street parking as off-street parking arrangements do not have the same impact on the general public, and can be addressed through individual contractual arrangements. The policies also provide The City and CPA with guidance on how to engage with CSOs, citizens and businesses in a consistent and transparent manner. The policies are consistent with the following five principles:

- Facilitate access to carshare services for citizens of Calgary.
- Treat all CSOs equitably, while acknowledging the differences between roundtrip and one-way carshare services.
- Treat carshare users like all other drivers in Calgary, while interacting with CSOs like other businesses that operate in Calgary.
- Effectively manage low turn-over and clustering of carshare vehicles in congested parking areas, when and where this activity occurs.
- Allow portions of existing or new parking space to be dedicated to carshare parking in commercial and residential areas.

## **Policies**

### **One-Way Carshare Parking and Specially-Reserved One-Way Carshare Spaces**

1. One-way carshare vehicles may stop-over in any on-street parking space open to the general public, and may end their trip in any on-street parking space open to the general public except locations with posted time restrictions of less than two hours. Posted time restrictions apply to one-way carshare vehicles, except in Reserved One-Way Spaces.
2. The City may, at its discretion, allocate portions of on-street curb space in public right-of-way as Reserved One-Way Spaces. These spaces may be used by all CSOs offering one-way carshare services, as long as the CSO vehicles meet any requirements set out by The City. No time restrictions apply, and the CPA shall provide enforcement to ensure that only eligible CSO vehicles use the spaces. Hourly public parking rates for the nearest ParkPlus zone shall apply when using the spaces.
3. Hourly public parking rates for privately owned vehicles, including any special rates (e.g. small car discounts), also apply to one-way carshare vehicles parked in on-street parking spaces open to the general public. The City and CPA may implement reduced parking rates for one-way carshare vehicles in specific locations to encourage the use of underutilized street space or Reserved One-Way Spaces.
4. In order to maximize the efficiency of on-street parking supply, CSOs will be required to redistribute one-way carshare vehicles when numerous vehicles are repeatedly parked within the same ParkPlus zone or residential block with posted RPP restrictions.
5. CSOs may purchase an all-zone RPP permit from The City. This permit allows one-way carshare vehicles to park on blocks with posted RPP restrictions.
6. CSOs may request Reserved One-Way Spaces in CPA lots using the same application process in place for individual private applicants. Calgary Transit may create, at its discretion, Reserved One-Way Spaces in park and ride lots.

## Round-Trip Carshare Parking and Dedicated Carshare Parking Spaces

7. Round-trip carshare vehicles will be treated the general public when not parked in a Home Space.
8. At The City's discretion, on-street Home Spaces may be provided for the exclusive use of a single CSO, for a period of one year before the space must be renewed, transferred or relinquished. Both round-trip and one-way carshare providers may request Home Spaces.
9. The City may allocate up to three per cent of available on-street parking space to Home Spaces in commercial areas, including the downtown core. The amount of space that may be allocated to Home Spaces in residential areas shall be at the discretion of The City, with due regard to local context.
10. The City will establish a process for periodically allocating and reviewing on-street Home Spaces to one or more CSOs, with the aim of ensuring equitable distribution between CSOs. The City reserves the right to deny location requests.
11. Home Spaces should not be located on blocks with time-of-day parking restrictions, or immediately in front of single-family dwellings.
12. The City may temporarily close an on-street Home Space at its discretion. The City will make best efforts to provide reasonable notice of closures.
13. The City permanently revoke a permit for an on-street Home Space at any time in the event of public need, lack of use by the CSO, or failure of the CSO to comply with City policy or bylaws. In the event a space is permanently revoked for public need, and more than six months remains in the current allocation period, the impacted CSO may apply to The City for an alternate location or for a pro-rated rebate of the rental value.
14. CSOs may request off-street Home Spaces in CPA lots or Calgary Transit park and ride lots using the same application process in place for individual private applicants.

## Carshare Parking Enforcement

15. Carshare vehicles must adhere to maximum time restrictions in managed on-street space (e.g. 2 hour parking zones). Enforcement and ticketing procedures applied to privately-owned vehicles will be applied to carshare vehicles.
16. Carshare vehicles parked on a designated snow control route, including in Home Spaces or Reserved One-Way Spaces, must be moved when a snow event is declared. Carshare vehicles must also be removed when street sweeping bans are in place.
17. CSOs are responsible for paying all fines and towing fees.
18. On-street Home Spaces can be temporarily closed by The City at its discretion (e.g. for construction, street fairs, emergency repairs, etc). The City will make best efforts to provide reasonable notice of closures.
19. The City shall enforce parking restrictions for on-street Home Spaces or Reserved One-Way Spaces, including ticketing and towing of unauthorized vehicles, when infractions are identified by The City, CPA, or CSOs and their members.

## Fees

20. For all-zone RPP permits, The City shall assess a \$450 annual fee per one-way carshare vehicle.
21. For on-street Home Spaces, The City shall assess the following charges to the CSO:
  - a) A non-refundable application \$50 processing fee to review each space request from the CSO for the forthcoming application period.
  - b) Costs for changes to signage and markings for each allocated space.
  - c) Cost for the rental of the street space when the Home Space is located in a commercial area or in front of a single family dwelling on a block with posted RPP restrictions.
    - i) Rental cost for full-sized vehicles of \$1000 per year, or the value of lost revenue, whichever is greater.
    - ii) Rental cost for small vehicles (e.g. smart cars) of \$500 per year, or the value of lost revenue, whichever is greater.

## Carshare Contracts

22. Each CSO operating in Calgary must have a contract with The City and the CPA in order to allow trips to be ended on-street in public right-of-way. The contract must align with the carshare parking policies, and include the following:
- a) An agreed-upon arrangement for paying parking fees.
  - b) Mechanisms to redistribute carshare vehicles when repeated vehicle clustering occurs.
    - i) CSOs are required to be proactive and reduce or prevent vehicle clustering where it is reasonably possible.
    - ii) The City and/or CPA will notify the CSO, in writing, when vehicle clustering has been repeatedly observed.
    - iii) The City will focus enforcement of clustering in the following areas:
      1. In commercial pricing areas (as detailed in Appendix 1) where the previous year's average occupancy exceeded 80 per cent during a given parking management period.
        - a. CSO vehicles shall not exceed 25 per cent of available space in an individual ParkPlus zone, averaged over a month (excluding Reserved One-Way Spaces, Home Spaces or other permit-restricted spaces).
        - b. CSOs will be assessed a surcharge to hourly parking rates for the CSO's vehicles parked within the ParkPlus zone, as averaged over a month. The surcharge will be determined by the CPA, based on the extent to which the threshold has been exceeded, to a maximum of a 25 per cent increase over normal hourly rates.
      2. On residential blocks with posted RPP restrictions where complaints are repeatedly received and total occupancy exceeds 60 per cent.
        - a. CSO vehicles shall not exceed 20 per cent of available space on a block with posted RPP restrictions, averaged over a month (excluding Reserved One-Way Spaces, Home Spaces or other permit-restricted spaces).
        - b. Should the 20 per cent threshold continue to be exceeded for a period of six consecutive months after notification of the issue, The City may revoke access to the individual RPP zone for all of the CSOs vehicles, until such time as The City, CPA and CSO arrive at a mutually acceptable solution to the issue.
  - c) Provision of the following documentation from the CSO:
    - i) Annual proof to The City of the necessary insurance;
    - ii) Monthly reports to the CPA on parking activity in managed street space and RPP blocks, as well as the size of the CSO fleet; and
    - iii) Annual data to The City on membership levels, as well as survey data to The City regarding:
      1. changes in member's private automobile ownership;
      2. changes in member's use of walking, cycling, transit, carshare and private automobiles;
      3. aggregate membership demographics;
      4. membership location using the first three digits of the postal code (to be kept confidential by The City);
      5. major origin and destination areas (to be kept confidential by The City); and
      6. dynamic maps showing 24 hour movement of vehicles for a typical weekday and weekend day (to be kept confidential by The City), if available.





## 5.2 OFF-STREET PARKING MANAGEMENT STRATEGIES

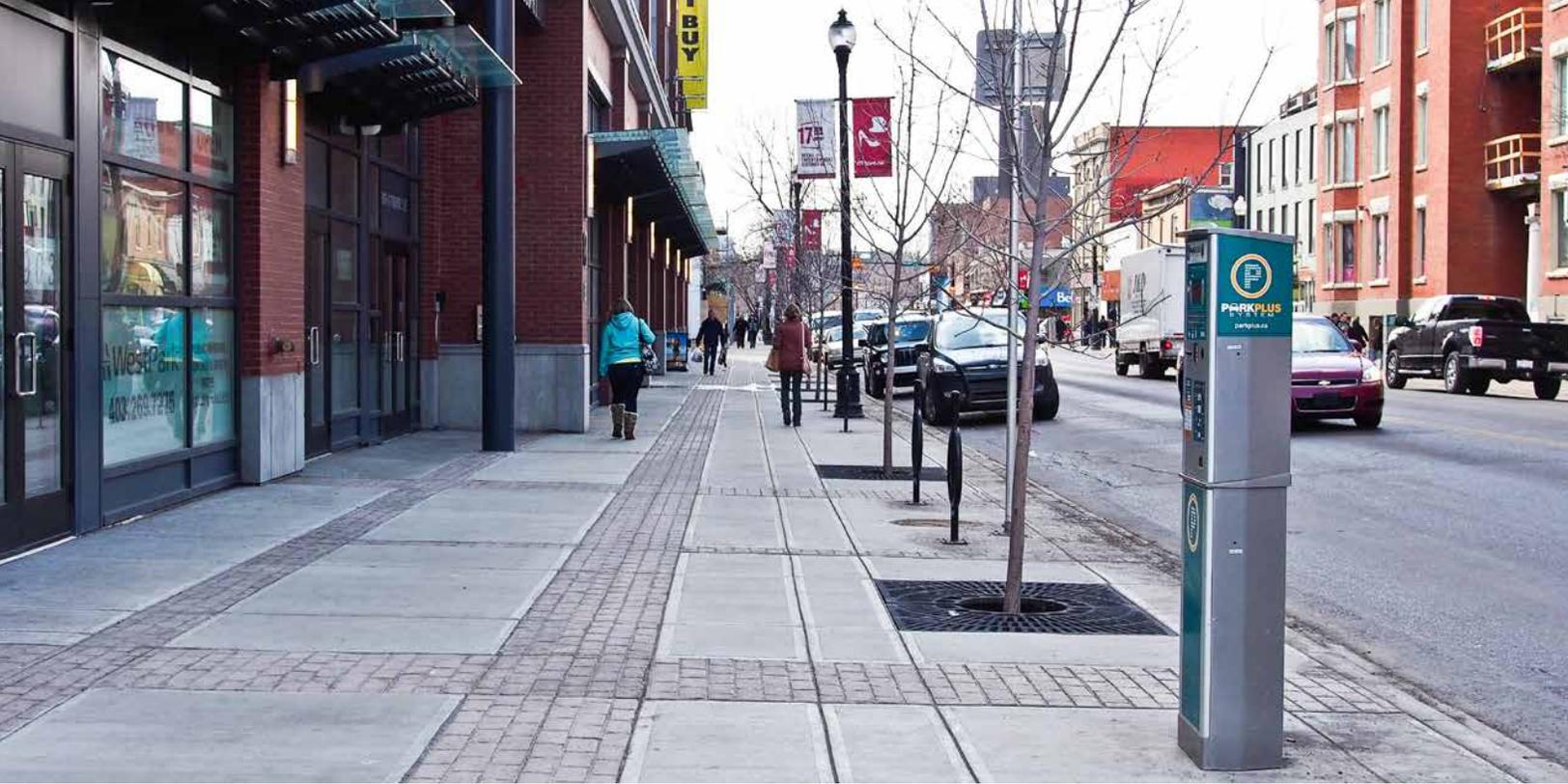
### 5.2.1 PARKING IN ACTIVITY CENTRES, CORRIDORS AND OTHER TRANSIT-ORIENTED DEVELOPMENT AREAS

#### **Zero Parking or Significant Parking Reductions for Multi-Family Residential Buildings**

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 (MDP Section 2.5, CTP Sections 1.5 and 3.1). The provision of some multi-family residential buildings with significantly reduced or no parking can contribute to this goal, while increasing market choice and housing diversity (MDP Section 2.3.1). In areas of the city where the transportation system provides convenient access to high-quality travel options (including walking, cycling, transit and carshare), in close proximity to a diverse range of amenities and services, The City may consider significantly reduced or no parking provision in multi-family residential buildings during the review of a development permit, land use amendment or subdivision application.

## Policies

1. Applications for new multi-family residential buildings that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when all of the following criteria are met. The determination of which proposed reductions are 'significant' is at the discretion of the development authority.
  - a) The building is located within the Centre City, a Major Activity Centre or directly on an Urban Corridor as defined in Map 1 of the Municipal Development Plan, and LRT or other Primary Transit Service (as defined in the Calgary Transportation Plan) is currently provided within 300 metres actual walking distance of the building.
  - b) Publicly accessible surface or structured parking is located within 300 metres actual walking distance of the building. The parking must be accessible to the public, twenty-four hours a day, seven days a week.
  - c) The building is located in or adjacent to areas where parking management practices are in place, including time restrictions, paid parking or permit-restricted parking. In areas where such parking management practices are not in place, a study should be conducted by the applicant to evaluate whether the potential offsite parking impacts would be unacceptable for the area in question.
  - d) The developer must actively facilitate at least one alternative travel option for residents (including, but not limited to, monthly or annual transit passes, additional onsite bicycle parking, onsite carshare spaces, carshare memberships, live-work units, etc.) to the satisfaction of The City. Provision of multiple high-quality options is strongly encouraged.
  - e) The applicant has completed a parking study to determine any potential short stay parking impacts, due to any proposed reductions in on-site visitor parking supply, when the building is located within or physically adjacent to a Business Revitalization Zone or other commercial area. 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.
2. Residents of multi-family residential buildings with no parking, or with significant parking reductions, are not eligible for Residential Parking Program (RPP) permits. This restriction will be implemented by The City, and communicated to the CPA, at the subdivision or development permit phase.



## 5.2.2 SHARED PARKING

### **Enabling Public Parking within Existing Developments**

This section forthcoming.



### 5.3 PARKING REVENUE POLICIES

As part of the objectives of the Municipal Development Plan and Calgary Transportation Plan, it is important for The City to support the creation of vibrant, transit-supportive mixed-use activity centres and corridors. Successful areas typically attract a large variety of visitors, including parkers, which can result in parking congestion. As a result, it is typically necessary to use on-street parking charges to manage the parking supply in the area to keep spaces available for users. This also manages overall demand and encourages usage of other travel options when parking supply is not sufficient. This tool can create a negative perception for some potential visitors and customers to the area that parking is a deterrent for visiting. By allocating some of the revenues generated by these parkers back to business areas where they were collected, they can be used to increase the quality of the public realm and facilitate business vitality to keep these destinations attractive and vibrant.

To facilitate this, a parking revenue reinvestment program has been established to fulfill the following objectives in paid parking areas:

- Facilitate a strong pedestrian environment
- Further the implementation of complete streets
- Provide incremental improvements to area parking
- Enhance area urban design
- Add to the vibrancy of the area

The following policies will facilitate the implementation of the parking revenue reinvestment program.

## Policies

1. Eligible total net returns available for reinvestment will be determined as the monies returned to The City under policy 1(b) in section 4.
2. Of the total net returns received by The City from the Calgary Parking Authority
  - a. One million dollars will be set aside for investment in the Transportation 10-year capital plan for the Centre City, activity centres and main streets (corridors).
  - b. Five hundred thousand dollars will be set aside for Transportation Planning operations for strategic priorities.
  - c. The remaining amount up to budget will be allocated to the corporate General Revenue program.
3. The City will reinvest a portion of net returns above the budget amount (aka the surplus amount) from the sale of parking into paid parking areas to fulfill policy objectives.
4. 50 per cent of eligible returns will be placed in reserve for reinvestment in public realm infrastructure in paid parking areas. The remaining 50 per cent of eligible revenues will be allocated to the Budget Savings Account.
5. The reinvestment amount will be proportioned between the share of revenues generated within Business Improvement Areas (BIAs) and outside of BIAs.
  - a. For Business Improvement Areas (BIAs), amounts will be distributed proportional to the amount generated in each respective BIA with respect to the total amount available for BIA areas.
    - i. The proportion will be calculated by taking into account the share of gross revenues from all on-street, surface and parkade stalls within the BIA boundary as of December 31 of the calendar year.
    - ii. The City will meet on an annual basis with each BIA to discuss area priorities and determine the plans for using the funds.
    - iii. These monies are not intended to fund normal BIA operations.
  - b. Amounts generated Outside of Business Improvement Areas will be retained separately for targeted reinvestment in these areas.
    - i. Funds will not be further proportioned by area or community.
    - ii. Not all paid parking areas will receive reinvestment on an annual basis. Rather, targeted improvements using the funds will be undertaken over time.
    - iii. The City will work with affected Community Associations to discuss potential projects to be undertaken with the funds.
6. The City will post the available funds and annual amounts by March 1 of each calendar year on The City's website.
7. Reinvested revenues can be used for mobility or public-realm improvements. A list of eligible items will be published on The City's website. Revenues should be used to:
  - a. Apply enhanced standards to base-level capital infrastructure
  - b. Apply enhanced response or service levels for operational responsibilities
  - c. Provide for lifecycle replacement of items ahead of regularly scheduled maintenance
8. Reinvested revenues should not be used to provide base-level infrastructure that would normally be provisioned in areas.
9. Reinvestment amounts will be kept in reserve so that unspent monies may be spent in future years.
10. Multiple years of reinvestment may be compiled to achieve larger investment objectives.



