

The following revised Section 6 of *A Parking Policy Framework for Calgary* (TP017) is based on the eight Council approved principles from TT2016-0204.

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## 6. Area Specific Parking Strategies

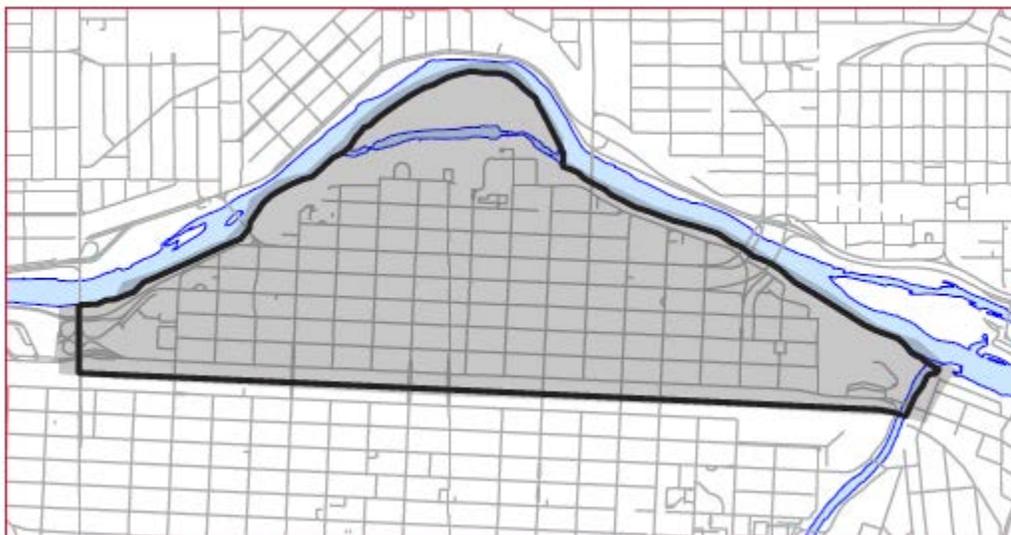
### 6.1 Downtown Parking Strategies

#### 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 (2hr)		
	1996	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

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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**

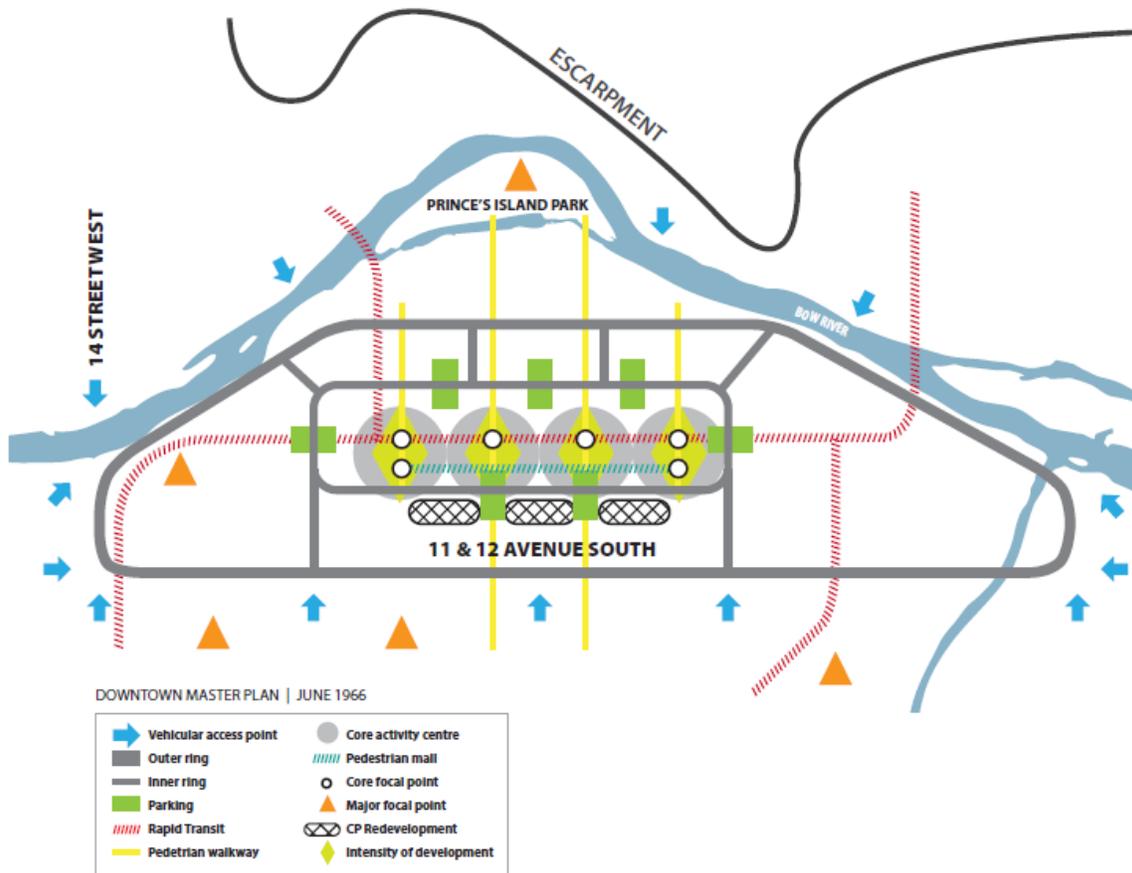
The City of Calgary has employed a strategy to thoughtfully manage the amount and location of parking in the downtown core for several decades. The first formal concept of a long-stay Downtown Parking Strategy was in 1966, when the Downtown Master Plan laid out a framework for the future of downtown. 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% 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

