

## COUNCIL POLICY

---

<b>Policy Title:</b>	<b>A Parking Policy Framework for Calgary</b>
<b>Policy Number:</b>	<b>TP017</b>
<b>Report Number:</b>	<b>LPT2011-49</b>
<b>Approved by:</b>	<b>Council</b>
<b>Effective Date:</b>	<b>2011 June 13</b>
<b>Business Unit:</b>	<b>Transportation Planning</b>

---

### **BACKGROUND and PURPOSE**

The Parking Policy Framework for Calgary is a living document that identifies Council's directions with respect to parking policy and strategy in Calgary. The document is designed to be a central location for parking policies as to provide clarity to Council, the City and the public. Its purpose is to provide city-wide and area specific parking strategies, context and policies that implement the vision set out in both the Municipal Development Plan and Calgary Transportation Plan.

### **POLICY**

The Parking Policy Framework document, which forms part of this policy, should be consulted for more details and context surrounding the policies.

#### **Parking Governance Roles and Responsibilities**

These policies have been approved separately in report LPT2011-25, and are contained in Council Policy TP-014 "Parking Governance Roles and Responsibilities".

#### **Financial Return Policies**

These policies have been approved separately in report LPT2011-25, and are contained in Council Policy TP-015 "Calgary Parking Authority Financial Returns to the City".

#### **City-Wide Parking Strategies**

##### ***On-Street Parking Management Policies***

**The Commercial Area On-Street Parking Policies, as defined in section 5.1.2 of the Parking Policy Framework, are:**

## Management of the On-Street Space

1. On-street space should not be managed in commercial areas unless the area meets the criteria for time and/or parking restrictions.
2. On-street space should be considered for management when there are currently no time or pricing restrictions in place, and parking congestion is sustained throughout one or more parking management periods within the commercial area.
3. Maximum time restrictions are the first tool that should be used to manage parking when parking congestion arises.
4. The parking management periods will be
  - a) Weekdays (Excluding Statutory Holidays)
    - i) 22:00 – 06:00
    - ii) 06:00 – 09:00
    - iii) 09:00 – 11:00
    - iv) 11:00 – 13:30
    - v) 13:30 – 15:30
    - vi) 15:30 – 18:00
    - vii) 18:00 – 22:00
  - b) Saturdays (Excluding Statutory Holidays)
    - i) 22:00 – 09:00
    - ii) 09:00 – 18:00
    - iii) 18:00 – 22:00
  - c) Sundays and Statutory Holidays
    - i) 22:00 – 09:00
    - ii) 09:00 – 18:00
    - iii) 18:00 – 22:00
5. Appendix 1 will describe the uniform pricing areas established in Calgary and which parking management periods pricing is used for in each pricing zone.
6. Pricing will be uniform across each pricing area described in Appendix 1.

## Managing Short Stay Parking Supply

7. Maximum time restrictions should be established when the average on-street occupancy of the commercial area exceeds 90 per cent in one or more parking management periods.
  - a) Time restrictions should only extend to cover the parking management periods where 90 per cent occupancy is exceeded.
8. A two hour maximum time restriction should be used in general. One, three and four hour time restrictions may be used as necessary when context warrants. Restrictions less than one hour should be avoided.

9. Pricing should be introduced in a commercial area when an average occupancy exceeds 90 per cent over one or more parking management periods and maximum time restrictions are already in place.
  - a) Requests for the use of pricing may be identified by Administration, Council, businesses (or their representatives) or the general public. Commercial Areas may also be analyzed for occupancy when a Residential Parking Zone is established (as this is usually an indicator of parking congestion).
  - b) Administration will investigate the area in question to determine if the average occupancy exceeds 90 per cent over any parking management period.
  - c) During weekday periods, pricing will generally be considered only if the 90 per cent average occupancy is exceeded over two or more consecutive parking management periods and there is no existing charges for parking in any parking management period.
  - d) If the area is found to exceed a 90 per cent average occupancy
    - i) Administration will prepare an amendment to Appendix 1 of the Parking Policy Framework to establish a new pricing area or add additional parking management periods for pricing if the pricing area already exists.
    - ii) Administration will engage with area stakeholders to explain the analysis and rationale for establishing a pricing area or pricing new parking management periods in the commercial area.
    - iii) Administration will bring the Parking Policy Framework amendment to Council, and present a report explaining the use of pricing as a mechanism to manage parking in the commercial area of concern. The report will also outline which parking management periods will be initially priced or added.
    - iv) Once the amendment is adopted, and the pricing area added to Appendix 1, policies surrounding the pricing of on-street space will apply.
    - v) If the amendment is not adopted, Administration will not analyze the area for pricing for the subsequent three year period unless there are substantial changes to the parking supply and/or demand in the area.
    - vi) The initial price per hour for the on-street space should take into consideration comparable pricing for off-street parking facilities in the broader area, but be no less than \$1 / hour in the identified parking management period.