## 6. Area Specific Parking Strategies

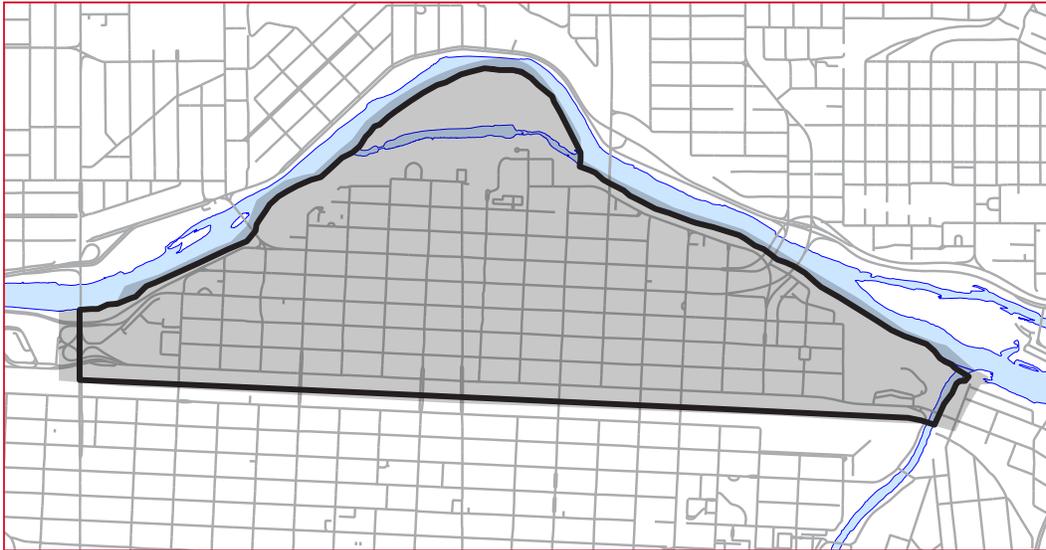
## 6.1 DOWNTOWN PARKING STRATEGIES

### 6.1.1 PURPOSE OF THE DOWNTOWN PARKING STRATEGIES

In addition to the city-wide strategies for the provision of parking, the unique nature of downtown requires additional policies and strategies to achieve an economically healthy and vibrant downtown. Although it is recognized that the Downtown Parking Strategies can have city-wide implications, the policies themselves are intended to apply to the downtown only. In this document, “downtown” is defined as the area bound by 14 ST SW to the west, the Bow River to the north, the Elbow River to the east, and the CPR right-of-way to the south (*see FIGURE 2*).

The boundary is unique to the Downtown Parking Strategy and does not align with the boundaries in the Centre City plan. This is due to the fact that data is available for employment, parking supply and trips coming in and out of this boundary area. The relationships over time that have led to the Downtown Parking Strategies are based on several decades of data collected within these boundaries. Changing the boundaries would require additional (or different) data collection efforts to understand how the relationships change and set appropriate new policy targets. This boundary should be reviewed over time as downtown and surrounding areas grow and change, and data for areas in potential new boundaries should be collected well in advance to allow for a proper understanding of relationships in the new area and establishment of new targets.

**FIGURE 2 – Boundary of Downtown Parking Strategy Policy Area**





## 6.1.2 OVERALL VISION FOR DOWNTOWN

As the city's largest employment hub with its supply of high density office buildings, Calgary's downtown core plays a significant economic role. The City of Calgary policies, such as the Municipal Development Plan and the Centre City Plan, continue to strongly encourage and support the build out of a central business district that is characterized by vitality, diversity and liveability. The ability to manage the future parking supply to serve all downtown users is key to ensuring the long-term vitality of downtown Calgary.

The City's desire to see the downtown continue to evolve into an animated and robust mixed-used environment is reinforced through its land use policies for business, employment, retail, cultural, recreation and entertainment activities. In order to further strengthen the sustainment of the downtown, high density residential development and supporting services are also highly recommended to generate evening, as well as daytime, activities.

These land use policies must be accompanied by mobility management strategies that will support a pedestrian oriented environment by reducing the demand for vehicle access and long-stay parking while promoting other transportation modes, and ensuring connections are provided to the surrounding Centre City neighbourhoods. To accomplish this, from a mobility perspective, The City has three policy 'levers' at its disposal:

- Road capacity / auto access into downtown
- Amount and location of parking downtown
- Provision of attractive infrastructure and service to promote the use of alternative modes of travel, such as transit, cycling and walking, into downtown

No single policy lever should be adjusted in isolation. The above three levers must be considered in concert to ensure that all travel modes downtown can operate efficiently and effectively while supporting downtown as a choice location for business and social activities. By managing the above aspects of mobility, The City has been able to accommodate a significant increase in employment and population without the need to build additional road infrastructure (**TABLE 1**).

**TABLE 1 – Downtown Travel Changes – 1996 to 2016**

Method of travel	Number of trips, AM Peak Period (2 hr)		
	1999	2006	2016
Walk	2,400	4,600	4,200
Cycle	530	1,100	1,600
Transit	15,000	26,700	26,900
Auto driver	22,500	21,700	19,300
Auto Passenger	5,200	4,500	3,200
Auto Total	27,700	26,200	22,500
Employment	157,000	161,000	156,000
Population	10,400	15,500	18,100

Sources: Transportation Planning and Calgary Growth Strategies Business Units

There are significant benefits to using the above policy levers to manage mobility within the downtown. Traffic congestion can be considerably mitigated. Not only is traffic within downtown reduced, but congestion is also mitigated in surrounding inner-city communities and on major routes with downtown-destined traffic. This results in significant cost savings from the road infrastructure and land that would be needed to serve additional vehicles. As well, an efficient internal road network facilitates the delivery of goods and services into the downtown during the day. Transit also enjoys several benefits. With increased ridership, improvements to transit frequencies can be implemented and supported. This quality of service reinforces transit as a choice travel option, providing increased flexibility and convenience to travellers both downtown and city-wide. Further developing walking and cycling infrastructure in and around downtown makes these travel choices more attractive. There are also many environmental benefits. Fuel consumption and air pollution are reduced, and it is not necessary to dedicate more land around downtown to auto access.

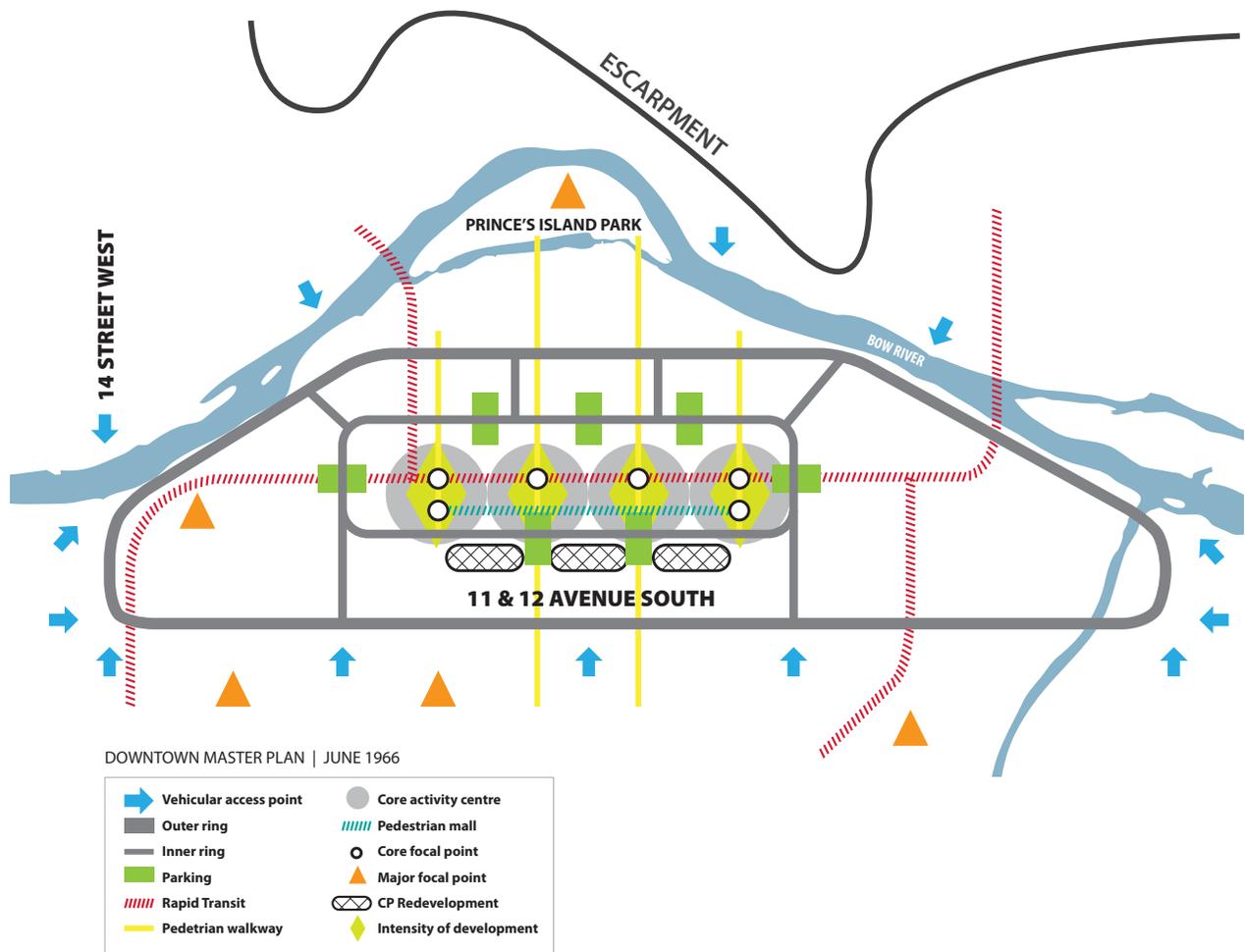
Ultimately, the Downtown Parking Strategy must support the economic health and vitality of the central core, while balancing parking supply and demand, overall parking cost, and impact on the environment with the ability to serve the majority of users.

### 6.1.3 HISTORY OF THE DOWNTOWN PARKING STRATEGY

The City of Calgary has employed a strategy to thoughtfully manage the amount and location of parking in the downtown core for several decades. The first formal concept of a long-stay Downtown Parking Strategy was in 1966, when the Downtown Master Plan laid out a framework for the future of downtown. It set the framework for both a transit mall (7th Avenue) and a pedestrian mall (8th Avenue) in the downtown core. At that time, it recognized the role parking plays in travel both to and within the downtown. It identified preferred locations for public parking. These facilities were to be around the perimeter of the transit and pedestrian malls to 'intercept' trips coming to the downtown outside of these areas. Travel within the malls would be facilitated by transit and walking.

In 1972, Development Control Bylaw 8600 was adopted by Council. Here, several familiar concepts to downtown parking were introduced, including the downtown restricted parking area. Within this area, the bylaw revised the parking requirements for commercial / office developments to be one stall per 140 square meters of net floor space (was previously 1 stall per office / workstation – about 1 per 50 square meters). Developments were only permitted to provide a maximum of 20 per cent of their parking requirement (or 50 stalls, whichever was less) on-site. The remainder of their parking requirement was to be paid to the cash-in-lieu fund. The plan specifically stated the intent to under-provide parking was to foster transit use to the downtown. Developers were supportive of these measures. At the time, parking was seen as an expensive, non-profitable component of development. Reducing the amount of parking required helped both The City and developers achieve their own goals. The 1979 Downtown Plan continued to support these goals.

FIGURE 3 – Diagram from the Downtown Master Plan 1966



Several decisions made in the 1980s had significant influence on the Downtown Parking Strategy. The Downtown Parking and Employment Study closely analyzed the on and off-street parking supply and provided recommendations to improve the use of on-street parking. The Core Area Policy Brief of 1982 expanded the office core area of the downtown to include areas north of 5th Avenue. However, the restricted parking area was not expanded in tandem with this change. Further changes were made in 1984 to reduce the percentage of stalls provided to the cash-in-lieu fund to be only 50 per cent of the parking requirement (allowing the remaining 50 per cent to be provided on-site). The restricted parking area was also reduced to allow for full on-site parking for parcels with direct access to 5th and 9th Avenues. The introduction of these changes had a significant impact in the development of downtown over the next 20 years. Areas outside of the restricted parking area had a significant advantage in that new developments could provide much more parking than sites within the restricted parking area. Downtown growth also caused upward pressure on parking prices in the downtown. This made commercial parking more attractive to developers. To compound the issue, several of the perimeter facilities that were built using cash-in-lieu funds from the restricted parking area were well located to serve developments that were not in the restricted parking area, offering an even higher supply of parking. As a result of this disconnect, most major office developments between 1985 and 2005 occurred outside of the restricted parking area. The increase in parking supply contributed to lower levels of transit ridership for several years.

The 1995 Calgary Transportation Plan (GoPlan) ) focussed on the role of parking in the downtown and the connection to transit ridership. A target downtown peak hour mode split to transit of 50 per cent for 2024 was developed. To achieve this, it was recognized that the supply of long-stay parking should be reduced through redevelopment of surface lots to commercial uses. Subsequent research done for GoPlan found a strong relationship between the ratio of long-stay parking stalls and employees. To achieve a 50 per cent mode split to transit, a ratio of 0.32 long-stay parking stalls per employee was identified (the ratio was 0.47 long-stay parking stalls per employee in 1995).

In 2000, the Inner City Transportation Management Strategy reviewed the street network in and surrounding the downtown area. It noted that to maintain the quality of life within the Inner City, auto access into downtown should not be increased through construction of new road infrastructure. As a result, it is necessary to limit parking to mitigate congestion from auto traffic in and out of downtown.

In 2006, the report "Revisions to the Downtown Parking Strategy" identified, in detail, the methods used to finance cash-in-lieu construction and land acquisition. It also called for the expansion of the Downtown Restricted Parking Area to include all of downtown north of the CPR tracks (with the exception of Chinatown) in the Land Use Bylaw. This change has helped remedy the inequity that existed with regards to parking provisions within downtown. Other areas surrounding the downtown core (primarily south of the CPR tracks) were monitored to ensure they did not experience the same spill over phenomena.

Also in 2006, bylaw 4P2007 amended the Land Use Bylaw to allow for opportunities to provide dedicated short-stay parking in new developments. New developments could provide an additional 10 to 25 per cent (to a maximum of 125 stalls) of the buildings parking requirements as short-stay parking. These rules provided additional flexibility and clarity in allowing for additional, dedicated short-stay parking in new developments.

The Centre City plan, adopted in 2007, sets a mode split target of 60 per cent of trips into downtown by transit for travel in the am peak period. Applying the approach used in GoPlan, a ratio of 0.24 long-term parking stalls per employee is necessary to achieve this mode split. The plan also advocated exploring options to increase short-stay on-street parking and including bicycle parking in new developments. Also in 2007, mechanisms to transfer parking from heritage sites to other developments to support heritage preservation were introduced.

The Calgary Transportation Plan, adopted in September 2009, reaffirmed support for the Downtown Parking Strategy. It specifically states that "The Downtown Parking Strategy is a key element to manage downtown traffic demand, and should continue to be aligned with long-term transit mode split targets for the Centre City." It also emphasizes the use of technology, time restrictions and pricing to address parking demand, and encourages parking facilities to provide parking options for "preferred parkers", such as carpoolers, teleworkers, motorcyclists and cyclists.



A Parking Policy Framework for Calgary was created and approved in June 2011 as part of the review of the Calgary Parking Authority. This was the first time that the Downtown Parking Strategy was summarized and contained in a single Council policy. While the existing policies were reviewed at a high level no significant policy changes were proposed at that time.

In 2014, Council directed Administration to review the Downtown Parking Strategy with respect to the amount of workplace square footage per employee. The main concern from industry was the parking supply had not increased to reflect the changes in workplace behaviour. The timeliness of provisioning parkades using cash-in-lieu funds was also a concern. Administration was interested in exploring the opportunity to use cash-in-lieu funds outside of the downtown to support Park and Ride. The idea was that this money could construct parking structures that would enable existing surface lots to be used for transit oriented development. This formed the basis for the exploration of an Integrated Downtown/TOD Parking Strategy and was the starting point for the 2016 review.

In the 2016 review, four strategy scenarios were looked at, ranging from no adjustments to the 2011 strategy, moving cash-in-lieu funded parking away from downtown to TODs and Main Streets, maximizing the amount of parking built by developers in downtown, and focussing on minimizing the downtown congestion. A summary table of the details of these four scenarios is provided in **FIGURE 4**. The following ten success measures were developed with input from industry to evaluate the four scenarios:

- Facilitate an economically vibrant and competitive downtown by maximizing the efficient movement of people and goods into and out of the Centre City while supporting downtown development.
- Manage the physical, social and environmental impacts of traffic congestion in the downtown and inner city by avoiding increases to downtown commuter traffic.
- While managing undesirable traffic impacts, seek to provide sufficient long-stay parking for commuters that reflects changes in office occupancy over time.
- Support MDP/CTP and Centre City policies to increase the use of more sustainable transportation options, such as transit and active modes.
- To the extent possible, and acknowledging different rules that have been in effect over time, provide equitable treatment for parking supply in new Centre City office developments.
- Continue to provide adequate off-street short-stay parking to support non-office activities in the downtown (e.g.: retail, service, arts and culture).
- Support higher intensity mixed-use development in selected TODs and Main Streets by providing complimentary parking facilities.
- Ensure accountability and transparency for all contributors and beneficiaries of cash-in-lieu investments.
- Ensure the sustainability of public parking supply, at a range of prices and options, in the Centre City.
- Ensure the sustainability of ongoing financial contributions from the CPA to The City of Calgary.

FIGURE 4 – Scenarios Evaluated in 2016 Downtown Strategy Review

## Scenario 1

# Business As Usual

**The existing parking strategy continues and no adjustments are made.**

- Parking rates for office buildings are 1 stall per 140 m<sup>2</sup>.
- Manages congestion downtown and protects inner city communities from shortcutting traffic.
- 50 per cent office parking continues to be built in the office towers.
- The other 50 per cent is paid as cash-in-lieu funds to build future CPA parkades downtown.
- These parkades ensure some public parking is available for full day and short-stay (less than four hours) users, and are at the edge of the downtown to intercept traffic.
- Offices the most short stay parking opportunities since half of new downtown parking is publically provided by the CPA.