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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% of the parking requirement (allowing the remaining 50% 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.

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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% 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% 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 percent (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% 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

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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

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- 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

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*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 of 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
- Offers 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

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*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

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*This scenario maximizes the amount of new parking built 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

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*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

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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,

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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% 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% 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.

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Figure 5: Historic Long term parking spaces to employees ratio

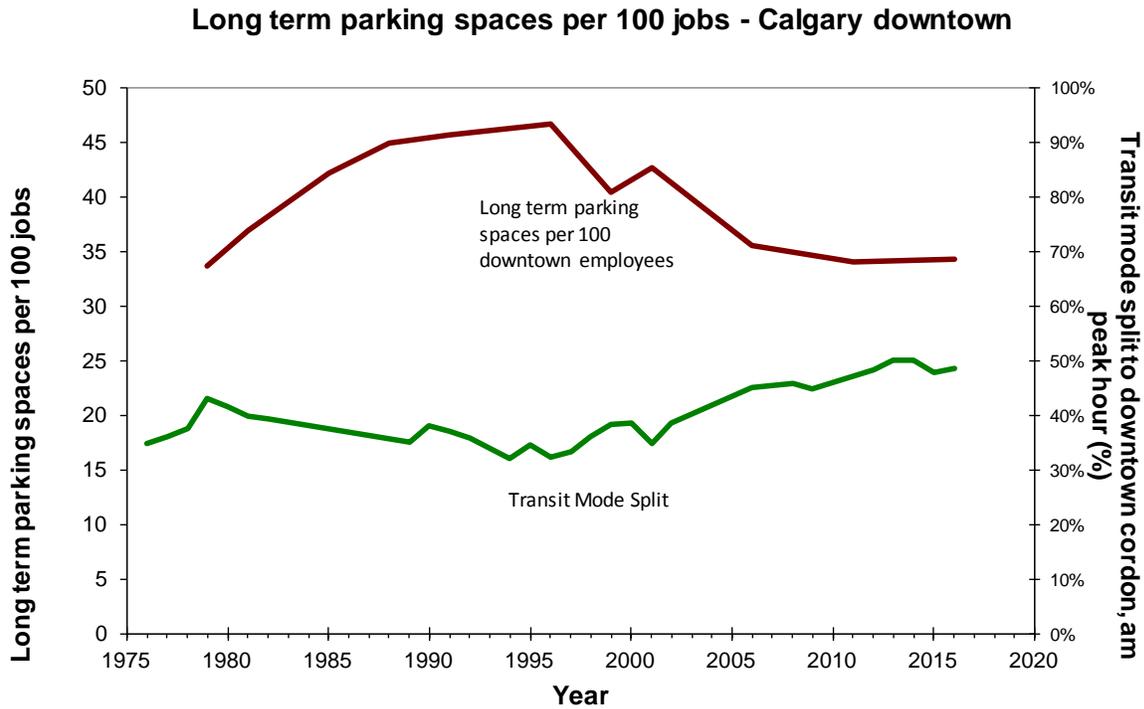
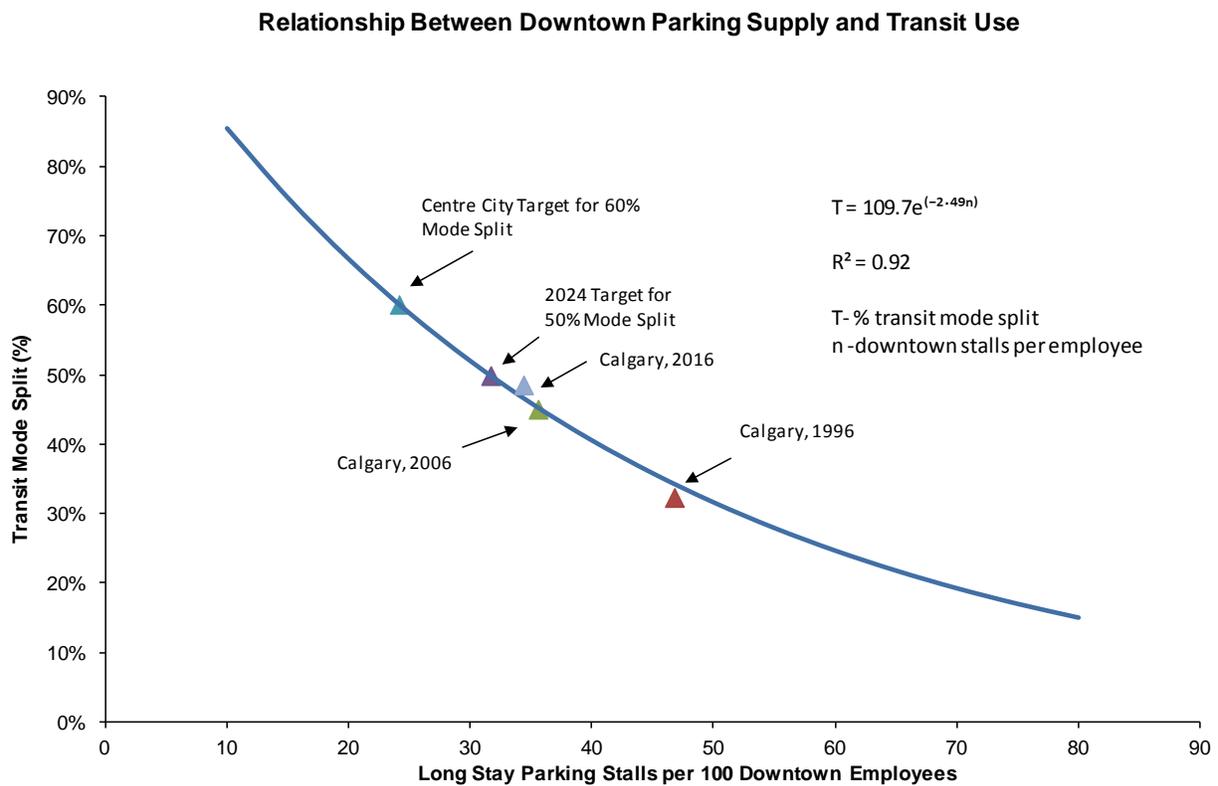


Figure 6: Relationship between downtown parking supply and transit use



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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% of their maximum bylaw requirement for parking, with The City able to consider reductions of 50% of this amount. This will

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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% of their required parking on-site.

If a development chooses to voluntarily relax up to 50% 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 reflect 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

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- 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% of the supply, and prices parking at about 80% 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 4 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

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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 (taxis, 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: taxis, 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 10 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.

## Proposed Policy Revision to Section 6 in A Parking Policy Framework for Calgary

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 10 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.