10. Once a pricing area has been established, the price of parking should be based on achieving 85 per cent occupancy sustained over a parking management period.
  - a) The occupancy shall be determined over the entire pricing area identified in Appendix 1.
  - b) Prices should be reviewed annually based on the previous year's occupancy.
  - c) Prices for each priced parking management period will be adjusted as follows
    - i) If occupancy is greater than or equal to 80 per cent, the price shall be increased by a \$0.25 per hour increment for the subsequent year.
    - ii) If the occupancy is less than or equal to 50 per cent, the price shall be decreased by a \$0.25 per hour increment for the subsequent year.
    - iii) If the occupancy is between 50 and 80 per cent, the price will remain the same for the subsequent year.
  - d) If there is currently no charge for parking in a parking management period, the average occupancy will only be reviewed about every three years to see if conditions have changed enough to warrant the use of pricing over said parking management period.
11. Staggered or progressive pricing mechanisms may be used to facilitate shorter stay parking events so long as 85 per cent occupancy is generally maintained.

#### Managing Long-Stay Parking Supply

12. Areas that have been previously designated long-stay on-street parking areas will remain long-stay parking areas unless The City, in conjunction with area businesses, decides otherwise.
13. Generally, long-stay parking will be located adjacent to uses with little short-stay parking demand within the commercial area (e.g. vacant lands, warehouses, etc. at the discretion of the Traffic Engineer).
14. For areas identified in (12), daily pricing may be introduced to alleviate parking congestion.
  - a) This step may be taken without introducing time restrictions but would follow the same process for introducing pricing in short-stay space.
  - b) Long-stay space should be priced in a similar fashion to short-stay space.
15. The impacts of introducing pricing on surrounding residential areas must be considered. Generally, charging is preferred as long as there are no significant impacts on surrounding residential areas.



16. Where demand is sufficient, long-stay parking for bicycles, motorcycles and scooters may be designated in areas where there is short-stay parking.
17. When short-stay demand in an area exceeds 90 per cent and long-stay parking is available in the commercial area, area businesses/groups may propose to The City as to whether the preference is to increase the pricing of parking in the short-stay area or convert long-stay space to short-stay space to increase the short-stay parking supply.

### Loading

18. In areas where parking is managed, loading zones should, generally, make up no more than 10 per cent of the managed on-street space.
19. On-Street loading zones will not be provided in commercial areas where all loading activities including goods and people are already accommodated on-site.
20. There should not be more than one loading zone per block face in commercial areas.
21. On-street loading zones will not be for the exclusive use of any one business.
22. If a loading zone is found to have fewer than an average of five users per day, it may be subject to removal.
23. Time restrictions and pricing may be used to ensure that loading spaces turn over and are not monopolized.
  - a) Pricing of loading zones will only be implemented in areas where on-street parking is already priced.

### Valet Parking

24. The City will permit businesses to offer valet parking services using the on-street space so long as it can be demonstrated that other on-street users are not significantly impacted.
25. There should not be more than one dedicated Valet service area per block face.
26. Dedicated valet services should not make up more than one per cent of the managed on-street space in a commercial area.
27. There should not be both a valet parking and a loading zone on a single block face.
28. Dedicated valet space will be limited to a maximum of four consecutive parking spaces.