## Scenario 2

# Office, TOD and Main Street Parkades

**This scenario responds to increasing demand for office parking and building some new parking outside the downtown core.**

- Parking rates for office buildings increase to 1 stall per 90 m<sup>2</sup>.
- The cash-in-lieu program changes to allow 60 per cent of parking stalls to be built within each office tower.
- The remaining 40 per cent of cash-in-lieu funds are used to construct parkades at certain transit oriented development (TOD) and main street locations.
- Manages downtown congestion by creating parking further out and encouraging people to come in by transit, walking or cycling.
- Provides public parking for evening and weekend customers in TOD and main street areas.
- A similar number of new parking stalls is maintained downtown.
- May limit the growth of short-stay parking opportunities since fewer new stalls will be managed by the CPA.
- Parking fees to cover operating and maintenance costs for parkades in TODs and main streets are still being determined.

## Scenario 3

# Development Driven

**This scenario maximizes the amount of new parking build downtown, and retained by developers.**

- No cash-in-lieu funds are collected and 100 per cent of required parking is built immediately to serve new office towers.
- A parking rate of 1 stall per 105 m<sup>2</sup> matches the development industry's estimate of market demands for office parking in Calgary.
- The number of new stalls built downtown is the highest in this scenario.
- This results in the greatest traffic congestion increase, and may negatively impact inner city communities.
- Access to new short-stay parking opportunities is more uncertain since all new parking will be provided and maintained privately.
- CPA would not build new facilities but would maintain existing ones.

## Scenario 4

# Congestion Focused

**This strategy minimizes downtown traffic congestion, and associated impacts on inner city communities.**

- The current parking rate of 1 stall per 140 m<sup>2</sup> is retained, along with the 50 per cent cash-in-lieu requirement.
- All cash-in-lieu funds are invested in parking facilities at TOD and main street locations.
- Minimizes growth in traffic congestion downtown and the inner city, and minimizes the amount of new parking downtown.
- Reduces community impacts and greenhouse gas emissions as it has the highest transit use.
- The low number of new parking stalls downtown may impact market competitiveness of new office towers.
- Significantly restricts new short-stay parking opportunities downtown.
- Parking fees to cover operating and maintenance costs for parkades in TODs and main streets are still being determined.

Through stakeholder engagement and analysis of the four scenarios, Administration developed a hybrid recommended scenario which was based on the following considerations:

- Managing traffic congestion into the downtown by maintaining the current bylaw parking requirement for office uses
- Responding to industry concerns with respect to the amount of parking they can provide on-site
- The existing public parking supply is likely sufficient for evening and weekend uses over the long term
- It will likely be several years before new office development occurs in the downtown due to economic conditions. This meant any subsequent cash-in-lieu parking facilities would be a decade or more in the future, whether provided in the downtown or at transit station areas. This would potentially delay redevelopment at transit station areas
- Predictions around the timing and use of autonomous vehicles will have significant impacts on the Downtown Parking Strategy and these changes may begin to occur prior to construction of new cash-in-lieu parking facilities

As a result Council approved the following principles, which form the basis of the current parking strategy:

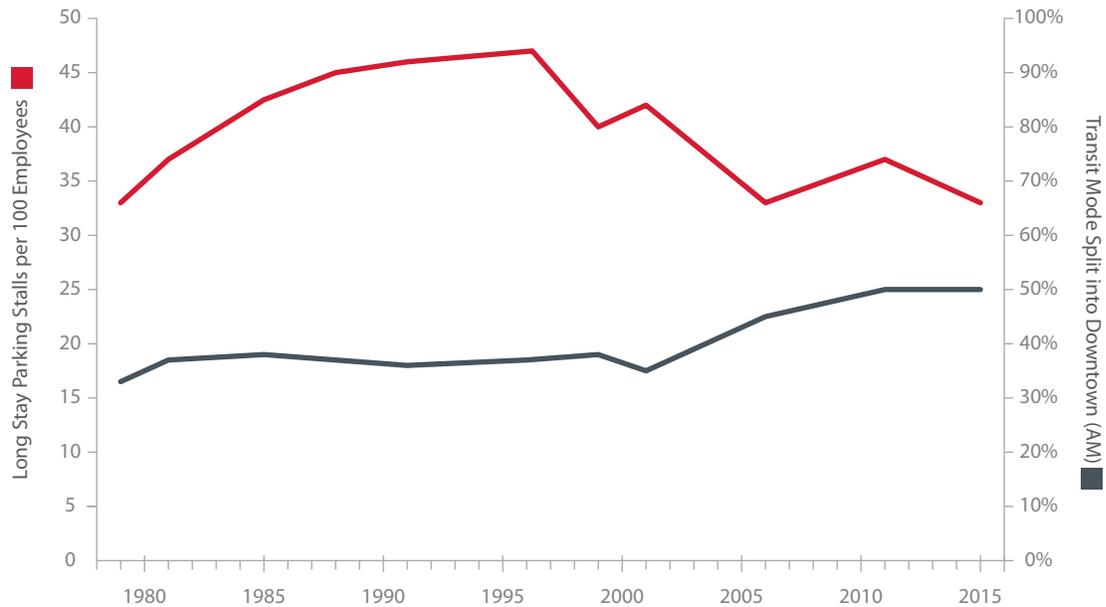
1. Continue to use the downtown parking policies to manage traffic congestion and encourage transit, walking and cycling as other desirable travel options to the downtown.
2. Maintain the current bylaw parking ratio of 1 stall per 140 square-metres of gross usable floor area for office uses within the Restricted Parking Area. This ratio is a maximum requirement, based on mitigating traffic congestion coming into the downtown. The bylaw parking requirements for all other uses will remain unchanged.
3. Conclude the current cash-in-lieu program once the necessary land use bylaw changes come into effect. This will allow developers to build 100 per cent of the required office parking on-site in new developments after this date.
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 on-site. 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.
5. Ensure rules and regulations help downtown office parking managers to increase access to underused parking stalls for off peak or after hours parking.
6. New privately-owned parking in office developments should be designed to allow easy public access after hours, should parking managers later choose to offer public parking.
7. Continue to prohibit new standalone surface parking lots or structures. All new parking should be provided as part of an associated use consistent with the bylaw parking requirements.
8. Upon completion of the East Village parkade, maintain approximately the current amount of publically owned parking in the Restricted Parking Area on a go-forward basis. In particular, maintenance of publically-owned structure parking supply fulfills previous cash-in-lieu commitments for existing office developments.

The link between parking and transit usage has been well established in Calgary's Downtown Parking Strategy. As part of the work for GoPlan in 1995, data from several cities were analyzed to determine the mathematical relationship between the downtown parking supply and the level of transit ridership. **FIGURE 5** illustrates this relationship for Calgary over time. It can be seen that when Calgary has had lower levels of parking supply (relative to downtown employment), transit ridership has been the highest. As of 2016, the ratio of stalls per employee is at 0.34.

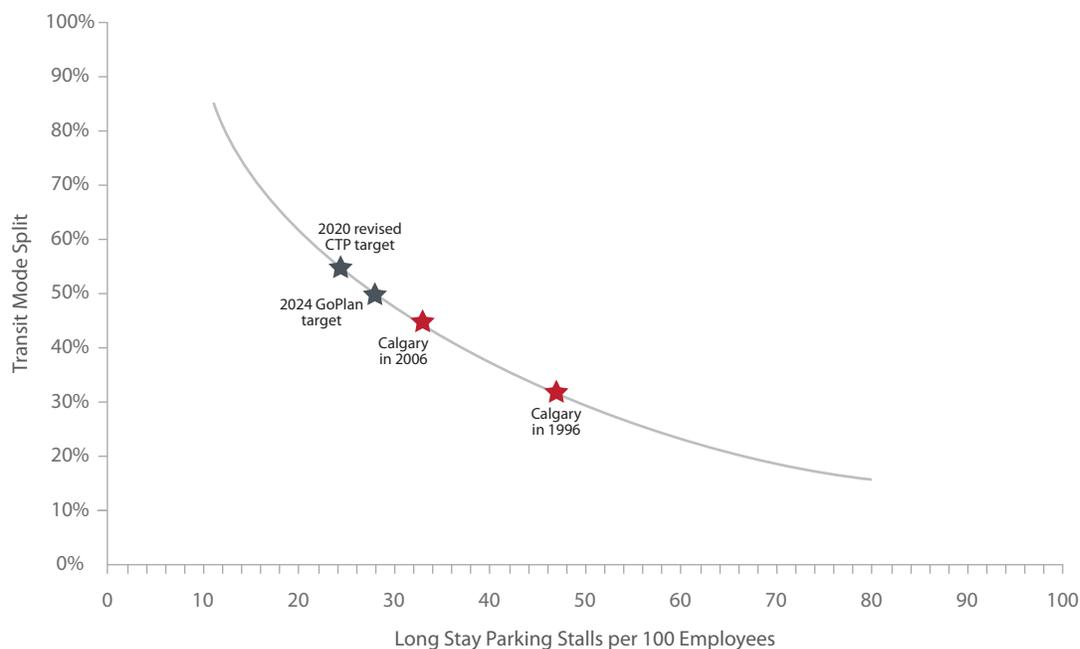
As part of the 2016 Downtown Parking Strategy review, it was found that the parking scenarios evaluated all would generally result in a 50 per cent mode split to transit for travel into the downtown. The parking rate in Land Use Bylaw, Bylaw 1P2007, for office of 1 stall to 140 square metres generally results in maintaining the ratio of 1 stall per 3 employees over time. Voluntary developer parking reductions and the absorption of surface parking have the potential to increase the transit mode share to above 50 per cent over time. Linking long-stay parking policy to alternative travel modes is preferred for a number of reasons. Providing additional capacity for alternative modes of travel is more cost effective than expanding road capacity in the downtown. As well, the Inner City Transportation System Management Study calls for no new road capacity construction into the downtown to mitigate congestion in the surrounding communities. There are also environmental benefits realized from reductions in auto use, such as reduced emissions and fuel consumption. Trips with frequent long-stay parking needs (such as work trips) are typically regular, scheduled trips. The regular nature of these trips reduces the burden of using alternative modes, such as transit, as users can typically align themselves with transit schedules and services. Thus it makes sense to target alternate travel mode options towards long-stay trips.

The transit system will continue to be improved over time through implementation of the Primary Transit Network and long-term transit infrastructure improvements, to provide a high-quality alternative to auto travel from all parts of the city for long-stay trips to the downtown. Improving facilities for walking and cycling is also critical to supporting alternative modes of transportation. Using contributions from developer parking reductions to support alternative modes of transportation into the downtown will further improve the attractiveness of these options. Continuing to encourage residential development downtown will also assist in achieving these goals.

**FIGURE 5 – Historic Long term parking spaces to employees ratio**



**FIGURE 6 – Relationship between downtown parking supply and transit use**



The 2016 approved principles conclude the cash-in-lieu program which had been in place for several decades. Its main objective was to provide shared, public parking for all downtown users. Shared, public parking can be made available outside of the business day, supporting cultural, recreational and retail uses after business hours. As a result of this program, over 4,500 shared parking spaces have been constructed in cash-in-lieu built facilities since 1979. This, coupled with roughly 2,800 on-street spaces, will continue to provide roughly 7,300 public parking stalls in the downtown. It is felt that this supply of public parking is sufficient to meet evening and weekend parking demand. It is expected the final cash-in-lieu facility, which will exhaust all the funds that have been collected under the cash-in-lieu program, will be built in the East Village by 2020 and will further contribute to serving this demand. The existing inventory of stalls built with cash-in-lieu funds will be maintained in the downtown to serve retail, art and cultural consumers and fulfill the previous cash-in-lieu commitments. This will be achieved through maintenance of existing facilities or construction of replacement facilities in alternate locations in the downtown.

With the conclusion of the cash-in-lieu program, the City will no longer be increasing the public off-street parking supply, the private sector is encouraged to improve the public access to their parking facilities. Encouraging the private supply improve access to their parking facilities to the public will improve the utilization of the private parking supply and the efficiency of the overall parking supply in downtown. New developments will be required to be designed to allow for easy public access afterhours. This will further support the supply of parking for all downtown users.

The parking requirements in the Land Use Bylaw will maintain the transit mode split goal in the long term. In the downtown, except for office and residential uses, uses located on the ground or second floor are not required to provide parking stalls. Since the downtown is the best-served multi-modal location in Calgary, combined with existing public parking supply, the level of parking in downtown for these uses is sufficient. As the parking rate for office uses is sufficient for meeting the long term transit mode split goals, it is recommended to retain the current bylawed rate of one parking stall per 140 square meters of gross usable floor area as the primary tool to manage congestion mitigation in the downtown and inner city communities.

There is a growing probability that a significant proportion of automobiles could be autonomous in the medium-term future, potentially by 2040, and the effects of this on the parking landscape are unknown. Privately owned autonomous vehicles may be able to drive themselves to other areas outside of the downtown to find parking, and shared autonomous vehicles could drop off passengers and pick up new passengers without the need to park. However, some owners of autonomous vehicles may choose to continue to pay for parking in or near the downtown. The risk of wide adoption of autonomous vehicles is that parking structures may become underutilized. To mitigate this risk, it is important that newly built parking be adaptable to a different future use to ensure the initial parking infrastructure is being used to the fullest potential for its entire life cycle. Additionally, The City will encourage existing parking infrastructure to be more efficiently used in locations where it is currently being underutilized.

In the 2016 Downtown Parking Strategy developers are permitted to build 100 per cent of their maximum bylaw requirement for parking, with The City able to consider reductions of 50 per cent of this amount. This will not change the total number of stalls that could potentially be built in downtown, but will change the control of the stalls from public to private control. This will maintain a new developments' competitiveness with other buildings that have built and retained 100 per cent of their required parking on-site.

If a development chooses to voluntarily relax up to 50 per cent of their required parking, it will be required to contribute a per stall fee towards alternate modes of transportation in the Centre City and LRT parking. This fee is to support investments in alternate travel options as it is recognized that with less parking built on-site due to the parking reduction, users of the development will be travelling via these alternative travel modes to visit the development. The contribution recognizes that the cost of building the relaxed stalls is being saved by the developer. However, unlike the previous cash-in-lieu model, The City will not be building and retaining parking revenues from downtown parkades, so the fee should reflective the fact that the investment is a onetime investment and the fee will not generate future revenues from downtown parking. This needs to be balanced with setting the fee at a level where it is not so high as to deter industry from choosing the reduction, as less parking built in the downtown supports The City's multi-modal goals. The calculation method for the parking reduction fee can be found in Appendix 2.

As of 2016, there are about 17,500 suburban Park and Ride stalls along the transit network. Park and Ride is important in that it provides a low cost, flexible alternative for travellers without causing increased traffic congestion in and around the downtown. Park and Ride should continue to play a role in serving travel needs to the downtown, at strategic locations, so long as the objectives of transit oriented development are not impeded. A portion of parking reduction contributions will be dedicated for Park and Ride use to acknowledge this relationship. The per stall reduction contribution to alternative transportation modes in the Centre City and LRT parking will be based on the morning mode split into the downtown excluding auto trips. In 2016, 10% of non-auto trips into the downtown were from Park and Ride users.



#### 6.1.4 DOWNTOWN LONG-STAY VEHICLE PARKING STRATEGY

Long-stay parking is defined as parking provided for vehicles in excess of 4 hours. Examples would include daily or monthly parking in surface lots or parkades, or parking on the street where there is not a time limit. The most typical use of long-stay parking in the downtown is that of employees commuting to work and leaving vehicles parked for the duration of the day. As of 2016, there are approximately 53,500 long-stay stalls in downtown Calgary – about 1 parking stall for every 3 people who work downtown. When new developments are proposed, The City has a number of policy levers to manage the amount of long-stay parking provided. These include:

- Parking requirements for new developments.
- The amount of public parking provided by The City.
- Limitations on the construction of new, standalone private parking facilities.

The main objectives of The City's long-stay parking strategy are to:

- Mitigate traffic congestion to/from and within downtown.
- Mitigate intrusion of downtown-destined traffic in surrounding inner-city communities.
- Encourage increases in the transit, walking and cycling mode shares to downtown.
- Support the pedestrian (8th Avenue) and transit (7th Avenue) environments.

It should be noted that The City has not had any specific policies around setting the price of off-street parking, but generally adheres to Council's User Fee Policy. The price of off-street parking is largely determined by the demand of the users and private operators (understanding that supply influences prices). Of the total off-street parking supply, the Calgary Parking Authority, on behalf of The City, manages only 13 per cent of the supply, and prices parking at about 80 per cent of the private operations. The remainder is managed and priced by private operators and building owners/ managers. The price of off-street parking should continue to be determined by the free market and the private parking operators. Until such time as further policy is developed, this should continue to be the case.



### 6.1.5 DOWNTOWN LONG-STAY PARKING POLICIES

1. The amount of long-stay parking spaces in the Downtown will be managed over time in conjunction with employment growth and redevelopment by maintaining the current Land Use Bylaw requirement of 1 parking stall per 140 square metres of gross usable floor area for office uses, and this rate must be treated as a maximum.
2. Except for office and residential uses, uses located on the ground or second floor have no parking requirement.
3. The Approving Authority may consider parking reductions of up to 50% below the maximum bylaw requirement for all uses in the Centre City with the exception of residential uses, provided the development makes a financial contribution for each stall not provided on-site.
4. The supply of long-stay parking will be reduced gradually through development of peripheral surface lots. No new surface parking lots or standalone parking structures shall be created downtown.
5. The final cash-in-lieu parkade built in the East Village will conclude the cash-in-lieu program and exhaust the funds collected under the cash-in-lieu program. Upon completion of this parkade, The City should maintain approximately the current amount of City-owned parking downtown on a go-forward basis. This will ensure previous cash-in-lieu commitments continue to be fulfilled for previously built office structures and continue to support retail, art and cultural amenities in the downtown. This can be achieved through maintaining current structures or providing replacement structures in alternate downtown locations.
6. Parking requirements should be relaxed to support the retention of buildings listed in The City's Inventory of Potential Heritage Sites. The transfer of parking stalls on historic sites to other developable sites within the restricted parking area should continue.
7. New developments should demonstrate how they have incorporated the potential for easy public access to parking.

