

The following principles were approved by Council in TT2016-0204 and have been used to update Council policy *A Parking Policy Framework for Calgary* (TP017). These principles, in combination with the proposed policy updates, will guide amendments to the Land Use Bylaw.

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 onsite 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 onsite. Contributions shall be allocated to the Centre City Mobility Program capital fund to facilitate walking, cycling, transit and City-provided parking within the Centre City.
 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 structured parking supply fulfills previous cash-in-lieu commitments for existing office developments.
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