29. Where possible, valet space should be located in under-utilized areas of the on-street space.
30. All associated components with a valet operation should be contained within the building or business offering the valet service. Booths, pedestals and signage should not be located on the sidewalk as to maintain pedestrian flow. Any requests otherwise will be subject to appropriate development approvals.
31. The businesses using the dedicated valet space will be charged the maximum hourly parking price (or \$1/hr when parking is not-charged for) for each hour that the space is not available for general parking to cover the revenues from the displaced parking.
32. Customer vehicles may not be parked on on-street space and must be located at an off-street parking facility.
33. If the dedicated valet service space achieves one per cent of the managed on-street space, the City should initiate a broader review of the valet industry, including, but not limited to:
  - a) Establishing a department or agency to oversee valet operations and regulations.
  - b) Establishing service standards for valet operators.

#### Parking and Loading for Special Users

34. Accessible parking zones should be limited to a maximum of two consecutive spaces per block face. The total number of accessible parking spaces in a parking area should not exceed one per cent. Accessible parkers are subject to the same time and price restrictions as non-accessible parkers.
35. Fire hydrant locations are preferred for taxis. New taxi locations outside of fire hydrant locations should be discouraged with the exception of late night taxi stands.
36. Dedicated loading zones for charter buses may be established at the discretion of the Traffic Engineer, but should not exceed 0.5 per cent of the managed curb space. Charter bus loading zones should have a maximum time limit of one hour. On-street space should not be used for charter bus parking. If charter buses need long-stay parking they should seek it in off-street locations or on-street locations where curb space is not managed.
37. Special zones designated for specific users not covered previously may be established at the discretion of the Traffic Engineer. Generally, the expectation is that these zones are on a case-by-case basis and make up less than 0.5 per cent of the total managed street space
38. Residential Parking Zones will not be used in commercial areas.

39. Business Activities in on-street space are welcome so long as the business activity directly enhances the street vibrancy and appropriate permits are obtained. Business activities that do not interact directly with the on-street environment should be located in off-street locations.

### Capacity

40. The use of on-street space may be restricted to provide adequate capacity for autos, transit and cyclists:
- a) On Skeletal and Arterial Roads (as defined in the Calgary Transportation Plan).
  - b) At approaches to intersections.
  - c) On Primary Transit routes.
  - d) On Primary Bike routes identified as part of the Primary Cycling Network or Centre City Mobility Network.
41. Converting existing on-street capacity to parking may be considered:
- a) On Neighbourhood Boulevards
  - b) On Urban Boulevards and Parkways, so long as traffic, transit and cycling movements, as well as safety, are not significantly impacted or reasonable alternatives are available.
42. Peak period parking restrictions should be used when capacity is only required during peak travel times.

### On-Street Parking in the Context of New Development

43. On-street parking and loading surrounding commercial uses may be considered in the provision of new developments or uses. If there is sufficient on-street capacity, parking and loading relaxations may be considered for commercial uses. However, it is important to note that the on-street parking and loading areas will not become part of the commercial establishment's exclusive parking – it will remain public and fully accessible to all users.
44. Construction activities should aim to minimize the amount of curb space needed during construction. Curb space should not be used exclusively for parking vehicles belonging to site workers or for storage of materials that may be easily stored elsewhere.

## Engagement

45. The City and Calgary Parking Authority will make available to the public, on an annual basis, the analysis of parking data used to determine price changes in pricing areas for parking management periods for the subsequent year.
46. The City and Calgary Parking Authority will communicate directly with BRZs, communities, and local businesses to inform them when changes to the on-street space are planned in accordance with the policies in the Parking Policy Framework.
47. Stakeholders will also be directly engaged when new pricing areas or pricing in new parking management periods are proposed.

## Area Specific Parking Strategies

### ***Downtown Parking Strategies***

#### **The Downtown Long-Stay Parking Policies, as defined in section 6.1.5 of the Parking Policy Framework, are:**

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 by largely retaining the current land use bylaw requirements for parking downtown.
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:
  - 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.
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.
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.

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.

**The Downtown Short-Stay Parking Policies, as defined in section 6.1.7 of the Parking Policy Framework, are:**

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 passengers, goods, taxis, transit and charter buses, and Access Calgary vehicles.
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. Business activities that tie up on-street parking and loading spaces for extended periods of time should be discouraged.
5. The provision of additional short-stay parking in new developments in the land use bylaw should continue to be supported.
6. 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.
7. Options should be explored to utilize the pricing of short-stay off-street parking to achieve vitality related objectives in the downtown.

**The Downtown Bicycle Parking Policies, as defined in section 6.1.9 of the Parking Policy Framework, are:**

1. Both class 1 and class 2 bicycle parking shall 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 shall 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.