## 6.1.6 DOWNTOWN SHORT-STAY VEHICLE PARKING STRATEGY

Short-stay parking is defined as parking provided for vehicles for stays of four hours or less. Examples would include hourly parking in surface lots or parkades, parking on streets, and the loading of goods or passengers. The City's Traffic Engineering Division establishes how on-street space is used and works with the Calgary Parking Authority to optimally manage the use of street space. This is done by considering the area context and needs, consulting with area stakeholders, balancing the need to manage traffic flow both during and outside of rush hour, and the need to encourage turnover so that parking is available to short-term users.

Tools used to manage on-street short-stay parking include:

- Time limits.
- Parking charges.
- Loading zones for goods and passengers.
- Zones for specific users (taxi, Calgary Transit, charter buses, others).

When it comes to providing short-stay parking downtown, The City's main objectives are to attract customers and visitors to the downtown by providing parking to serve short-stay needs. The goal is to have a vibrant downtown that provides a variety of travel options and enables short-stay trips while maintaining operational efficiency and supporting sustainable travel.

This is achieved by:

- Making on-street space available as a convenient option for customers, visitors and business clients with short-stay needs .
- Encouraging turnover of parking and loading spaces to increase availability.
- Providing space to enable specific users (for example: taxi, Calgary Transit, etc) that provide additional travel options to efficiently operate downtown.
- Encouraging the development of dedicated short-stay parking in private off-street facilities.
- Encouraging more efficient use of underutilized private parking supply.

One of the biggest challenges in determining the optimal use of street space in the downtown is allocating the limited amount of curb space amongst the competing needs of users. Factors that influence curb space demand include the surrounding on and off-street spaces (both parking and loading) and the nature of the surrounding development. Typically, curb space is allocated using a context-sensitive approach that takes into account the above factors. The commercial on-street parking policies (section 5.1.2) provide guidance for downtown on-street parking.

One of the main objectives of the Calgary Transportation Plan is to promote more sustainable travel options and provide a Primary Transit Network that offers frequent, reliable transit service to strategically located locations in the city. Several steps have been taken to increase transit capacity into the downtown both during the peak and off-peak periods. Recent improvements include improving LRT frequency to ten minutes during most off-peak time periods, and work on expanding LRT capacity through additional trains and the construction of four-car platforms. The park-and-ride lots also play a role in providing kiss-and-ride stalls for short-stay users. As the network is built-up, the attractiveness of transit as a travel option for short-stay trips to the downtown will be further increased.

In some locations, it may be beneficial to allow for additional short-stay parking to facilitate the economic health and vitality of downtown businesses. The Land Use Bylaw provides opportunities for additional short-stay parking to be provided in new buildings. These rules should continue to allow for additional short-stay parking to be supplied in new developments.

A further opportunity to accommodate this need is to permit short-stay parking in buildings where the original development has not been able to be completed as originally envisioned. This assists the area in providing additional short stay supply (potentially relieving on-street pressures) and can allow the development to be completed to a safe and more palatable state. The expectation is that the sites will transition over time back to being parking for the development as those original developments are completed.

On-street space should be prioritized for short-stay parking activity. The provision of long-stay parking should be facilitated off-street. Long-stay parking on-street may be considered in areas where there is not short-stay demand with the expectation that it is provided as an interim use that will transition back to short-stay parking as short-stay demand increases through redevelopment.

## 6.1.7 DOWNTOWN SHORT-STAY PARKING POLICIES

1. On-street parking in the downtown should focus on providing convenient parking for users with short-stay needs to encourage the retention of certain types of businesses in the downtown core.
2. Loading is an important function within the downtown and dedicated space should continue to be maintained for specific user groups (guided by section 5.1.2).
3. The efficient movement of Calgary Transit vehicles is critical in achieving the long-stay mode split objective. The allocation of curb space should ensure that the efficient movement of Calgary Transit vehicles is enabled and prioritized.
4. The provision in the Land Use Bylaw for new developments to provide additional stalls above their parking requirement for short-stay parking should continue to be supported.
5. Only in exceptional circumstances, parking may be provided in buildings where the parking requirement has been completed but the building construction is incomplete (i.e. a suspended construction site). Conditions of approval for such sites are outlined in the Interim Uses of Incomplete Sites in the Centre City policy.
6. Options should be explored to utilize the pricing of short-stay off-street parking to achieve vitality related objectives in the downtown.





### 6.1.8 DOWNTOWN BICYCLE PARKING STRATEGY

To support the use of cycling as an alternative travel mode downtown, sufficient bicycle parking is necessary. Cyclists currently make up about three percent of total trips into the downtown during the morning commute and are one of the fastest growing modes of travel to downtown (*see TABLE 1*). The number of cyclists into downtown has tripled in the past ten years, and is expected to continue to grow over time. From 2011-2016 the number of people cycling to work city-wide doubled. The Calgary Transportation Plan states that “bicycle parking should be provided at destinations in Activity Centres, Corridors, TOD sites, employment centres and parks and open spaces.” The Centre City plan also states that the Centre City should “Provide Class 1 and 2 bicycle parking facilities throughout the Centre City.” This should be accomplished by providing bicycle parking opportunities both in public spaces and in private developments. Class 1 facilities provide bicycle parking in a secured or controlled area and should be provided at grade or at the first level of the parkade in the downtown. Class 2 facilities provide bicycle parking in an unsecured or uncontrolled area. In public spaces, bicycle parking should be provided for visitors and customers, as well as in strategic locations as part of comprehensive bicycle stations. Additionally, if there are more than twenty-five class 1 stalls provided in an office development, the development must also provide change rooms, showers and a bicycle maintenance area. Density bonuses for providing additional bicycle stalls and secure bicycle stations which are for use by third party public users should be encouraged in the downtown.

### 6.1.9 DOWNTOWN BICYCLE PARKING POLICIES

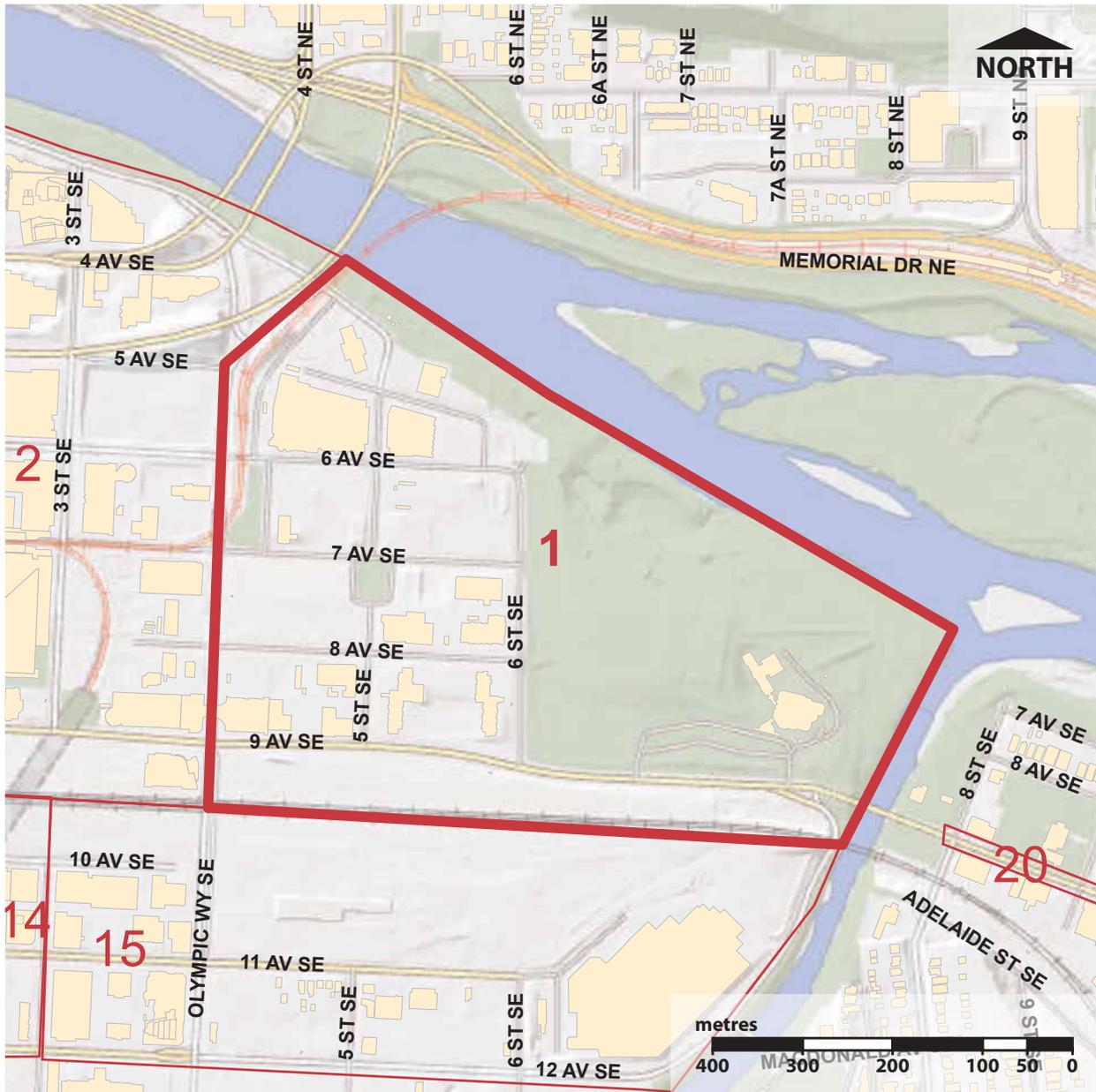
1. Both Class 1 and Class 2 bicycle parking should be provided in public spaces for customers and visitors to downtown.
2. Long-stay Class 1 and Class 2 bicycle parking for employees and/or residents should be provided within all new developments in convenient and easily accessible locations.
3. All public parkades should provide both Class 1 and Class 2 bicycle parking.

