

Background

Context and Previous Council Direction

In 1988, on the recommendations of Calgary Planning Commission, Administration prepared an investigation on the feasibility of a cash-in-lieu parking program for the Hillhurst commercial area (Kensington.) This report led to bylaw amendments to Land Use Bylaw 2P80 to create a voluntary cash-in-lieu of parking framework for commercial buildings within the area which were adopted in 1989 (10P89.) Shortly after, Calgary Planning Commission recommended a second program be adopted for the 17 Avenue S commercial area. This additional area was also adopted by Council in 1989 (17P89) with a similar framework. In 1994, Council added a third program for the 4 Street commercial area with its own framework (21P94).

Under the terms of these programs, some commercial developments could satisfy some or all of their on-site parking requirements by making cash contributions. The cash-in-lieu program was voluntary. The commercial areas had all experienced ongoing issues with smaller scale developments, strong corridors with limited access and historically valuable properties, all of which can make providing on-site parking difficult and expensive. The cash-in-lieu option simplified the development process by providing a uniform process for meeting Land Use Bylaw requirements instead of pursuing relaxations or alternate parking arrangements. Each of the three areas had slightly different participation frameworks but relied on the same principle that City-built centralized parking facilities could be a simpler and more cost-effective solution.

Contributions collected under these programs are held in the Cash-In-Lieu of Parking Fund and credited to the property. New development applications account for stalls previously credited through cash-in-lieu. Deposits were refundable to applicants in the event they choose to build parking stalls on-site that would fulfil their original Development Permit requirements. In 2008 all three programs were repealed and closed, but unspent contributions and investment income remain available for use (13P2008).

Council has approved some projects through the fund on an opportunity basis. These include:

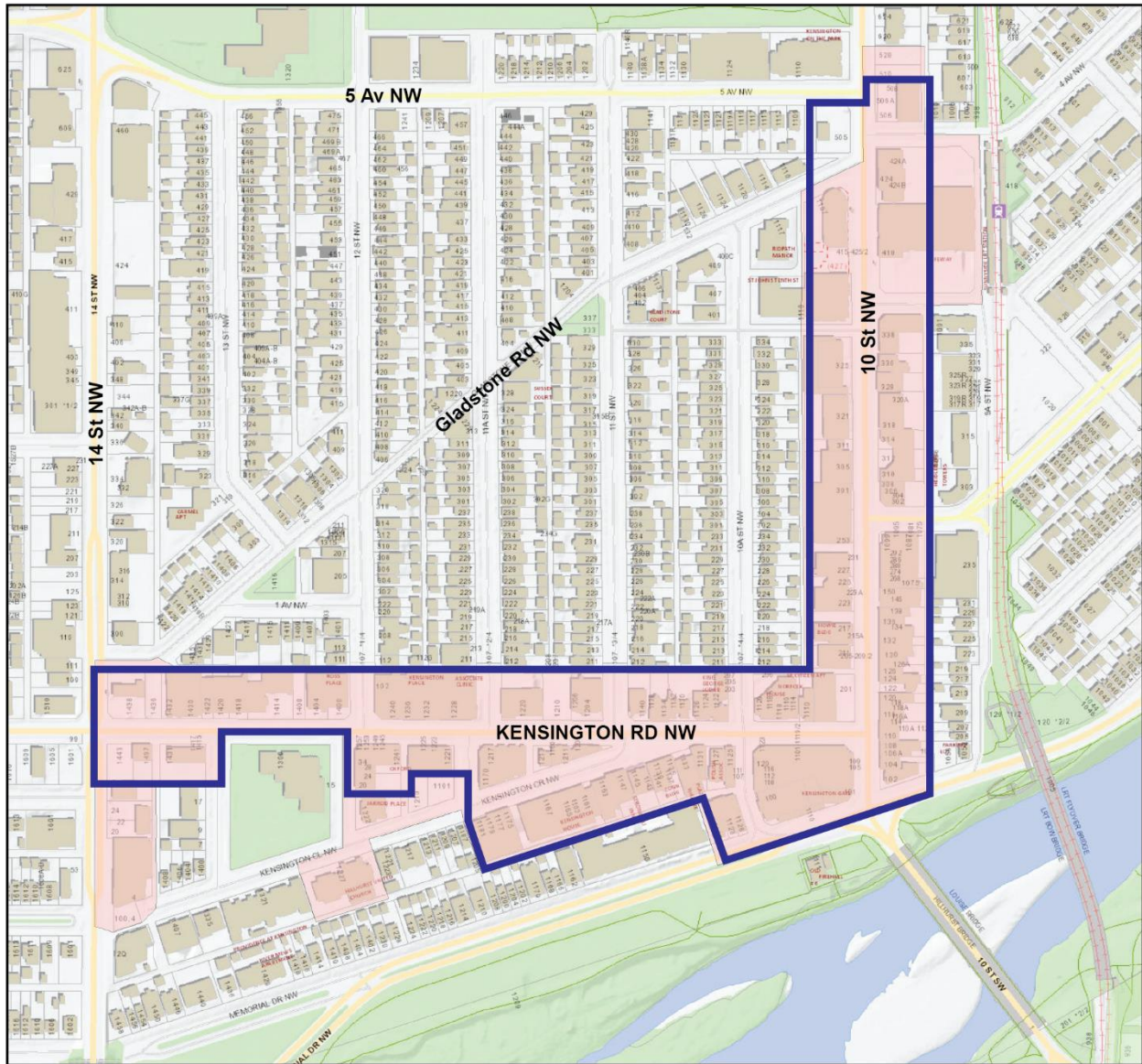
- Parking reconfiguration on Kensington Cr and 10A St NW (Hillhurst)
- Parking reconfiguration on 16 Av SW (Beltline)
- Parkade partnership – Lido building (Sunnyside)
- Improved signage (Kensington and 16/17 Avenues SW)