## **Appendix 1 – Pricing Areas**

This appendix outlines the pricing areas to be used for the commercial area on-street parking policies. Each area describes the bounds of the pricing area and the parking management periods in which pricing is applied.

### **PROCEDURE**

The above policies apply to both The City of Calgary and the Calgary Parking Authority.

Figure 1 in the Parking Policy Framework outlines how the document and policies should be applied in relation to other policy documents, bylaws and City operations.

### **AMENDMENTS**

- Addition of Commercial Areas On-Street Parking Policies and Appendix 1 – May 2013
- Amended - 2013 May 27 (report TT2013-0225)

# A Parking Policy Framework for Calgary





## **PUBLISHING INFORMATION**

**TITLE:** A PARKING POLICY FRAMEWORK FOR CALGARY

**AUTHOR:** TRANSPORTATION PLANNING, TRANSPORTATION

**STATUS:** APPROVED - JUNE 2011  
ISC UNRESTRICTED

**PRINTING DATE:** 2011 JULY

**ADDITIONAL COPIES:** THE CITY OF CALGARY  
RECORDS & INFORMATION MANAGEMENT (RIM)  
DEVELOPMENT & BUILDING APPROVALS  
P.O. BOX 2100, STN "M", #8115  
CALGARY, ALBERTA T2P 2M5

**PHONE:** 3-1-1 OR OUTSIDE OF CALGARY 403-268-2489  
**FAX:** 403-268-4615

**WEB:** [www.calgary.ca/planning/landuse](http://www.calgary.ca/planning/landuse)  
**CLICK ON:** Publications



# 1. Table of Contents

- 1. Executive Summary .....1-1
- 2. Purpose and Role of the Parking Policy Framework .....2-1
- 3. Parking Governance Roles and Responsibilities .....3-1
- 4. Financial Return Policies.....4-1
- 5. City-Wide Parking Strategies .....5-1
  - 5.1 On-Street Parking Management Policies .....5-1
    - 5.1.1 Residential Areas ..... 5-3
    - 5.1.2 Commercial Areas..... 5-5
    - 5.1.3 Residential / Commercial Interface Areas..... 5-17
    - 5.1.4 Industrial Areas..... 5-19
    - 5.1.5 Snow and Ice Control Policies ..... 5-21
  - 5.2 Off-street Parking Management Strategies..... 5-23
    - 5.2.1 Parking in Activity Centres, Corridors and other Transit-Oriented Development Areas ..... 5-23
    - 5.2.2 Parking in Business Revitalization Zones ..... 5-23
    - 5.2.3 Transit Park and Ride Strategies..... 5-23
    - 5.2.4 Shared Parking..... 5-23
    - 5.2.5 Provision of parking for preferred parkers..... 5-23
    - 5.2.6 Parking Design Policies..... 5-23
    - 5.2.7 Pricing Policies..... 5-23
  - 5.3 Parking Revenue Policies ..... 5-23

<b>6. Area Specific Parking Strategies .....</b>	<b>6-1</b>
6.1 Downtown Parking Strategies .....	6-1
6.1.1 Purpose of the Downtown Parking Strategies .....	6-1
6.1.2 Overall vision for Downtown.....	6-2
6.1.3 History of the Downtown Parking Strategy.....	6-3
6.1.4 Downtown Long-Stay Vehicle Parking Strategy.....	6-5
6.1.5 Downtown Long-Stay Parking Policies.....	6-7
6.1.6 Downtown Short-Stay Vehicle Parking Strategy .....	6-8
6.1.7 Downtown Short-Stay Parking Policies.....	6-10
6.1.8 Downtown Bicycle Parking Strategy .....	6-10
6.1.9 Downtown Bicycle Parking Policies.....	6-10

**Appendix 1 .....** **A-1**

Zone 1 - Downtown - East Village.....	A-1
Zone 2 - Downtown - East Core .....	A-2
Zone 3 - Downtown - Chinatown.....	A-3
Zone 4 - Downtown - Core.....	A-4
Zone 5 - Downtown - Eau Claire.....	A-5
Zone 6 - Downtown - West Core .....	A-6
Zone 7 - Downtown - West End.....	A-7
Zone 8 - Beltline - West End.....	A-8
Zone 9 - Beltline - West Core.....	A-9
Zone 10 - 17th Avenue - West Long Stay .....	A-10