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## Zone 1

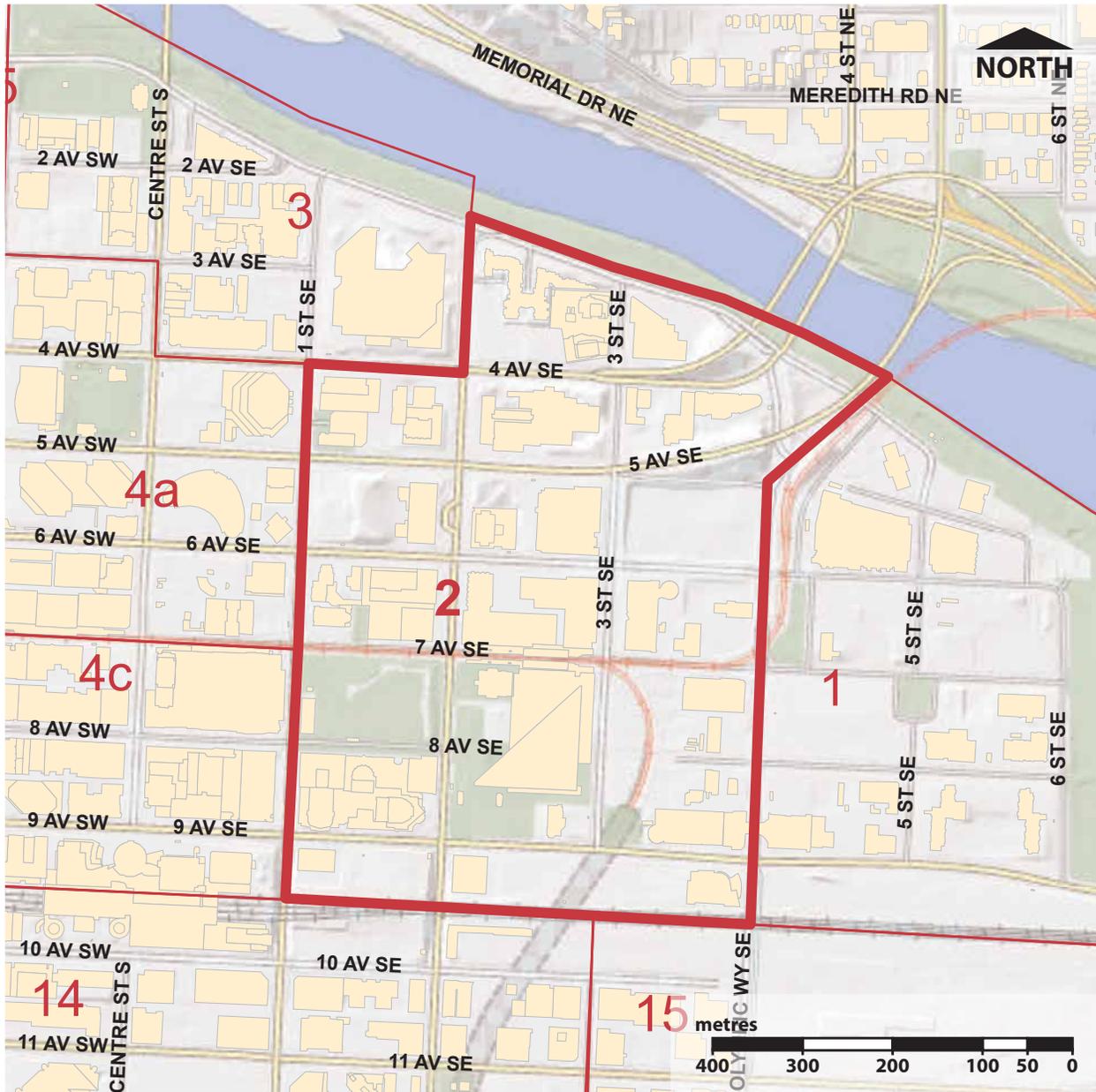
### Downtown – East Village



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

## Zone 2

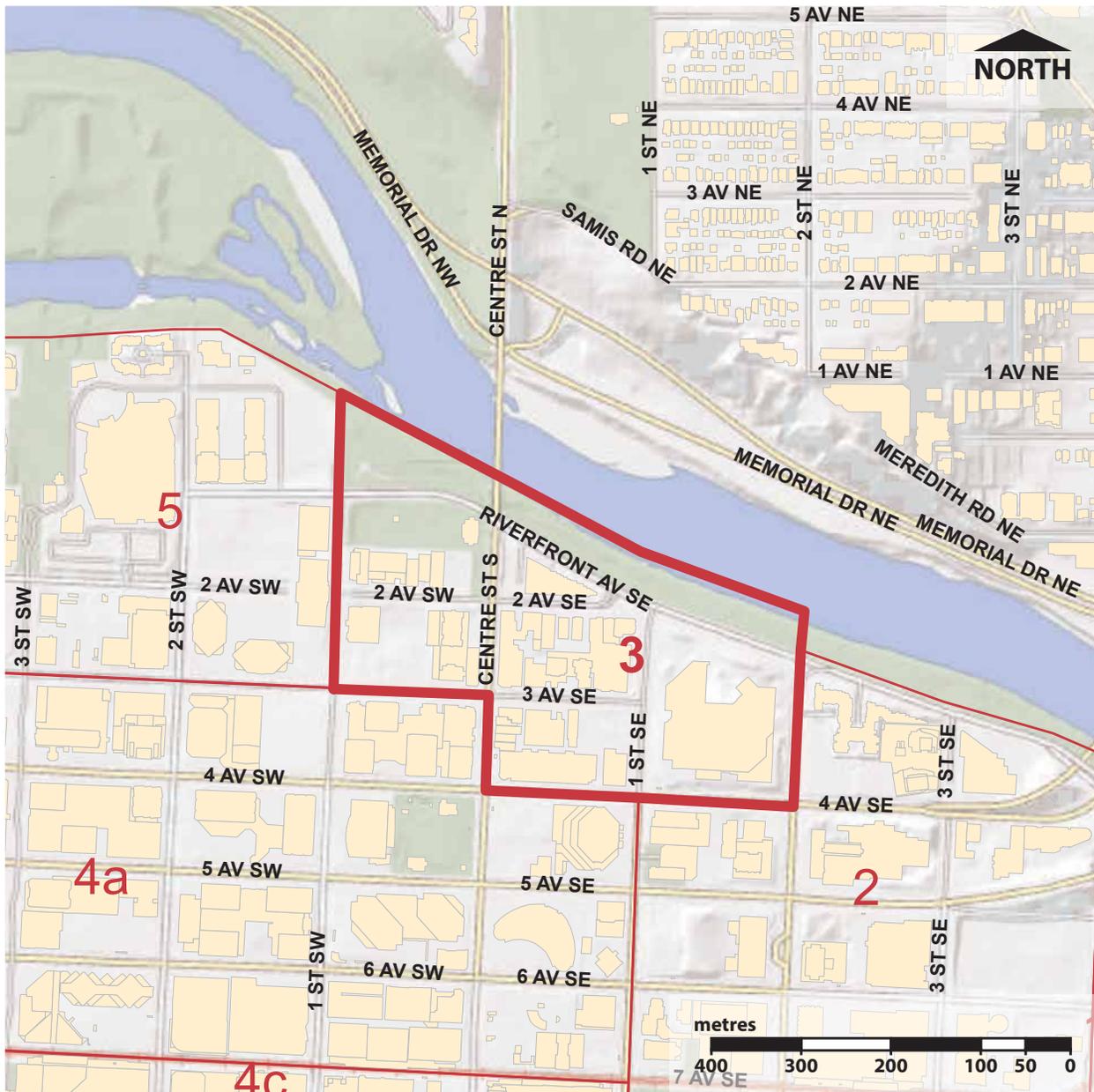
### Downtown – East Core



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

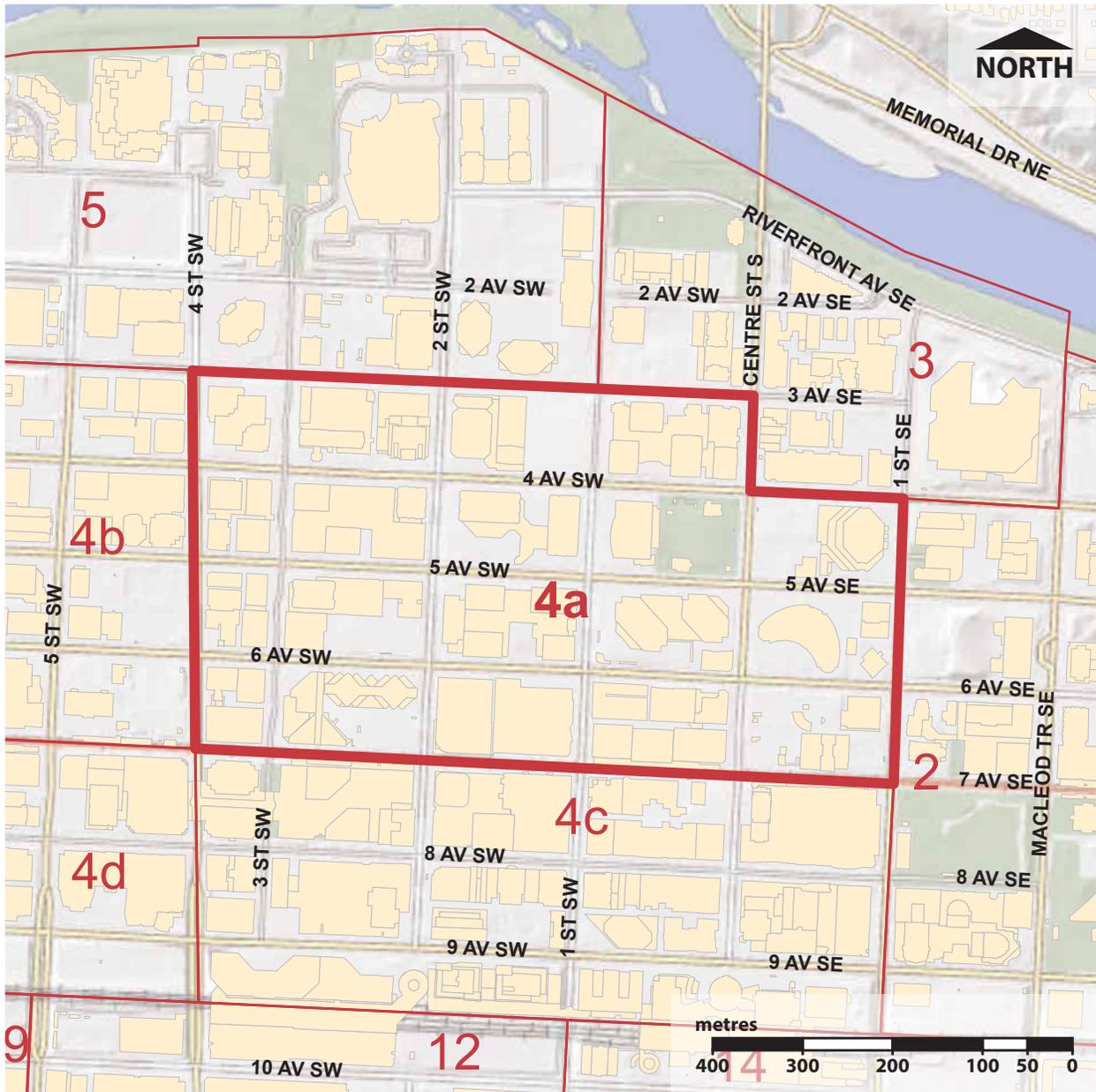
## Zone 3

### Downtown – Chinatown



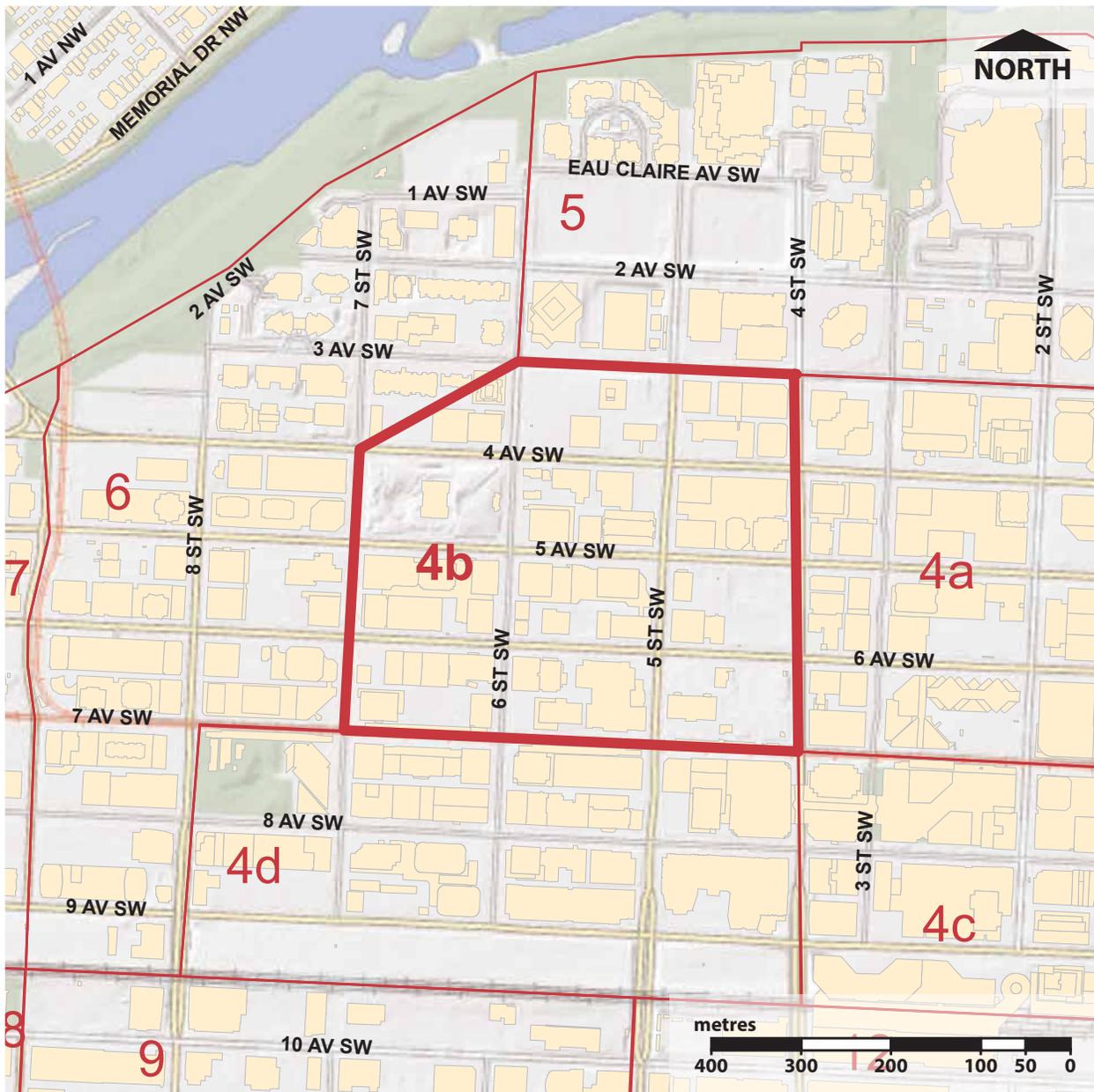
Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 4a**  
**Downtown – Core A**



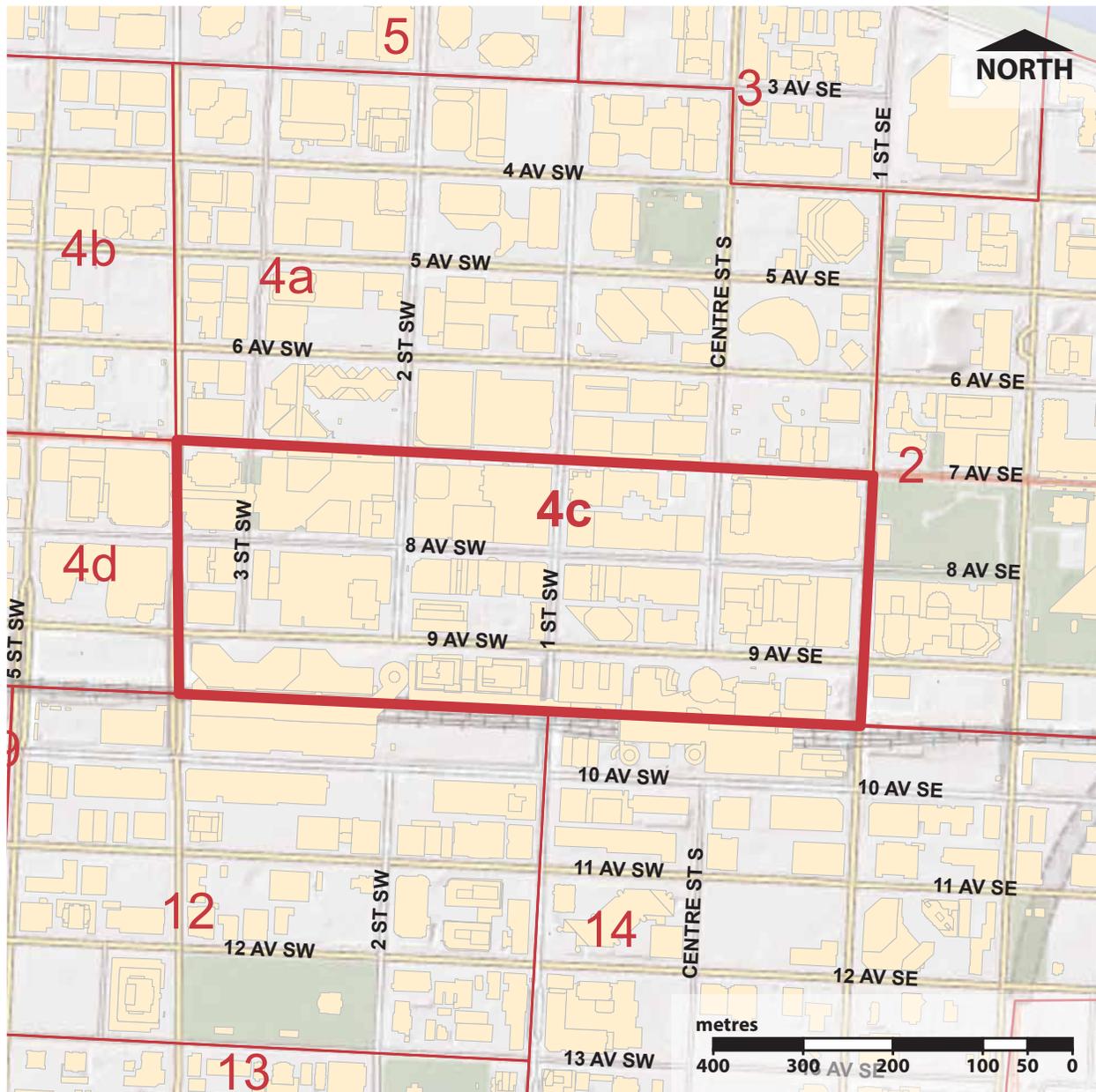
Weekdays	Saturdays	Sundays & Holidays
07:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 4b**  
**Downtown – Core B**



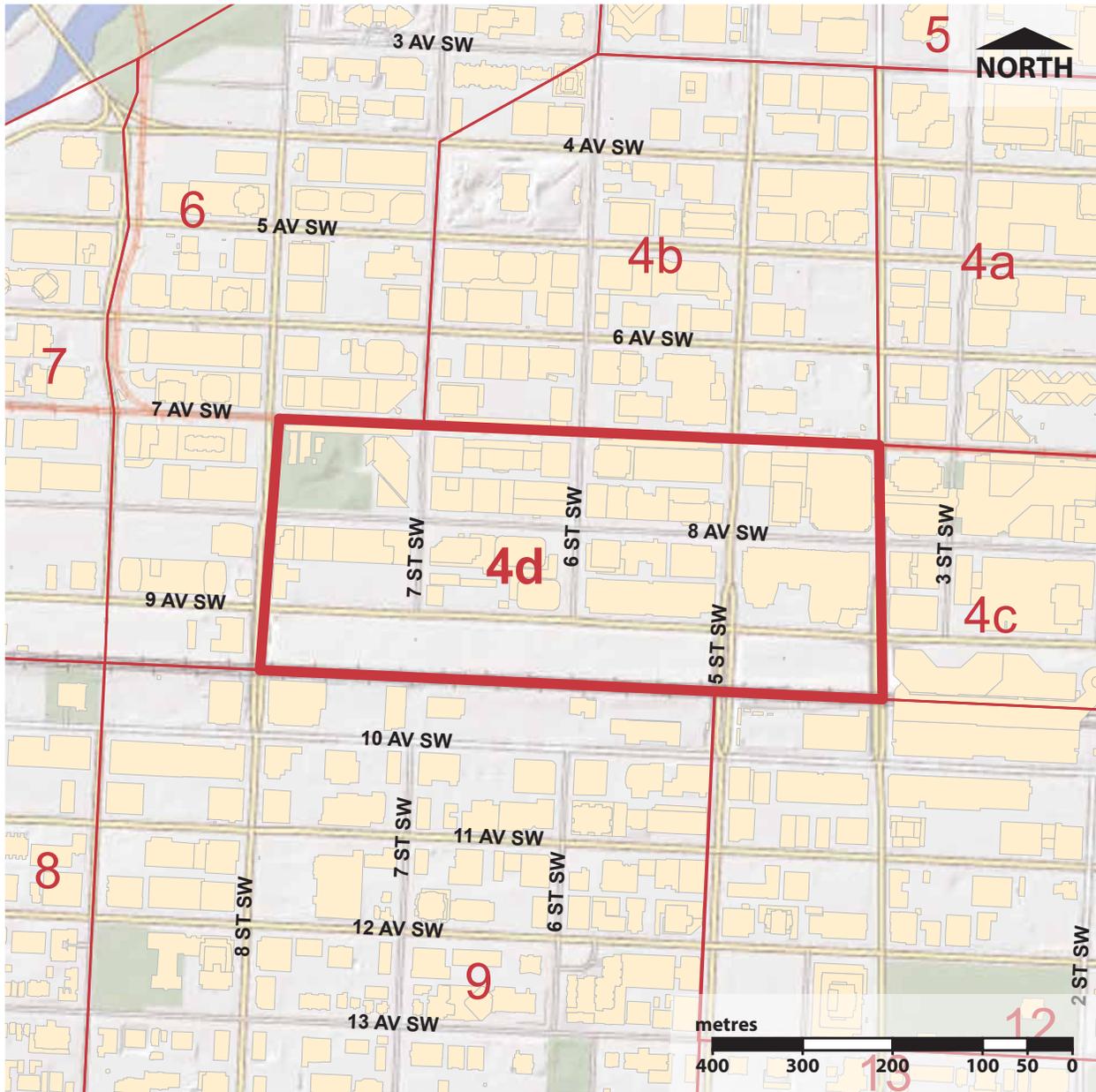
Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 4c**  
**Downtown – Core C**



Weekdays	Saturdays	Sundays & Holidays
07:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

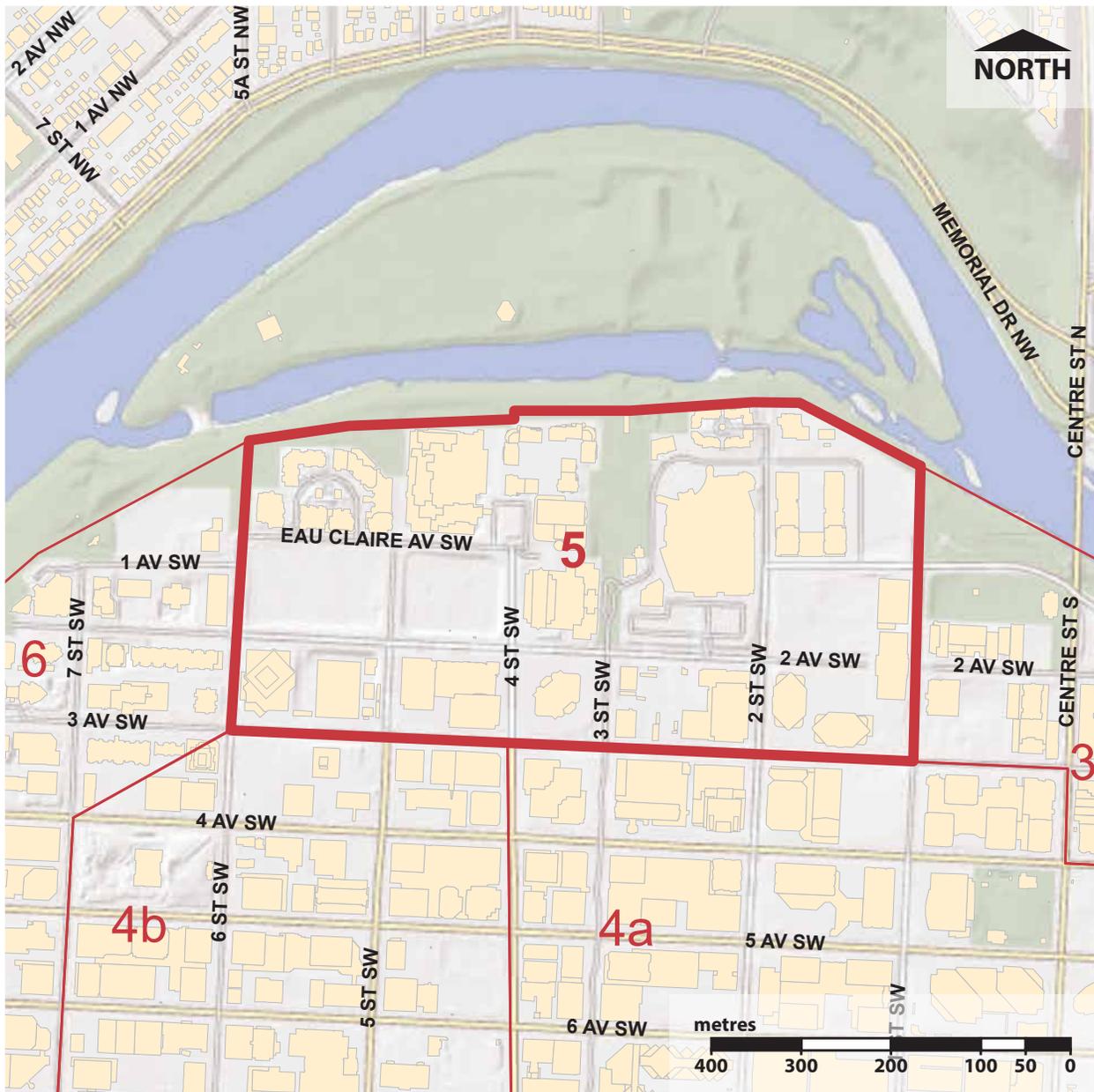
**Zone 4d**  
**Downtown – Core D**



Weekdays	Saturdays	Sundays & Holidays
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11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