Despite these investments, new opportunities have not materialized, and land acquisition remains infeasible as it is both cost prohibitive and does not conform with contemporary land use and parking policies.

Relation to Other Cash-in-Lieu Areas:

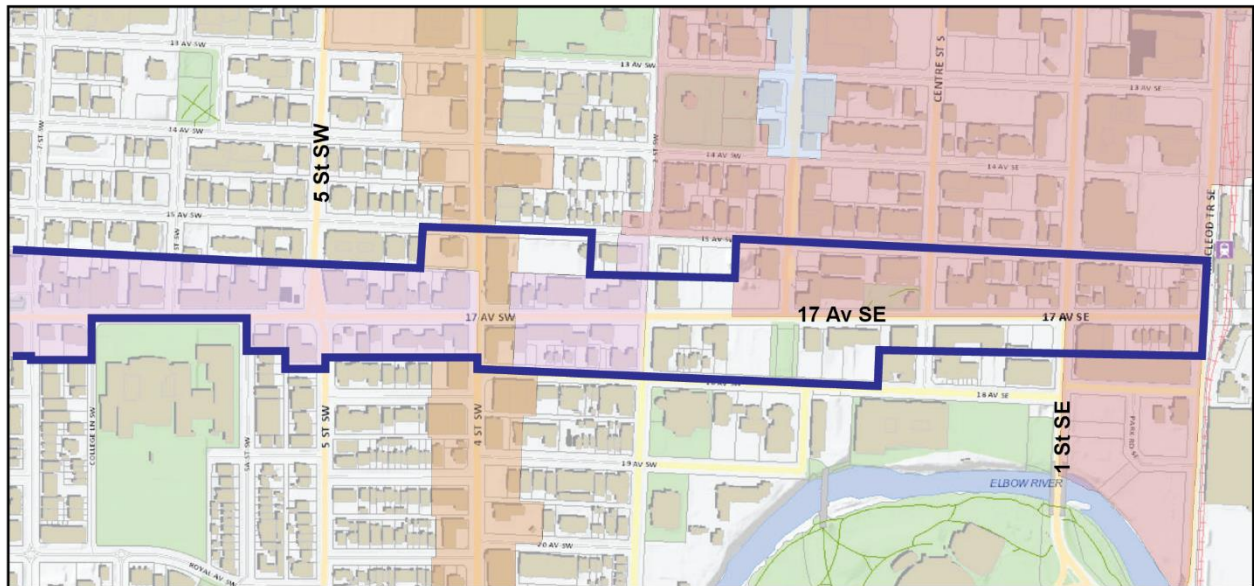
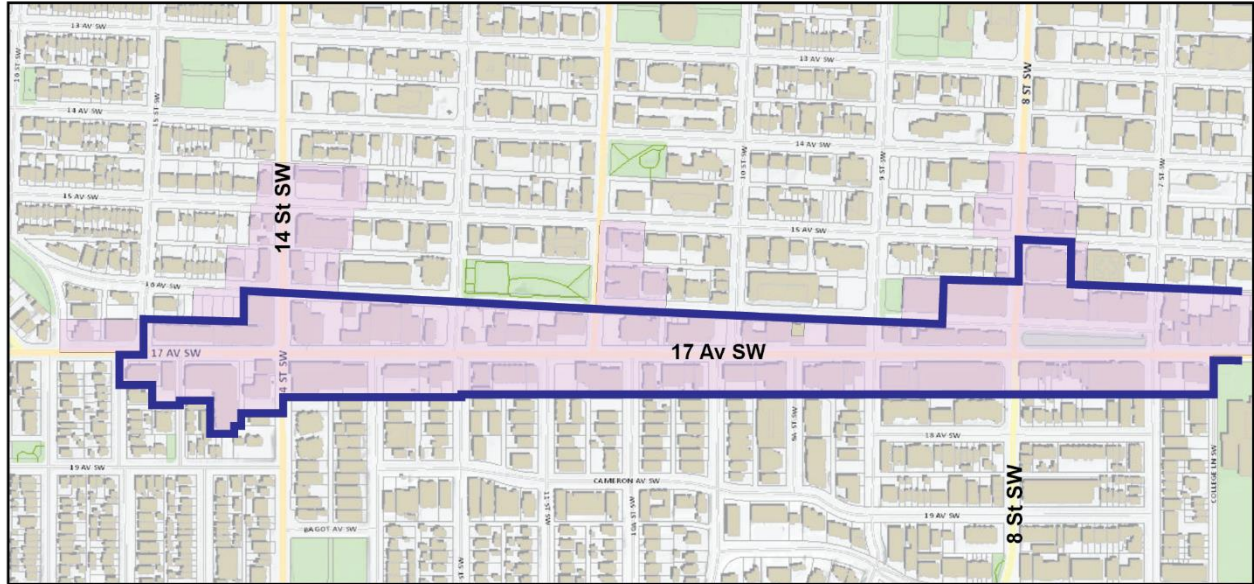
In addition to the three programs outlined, two other cash-in-lieu programs exist that are not addressed in this report. The well-known downtown program operated beginning in 1972 and was closed through the Integrated Downtown-TOD Parking Strategy in 2018 (TT2016-0204, TT2017-0383 and PFC2018-0004.) Funding has been fully utilized as of 2021 and the downtown program is considered concluded. Another program was enacted through the Chinatown Area Redevelopment Plan in 1986 and remains open (3P86). Council approved reviewing this program through the then-pending redevelopment plan review (now the Tomorrow's Chinatown initiative) in report TT2016-0204. As such, the Chinatown program does not form part of this report.