Zone 11 - 17th Avenue - West.....	A-11
Zone 12 - Beltline - Centre .....	A-12
Zone 13 - 17th Avenue - Centre.....	A-13
Zone 14 - Beltline - Macleod .....	A-14
Zone 15 - Beltline - East End .....	A-15
Zone 16 - Mission.....	A-16
Zone 17 - Kensington - Centre .....	A-17
Zone 18 - Kensington - 10 Street NW .....	A-18
Zone 19 - Kensington - West .....	A-19
Zone 20 - Inglewood.....	A-20
Zone 21 - Bridgeland .....	A-21
Zone 22 - Centre Street North.....	A-22
Zone 23 - Riley Park .....	A-23
Zone 24 - Research Park.....	A-24



# 1. Executive Summary

March 2011

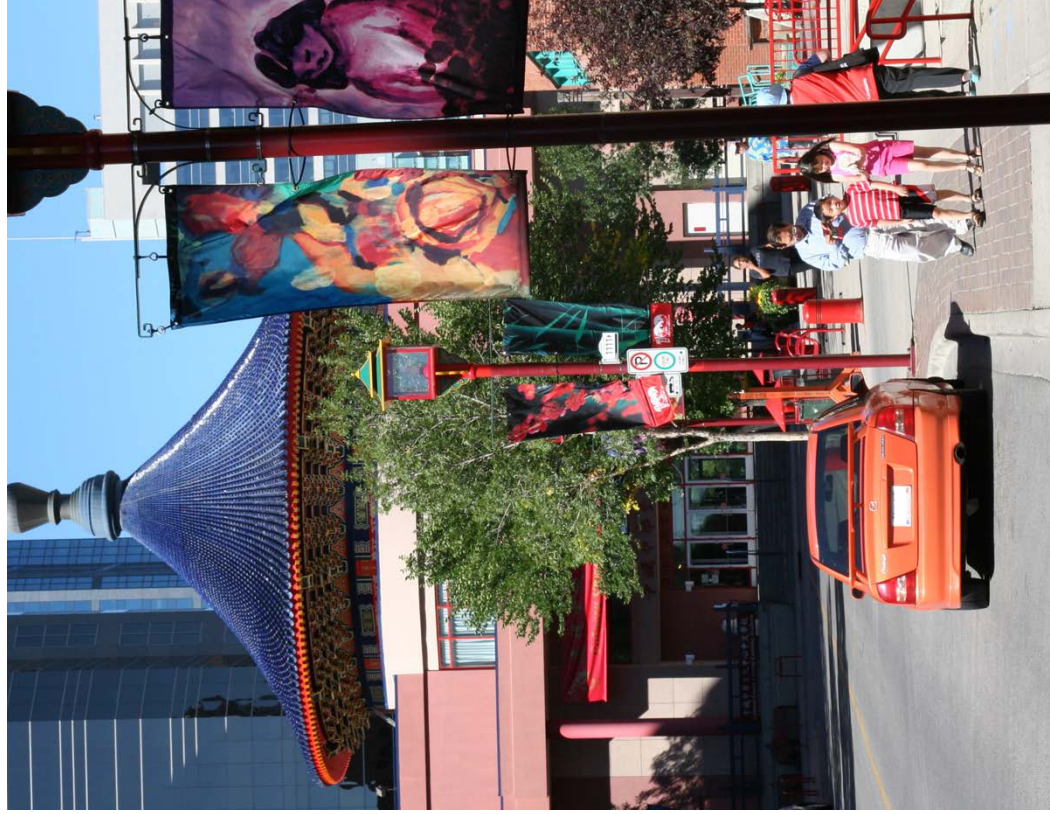
In the past, policies on parking have been contained in the various decisions over time in both statutory and non-statutory documents approved by Council. The Parking Policy Framework for Calgary is a central, living document describing both the strategies and policies Council wants to achieve in planning and managing parking in Calgary. It also provides direction for both the City and the Calgary Parking Authority (CPA) with respect to the operation and implementation of parking policy.

The document is broken into several sections. First, the roles and responsibilities around parking governance are established amongst Council, City Administration and the Calgary Parking Authority. A financial returns policy has been established to guide the CPA on Council's expectations around revenue returns to the city.