## Zone 5

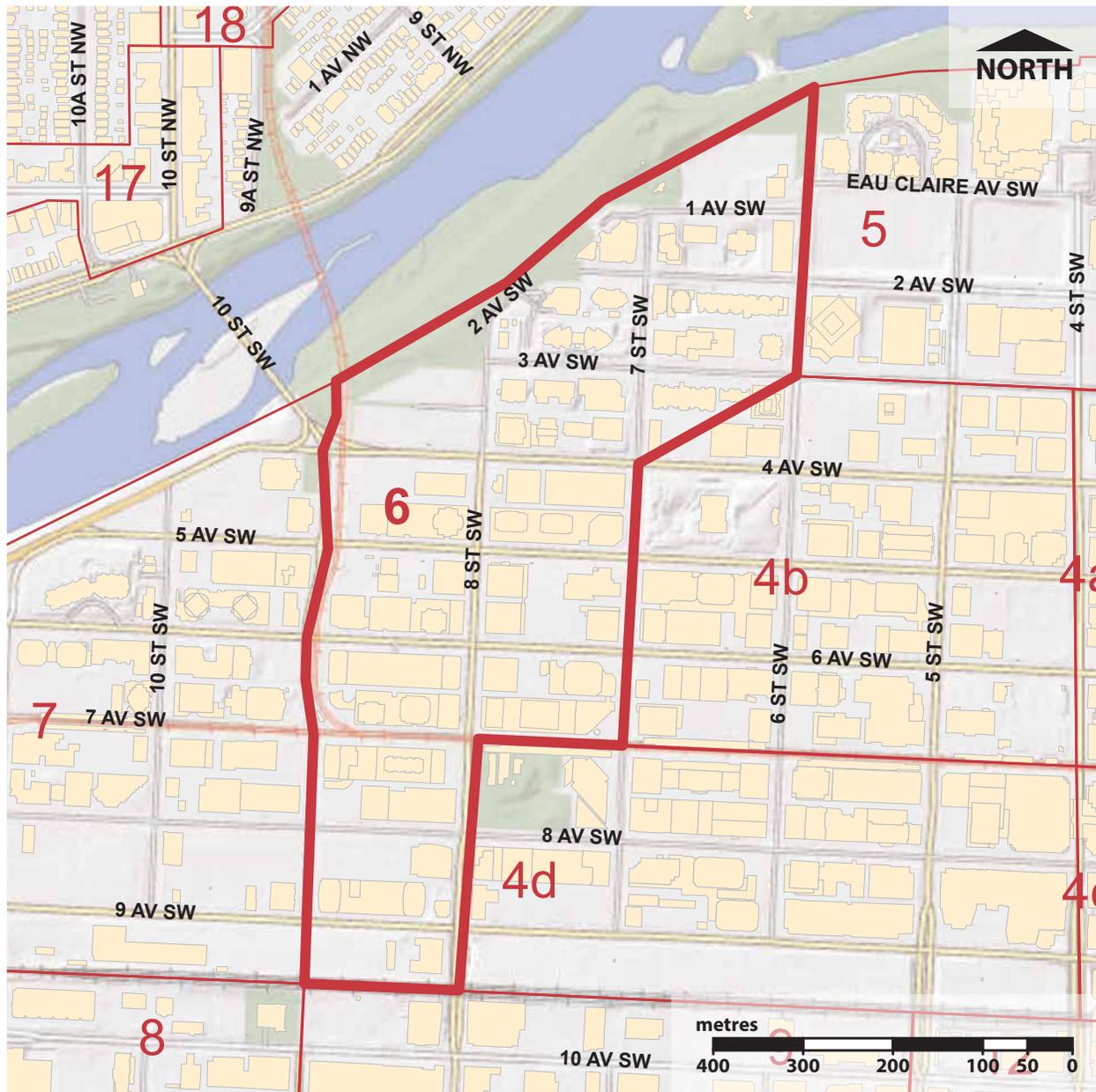
### Downtown – Eau Claire



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

## Zone 6

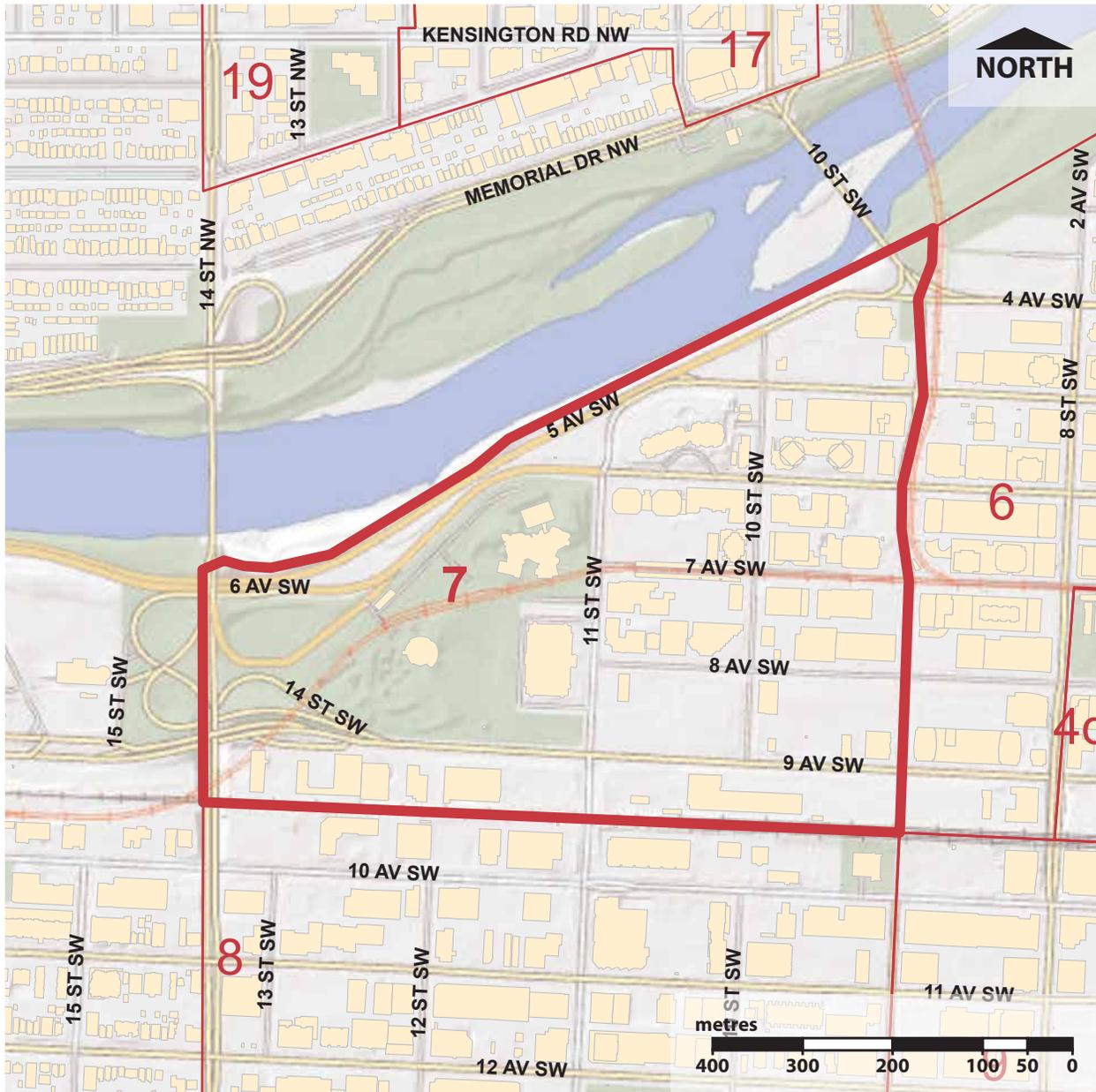
### Downtown – West Core



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

## Zone 7

### Downtown – West End



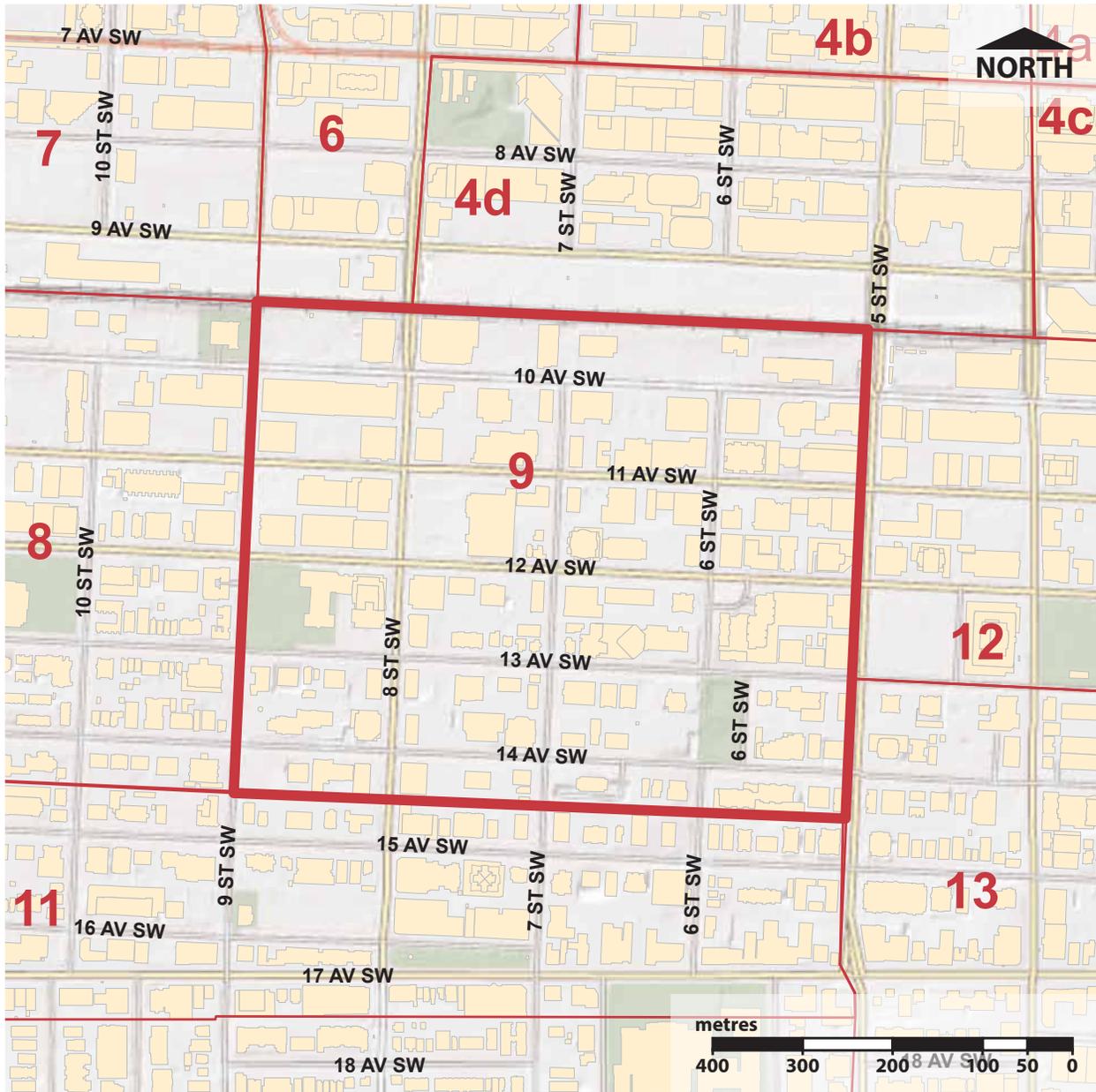
Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 8**  
**Beltline – West End**



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 9**  
**Beltline – West Core**