Map 1: Hillhurst Commercial Parking Area (Kensington)



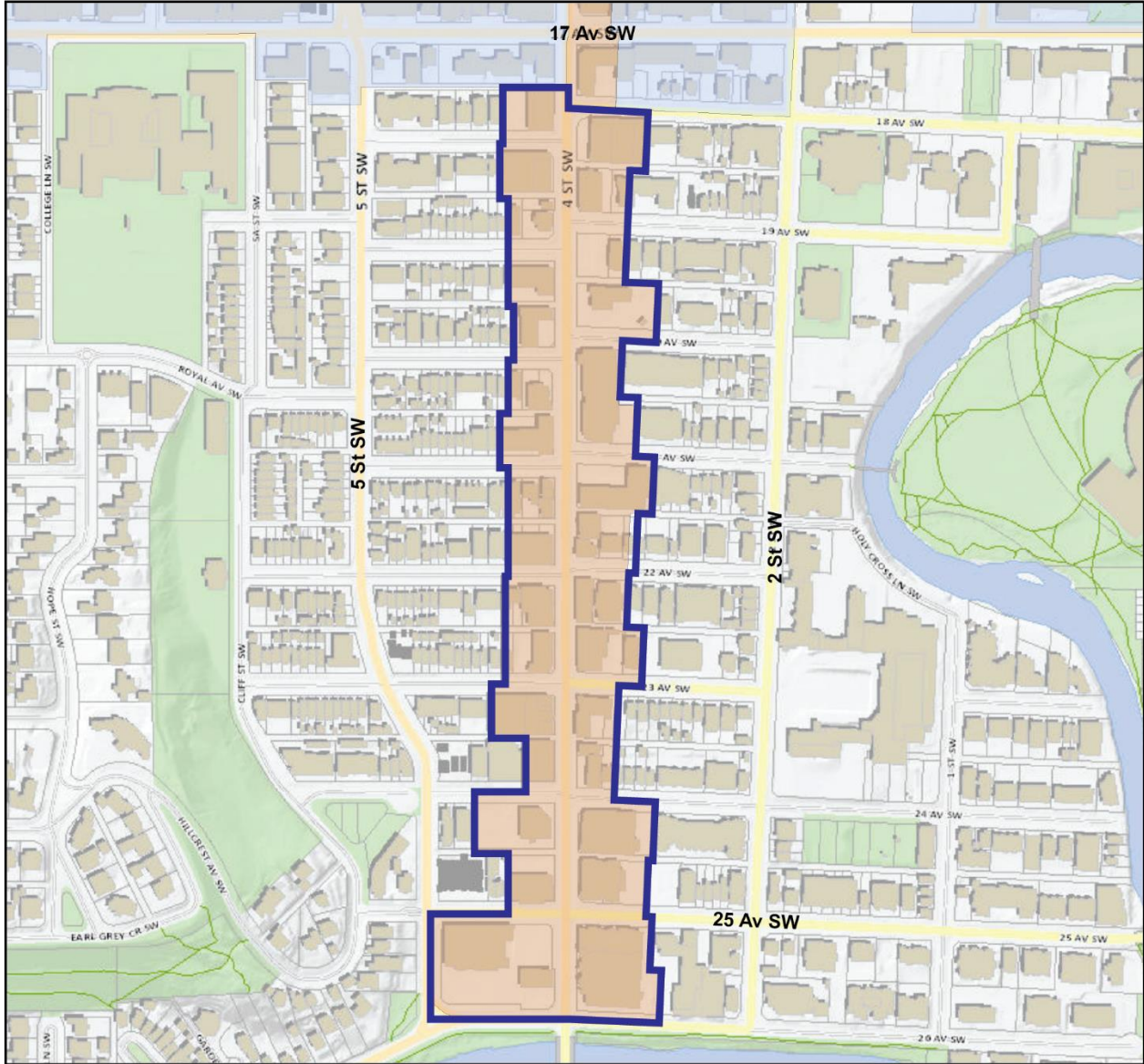
-  Kensington Business Improvement Area
-  Kensington Commercial Parking Area



Map 2: 17 Avenue Commercial Parking Area (Beltline)



-  17 Avenue Retail and Entertainment District Business Improvement Area
-  Fourth Street Business Improvement Area
-  Victoria Park Business Improvement Area
-  17 Avenue Commercial Parking Area

Map 3: 4 Street Commercial Parking Area (Cliff)



-  Fourth Street Business Improvement Area
-  4 Street Commercial Parking Area