

Section 6.1.5 Downtown Long-Stay Parking Policies		
Current Policy Statement	Proposed Policy Statement	Revisions Guided by Council Approved Principle (Attachment 1)
<p>1. The amount of long-stay parking spaces in the Downtown will be managed over time in conjunction with employment growth and redevelopment to achieve a 60% transit mode share for all work travel to the downtown. This can be accomplished largely by retaining the current land use bylaw requirements for parking downtown.</p>	<p>1. The amount of long-stay parking in the Downtown will be managed over time in conjunction with employment growth and redevelopment <i>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.</i></p>	#2
<p>2. The cash-in-lieu program will continue to require that, within the Restricted Parking Area defined in the land use bylaw, developments will be limited to providing a maximum of 50 percent of their required parking on-site with a requirement to make a cash-in-lieu of parking payment to The City for the balance, with the exception of developments:</p> <ul style="list-style-type: none"> a. Of 3 FAR or less; b. On sites of up to 1800 square metres in size; c. In commercial developments on the ground floor of a residential project. 	<p>3. <i>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.</i></p>	#4
<p>3. Long-stay parking should occur off-street, rather than on-street, in the downtown during weekdays. 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, with the exception of facilities constructed with cash-in-lieu fees given The City's ability to locate parkades in strategic locations and to ensure an appropriate balance of long and short stay stalls.</p>	<p>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.</p> <p>5. <i>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</i></p>	#3, 7, 8

Proposed Revisions to Downtown
Long-Stay Parking Policies

	<i>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.</i>	
4. 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.	No change.	
5. With the exception of office uses, Administration should explore expanding the number of uses that have no minimum parking requirements for new developments in the downtown. Office uses will continue to retain the current bylawed rate of one parking stall per 140 square meters of net floor area, and this rate must be treated as a maximum.	2. <i>Except for office and residential uses, uses located on the ground or second floor have no parking requirement.</i>	
No existing policy	7. <i>New developments should demonstrate how they have incorporated the potential for easy public access to parking.</i>	#6