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 10**

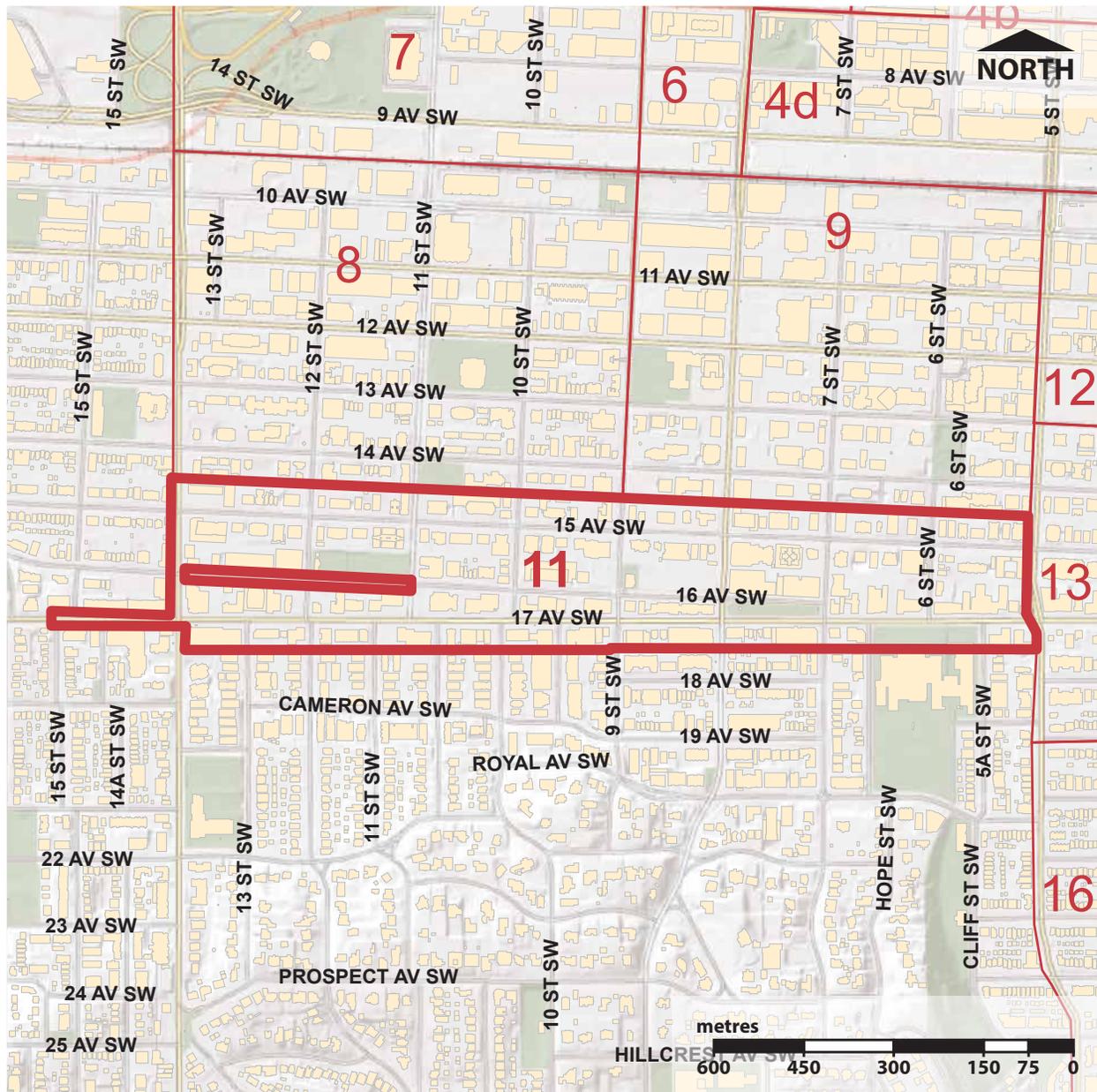
**17th Avenue – West Long Stay**



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

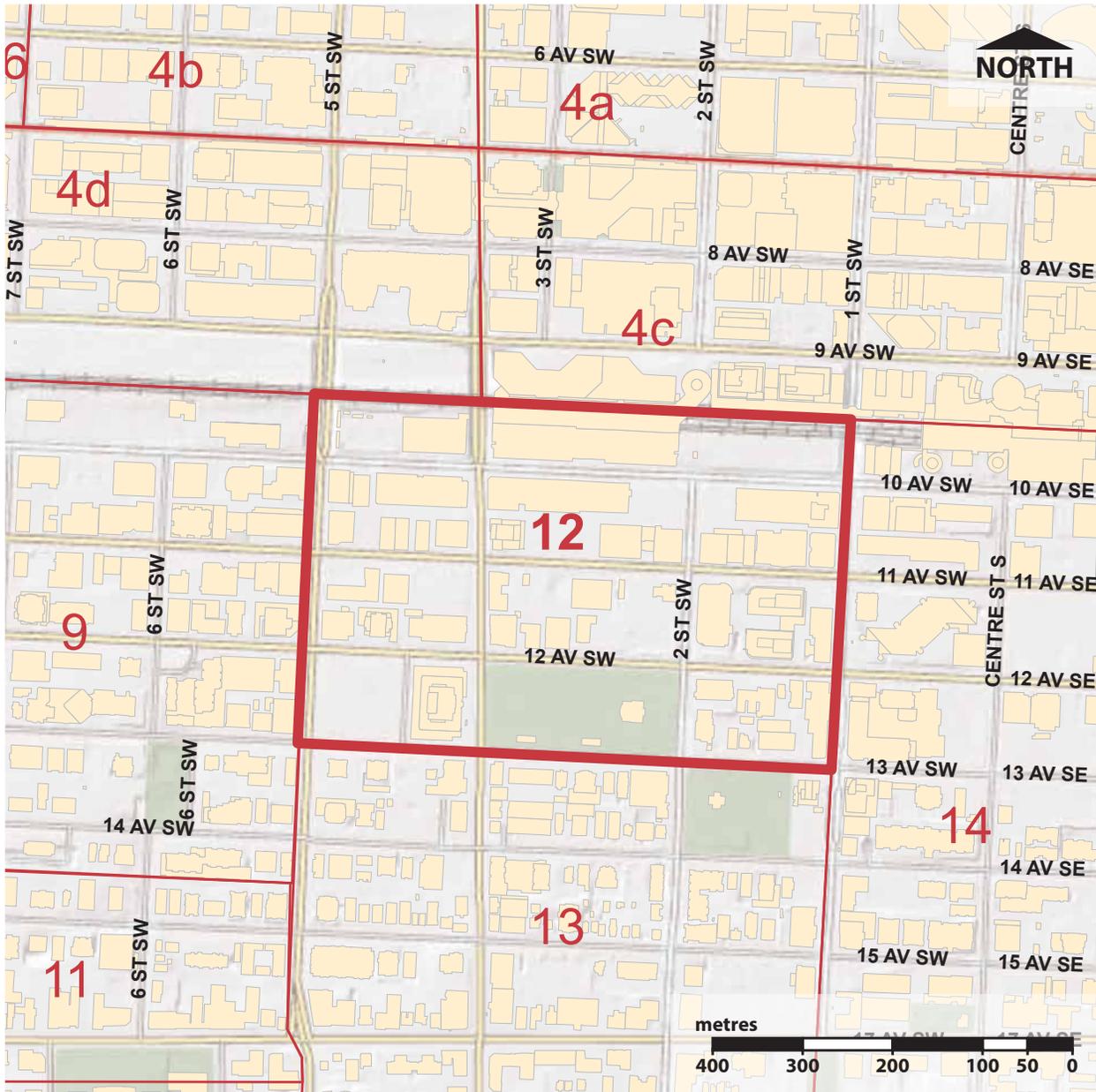
## Zone 11

### 17th Avenue – West



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

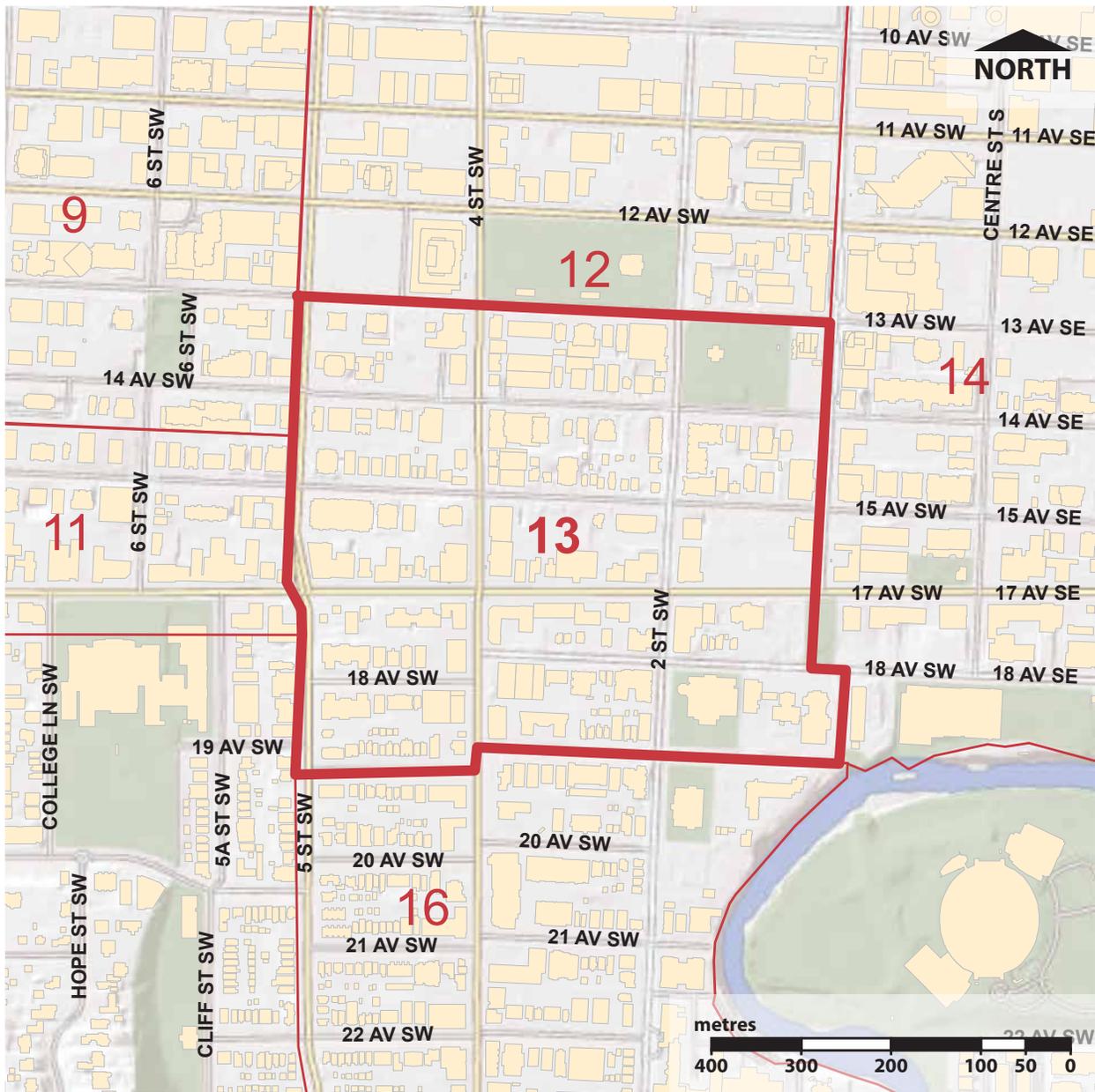
**Zone 12**  
**Beltline – Centre**



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

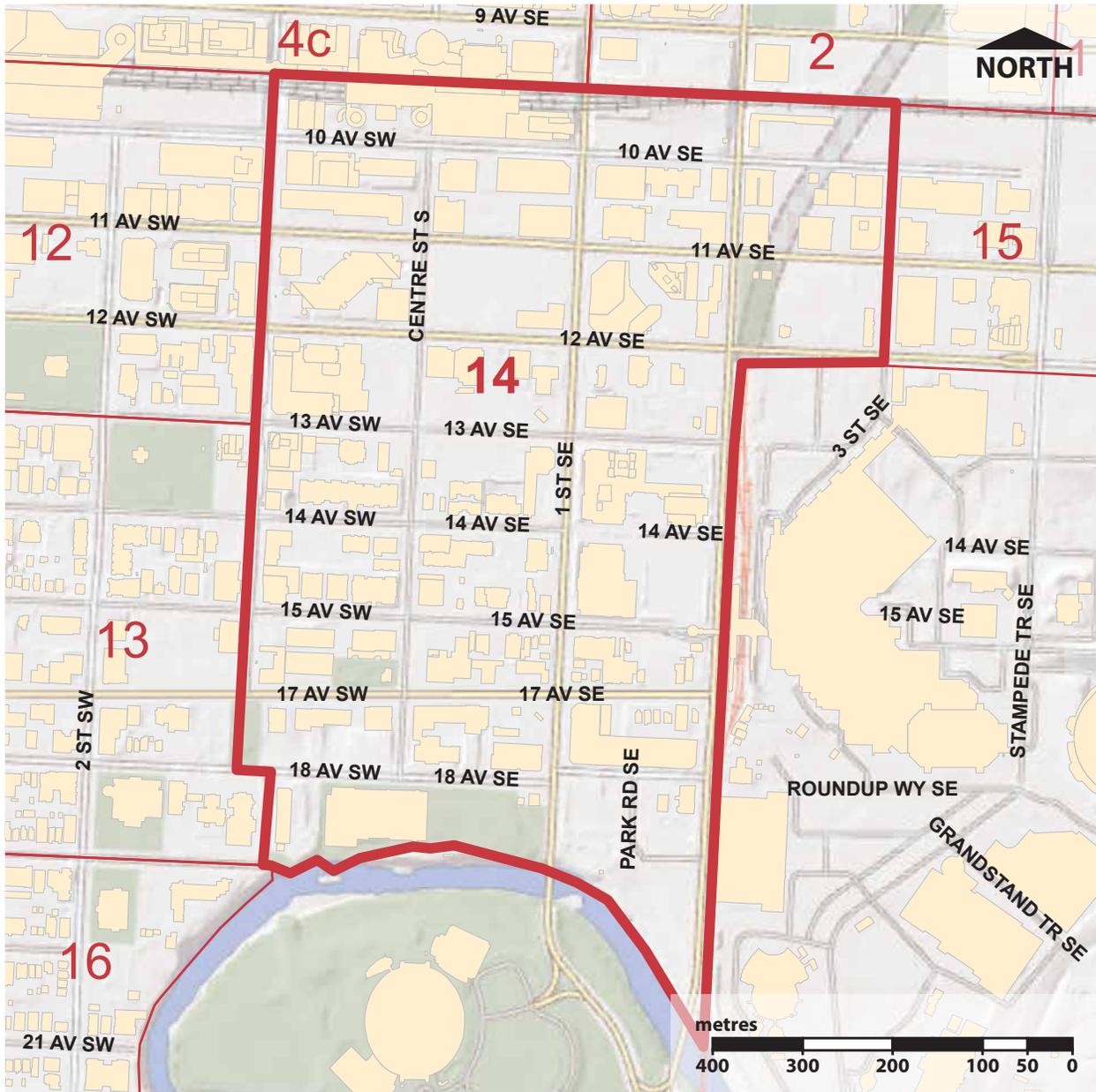
## Zone 13

### 17th Avenue – Centre



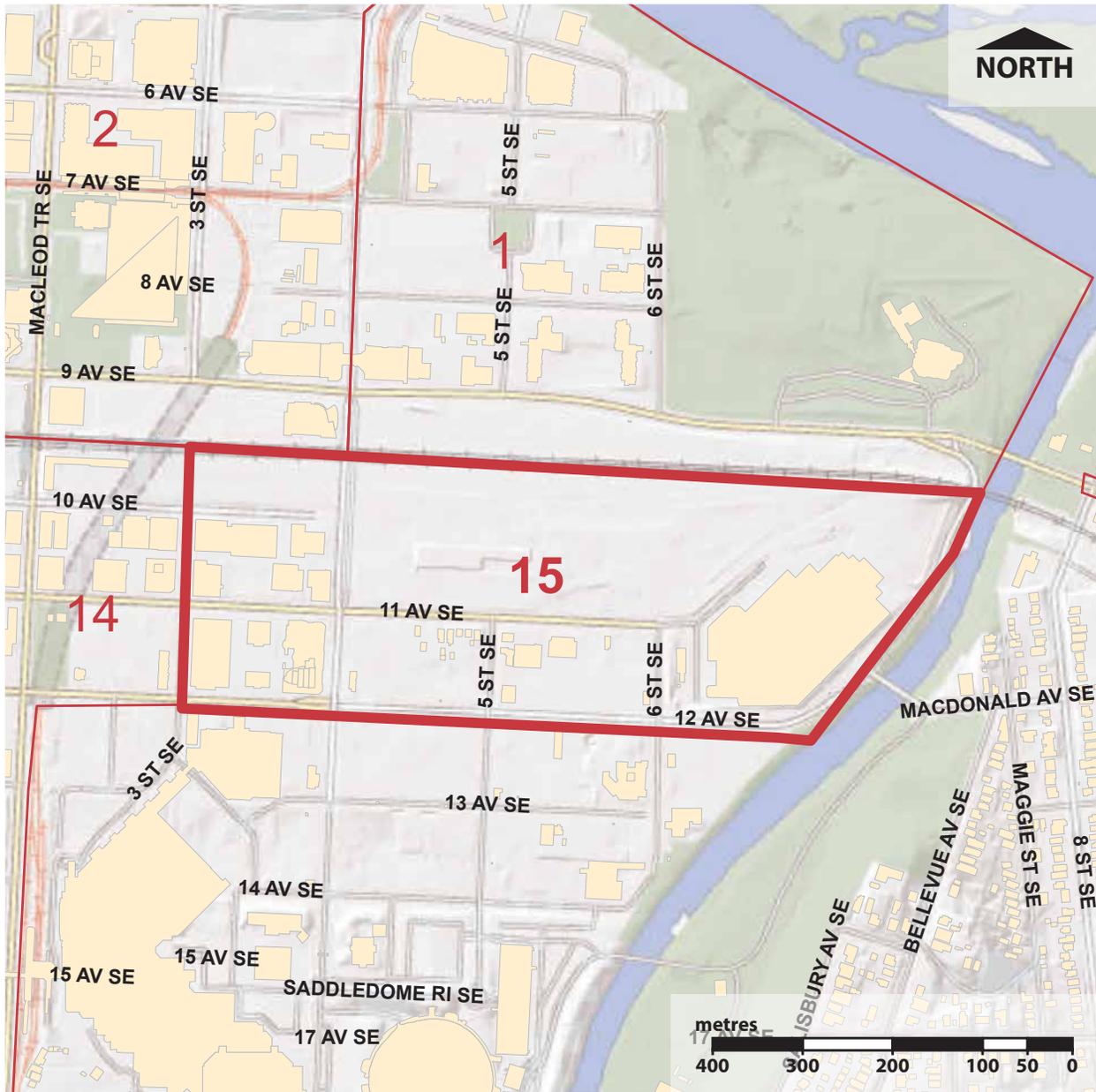
Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 14**  
**Beltline – Macleod**



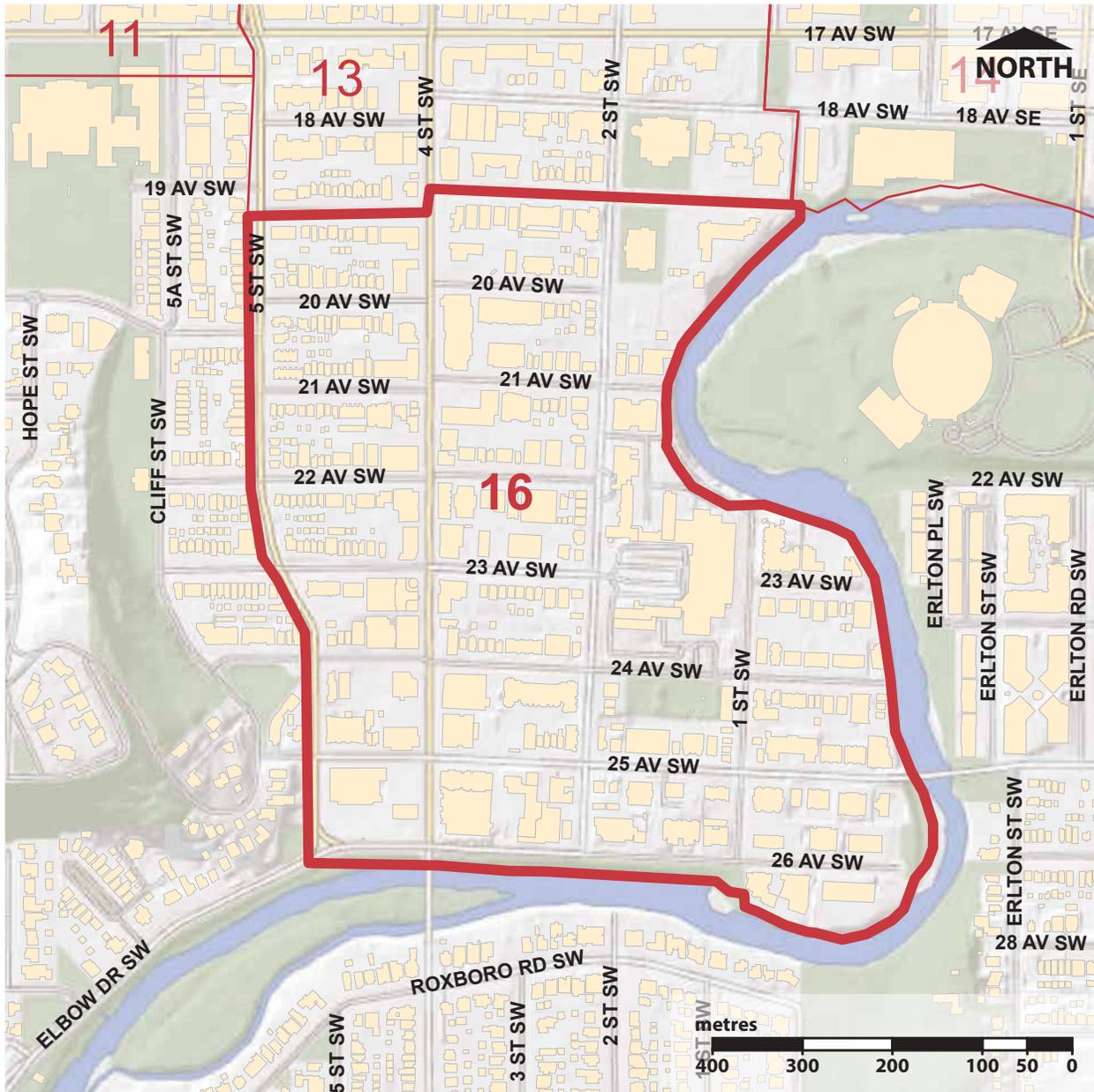
Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 15**  
**Beltline – East End**



