

ATTACHMENT - DRAFT POLICY AMENDMENT

5.2.4 Shared Parking

Enabling Public Parking within Existing Developments

The Calgary Transportation Plan (CTP) encourages managing parking in the Centre City, Activity Centres, Corridors and Transit Orientated Developments (TODs) to support an affordable and diverse housing mix, promote development, consider business vitality, increase densities, encourage using all modes of transportation, improve air quality and reduce the environmental footprint of the city. The CTP encourages optimizing existing facilities and park and ride lots through shared parking (CTP Section 3.9.g). The CTP also supports finding alternate solutions to increasing parking supply including using technology, time restrictions and pricing (CTP Section 3.9.d).

At first glance, the provision of better using existing parking by increasing its availability may seem counter to broader objectives of the CTP. However, it is felt that the broader strategic goal is facilitating the intensification of Main Streets and transit station areas. This is because a significant part of achieving the goals of the MDP and CTP is having more people living, working and shopping in these areas. If Calgary is successful at establishing these areas, this will have a significant impact on increasing travel by walking, cycling and transit. The main intent in these areas is to better using existing parking facilities to facilitate the transition of these areas in the interim and address surrounding community issues throughout redevelopment.

As businesses change over time, the parking demand they generate changes, which may result in a surplus of parking within the development. Area parking infrastructure is able to be used more efficiently when allowing underutilized parking within existing developments to be used as public parking. Using existing parking infrastructure for multiple uses may facilitate consideration of lower total required parking for future developments. The flexibility to use surplus or off-peak parking for public consumption also allows the City and private enterprises to avoid the significant capital costs in providing new dedicated public parking in communities, transit station areas, and Main Streets.

The following definitions apply to this section:

Existing development: The current active development on a property and its associated parking.

Off-peak parking: parking which occurs outside of the peak parking patterns of the developments' existing uses (i.e.: evening parking in an office building).

Spillover parking: parking generated by the development that is not contained on-site.

Surplus parking: existing parking which has been provided and is in excess to the actual demand generated by the development.

Policies

1. Applications to allow parking within existing developments to be used for general public parking shall be considered by Administration provided:

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- a. The existing parking provided by the development can be shown to have excess supply above the demand generated by the actual uses located in the development. This may vary by time of day and/or day of week.
 - b. The application should outline the general approach to how the parking will be operated, including any anticipated pricing.
 - c. A strategy for addressing spillover parking outside of the development site must be provided by the applicant. Administration may require a parking study to evaluate the impacts of potential spillover parking. A transportation impact assessment may be required to determine any effects to the road network based on the anticipated travel attributed to public parking.
2. If the development is found not to be implementing the approved spillover mitigation strategy, and/or the spillover parking is having an undesirable impact on the surrounding area, Administration may refuse renewal applications for public parking.
3. Communities are encouraged to work with property owners to utilize parking infrastructure existing in developments within the community to provide parking solutions.