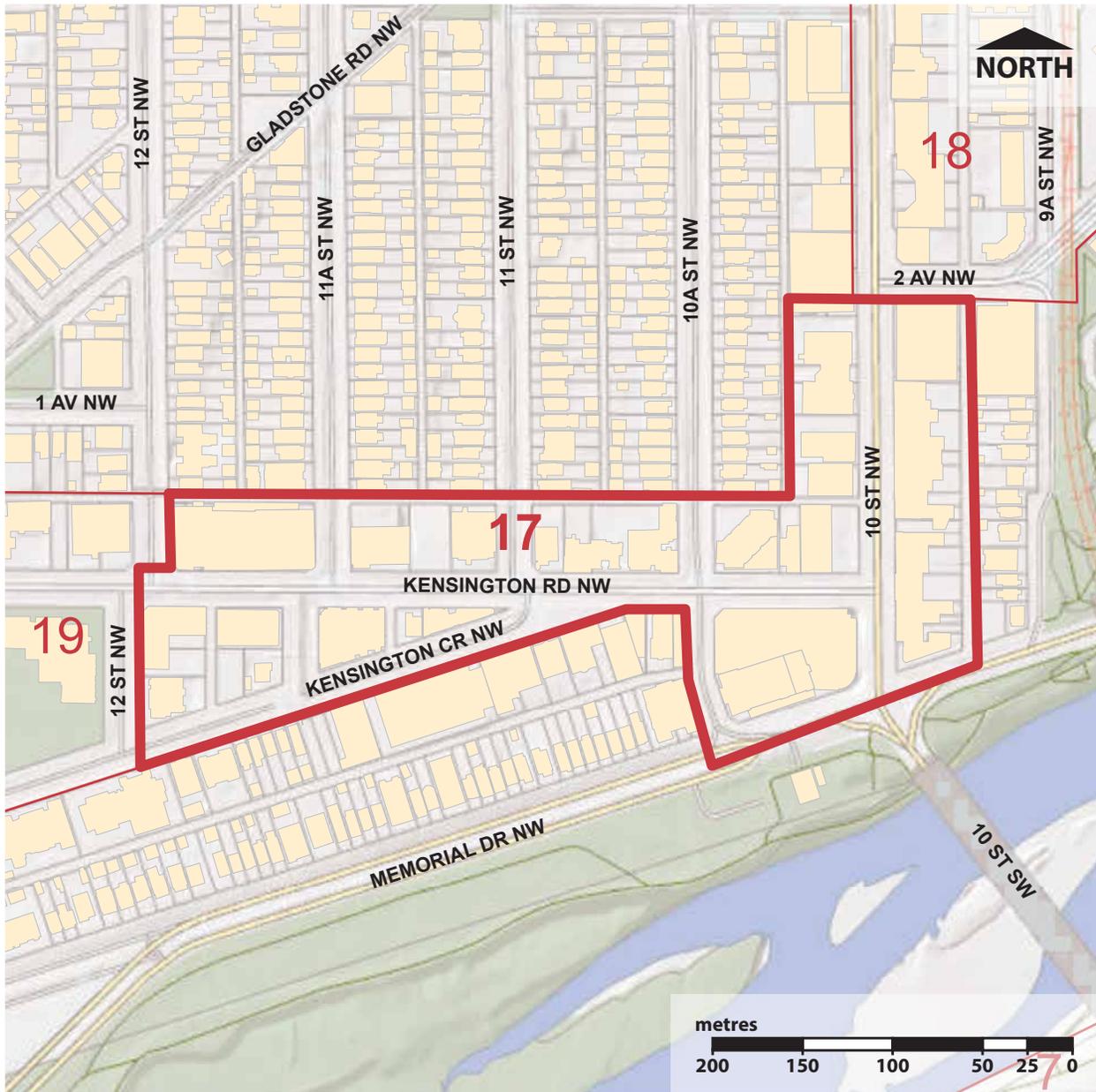
Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 16**  
**Mission**



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 17**  
**Kensington – Centre**



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

## Zone 18

### Kensington – 10 Street NW



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

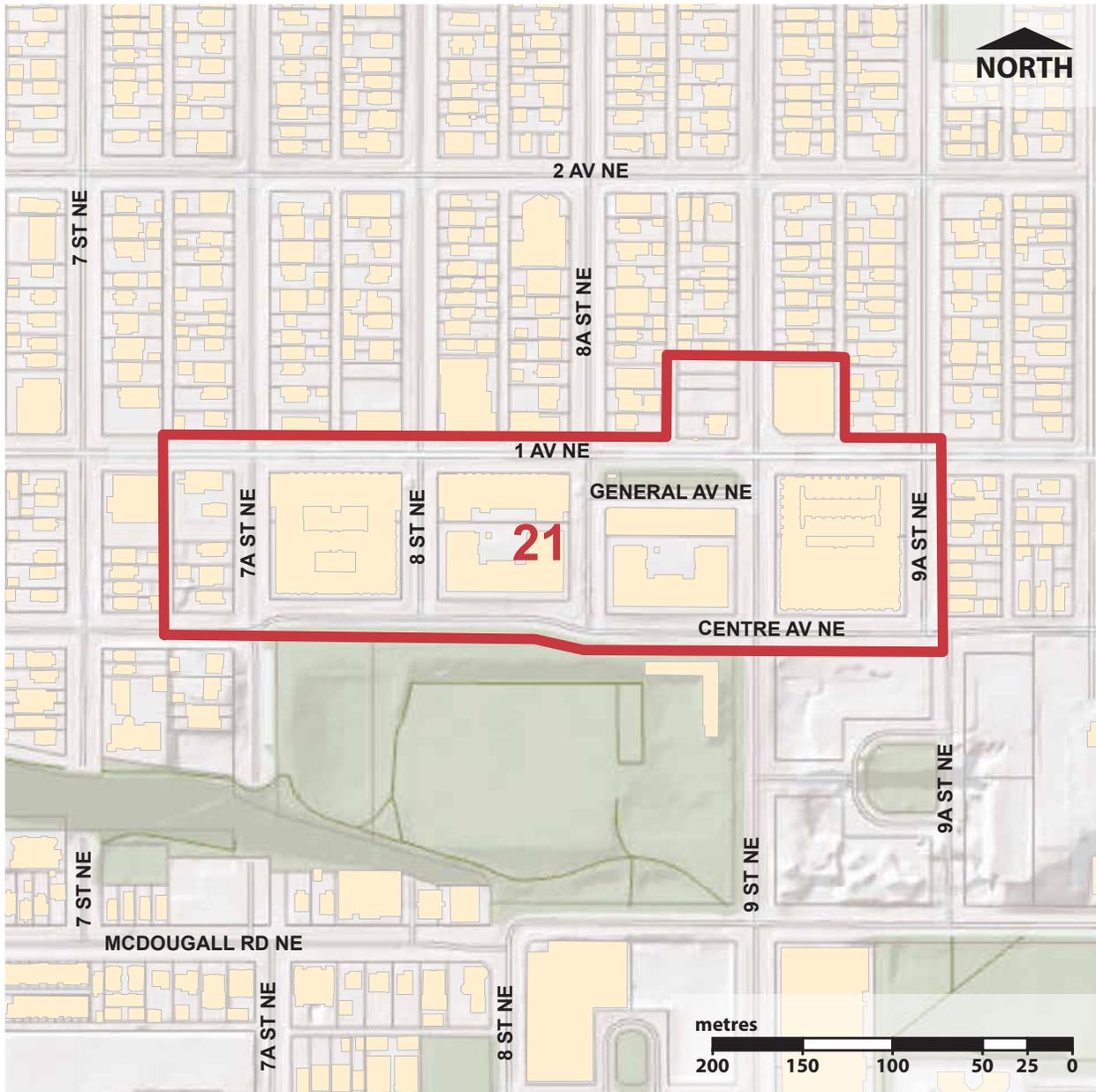
**Zone 19**  
**Kensington – West**



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

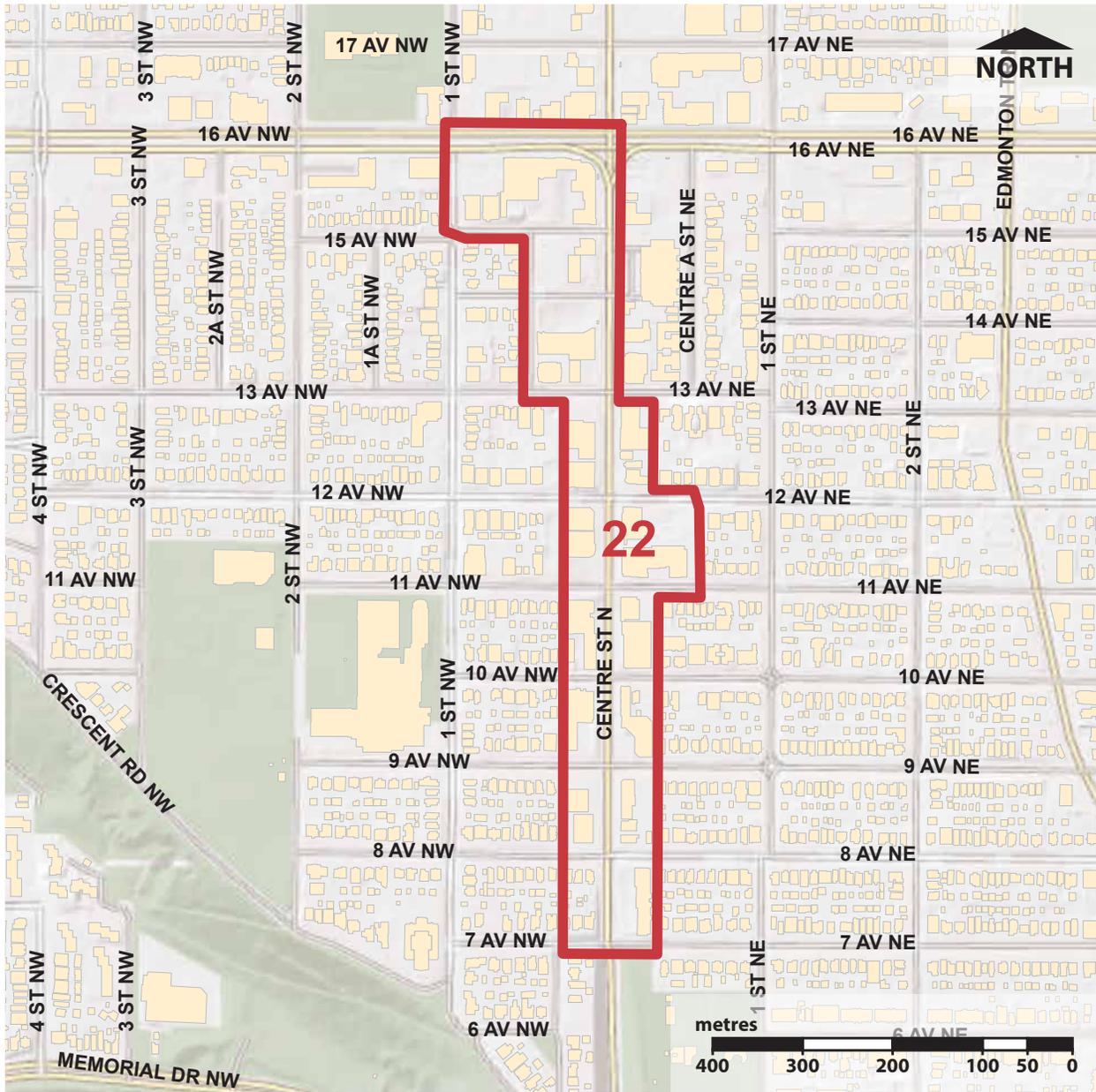


**Zone 21**  
**Bridgeland**



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 22**  
**Centre Street N**



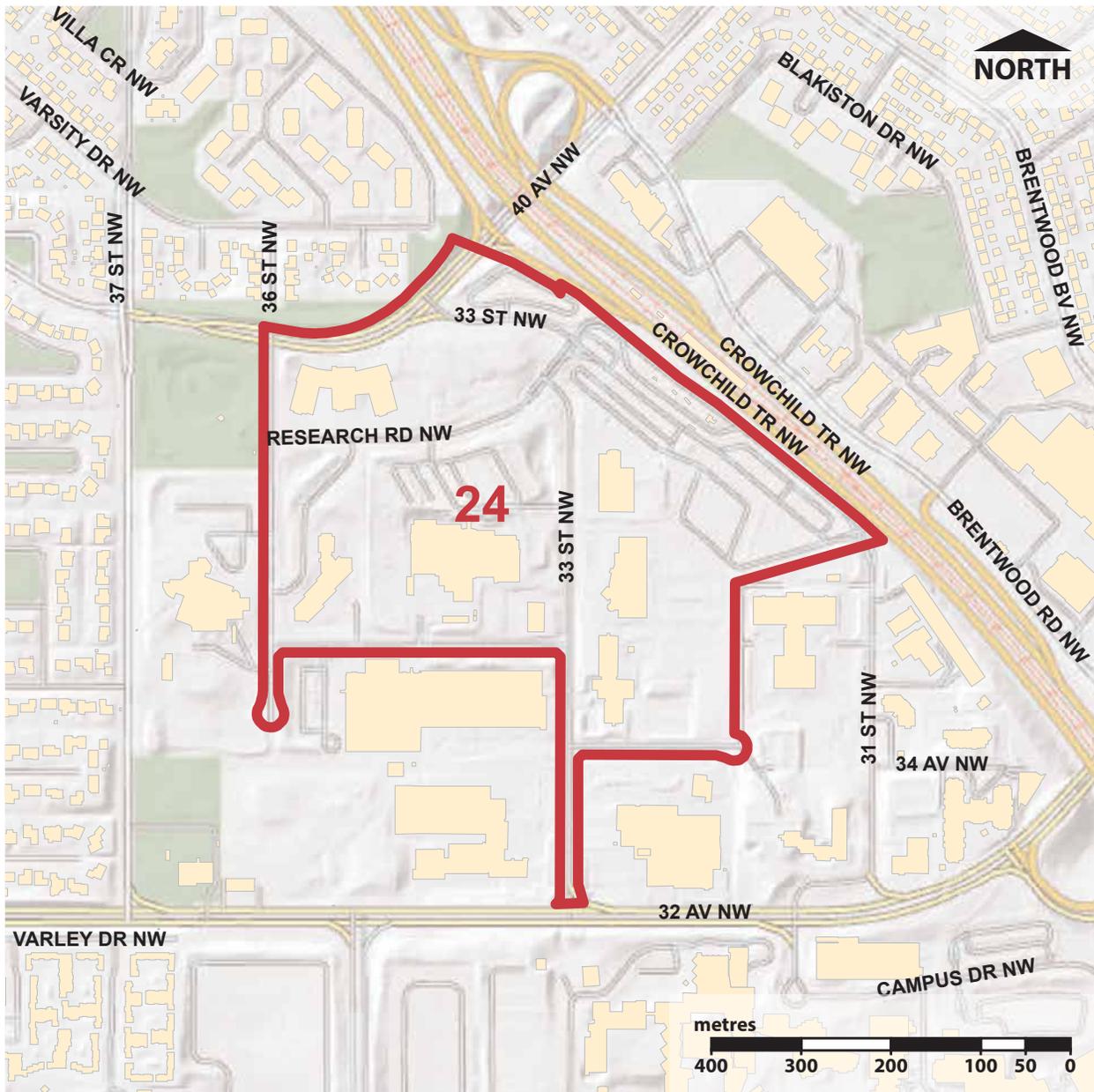
Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 23**  
**Riley Park**



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

**Zone 24**  
**Research Park**



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

# Appendix 2 – Parking Reduction Fee per Stall for Downtown Parking Policy

The purpose of the per stall reduction fee in lieu of providing downtown parking is to fund improvements to other travel options that would be used instead of driving. The objective is to determine a fee rate that considers the cost savings to the development, provides a meaningful contribution to other travel options and is not prohibitively high as to discourage this option. While each building has unique site characteristics, an average cost approach over several scenarios has been used.

To determine the per stall reduction fee for downtown parking stalls, Administration analyzed the per stall costs of three different sized underground prototypical parkades. The goal of the analysis is to isolate the cost of providing an additional parking stall to a development. To do this, it has been assumed that there is no development above the parking.

Three different sized underground prototypical parkades were analyzed (quarter block, half block and full block) to determine the costs. Additionally, costing was analyzed for all levels between one and seven to determine how the fee varied with the depth of the parkade.

For 2016, the range of incremental costs for the three differently sized prototypical parkades are illustrated in the below chart. In general, it was found that cost efficiencies were achieved the deeper the parkade was constructed.

Parkade Level	¼ Block Development	½ Block Development	Full Block Development
P1	\$67,100	\$51,000	\$45,700
P7	\$52,400	\$40,300	\$37,300

The average cost of the above scenarios is \$48,967. This value will form the basis of the per stall reduction fee amount.

As the parking reduction fee is meant to provide a meaningful contribution to alternative modes of transportation in the Centre City or LRT parking while still being an economical option for a development, the fee will be set at 90% of the calculated average cost of an additional stall to a development.

Combining the above, for 2016, the per stall parking reduction fee is \$44,070 (90% \* \$48,967).

The reduction fee per stall will be indexed to the Calgary Construction Cost Index annually. The reduction fee per stall will be reanalyzed and updated every five years with changes being approved from the General Manager of Transportation.

For example, if the Calgary Construction Cost Index increased by 2% in 2017, the fee would be adjusted as follows: Previous Year Fee \* Per Cent Change in Calgary Construction Cost Index = Current Year Fee

For this example:  
 $\$44,070 \text{ (2016 Fee)} * 1.02 = \$44,951.40 \text{ (2017 Example Fee)}$ .

The division of the per stall reduction fee contributions between alternative modes of transportation infrastructure in the Centre City and LRT parking is calculated using the mode split information into the downtown during the morning peak. For 2016, the division is 90% to the Centre City and 10% to LRT parking. This shall be recalculated and updated every five years in conjunction with the reduction fee recalculation.

For more information visit [calgary.ca](http://calgary.ca)  
or contact 311.