This current document provides a placeholder for city-wide parking policies, place for future work that will summarize parking policies that apply across the city. Headings have been put in place to identify, in more detail, where additional policy work may be undertaken.

Area-specific parking strategies are also detailed in the document. By far, the downtown contains the largest amount of parking demand and supply. As such, strategies and policies for this area are the first to be documented in this section. The overall vision for downtown is to provide parking policies that support an economically healthy and vibrant downtown. The downtown long-stay strategies and policies in this report reaffirm that the current direction and rules around managing long-stay parking to mitigate congestion and support transit ridership is appropriate.

The downtown short-stay strategies and policies have not previously been summarized in a policy document. The policies affirm that on-street parking should focus on providing convenient parking for users with short-stay needs, such as customers and visitors to the downtown. In addition to the short-stay policies, policies regarding the provision of bicycle parking facilities have been included. The short-stay policies also suggest review of the allocation of curb space and the mechanisms used to introduce pricing and set parking prices. This future work will provide additional policy guidance as to how the curb space is managed while still providing flexibility to respond to the local context of each street.

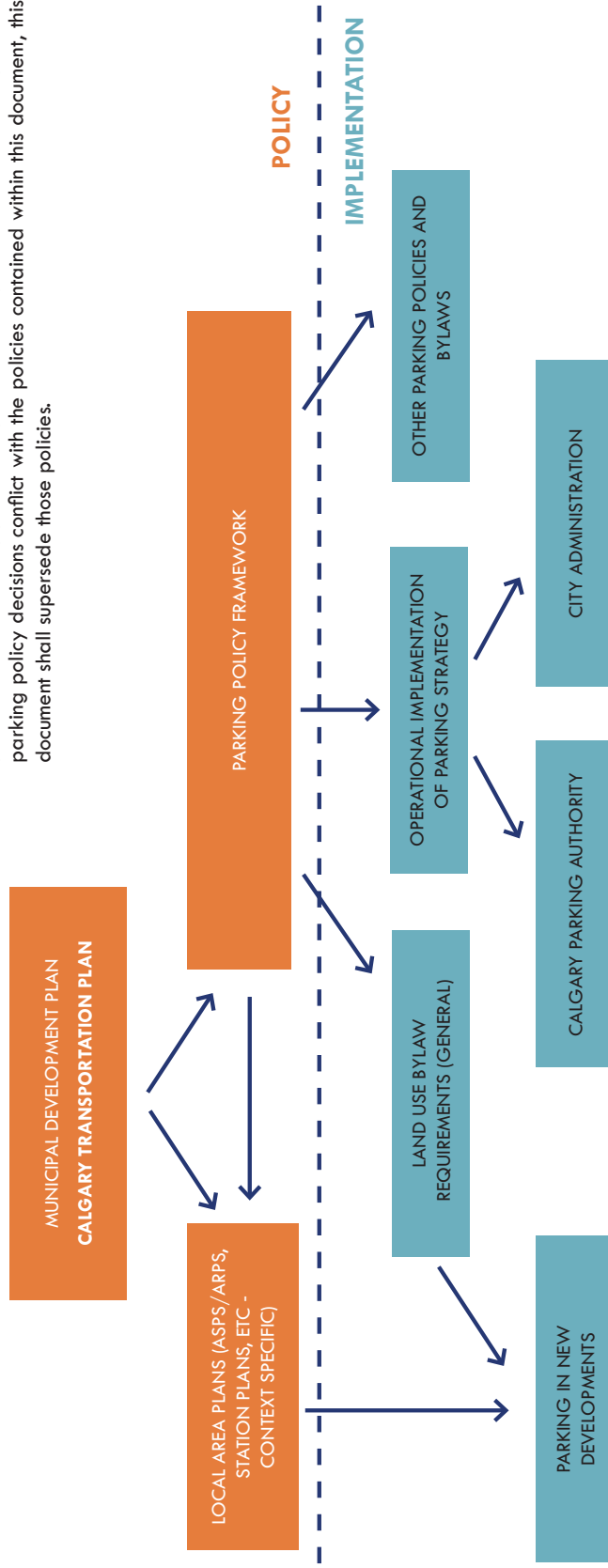




## 2. Purpose and Role of the Parking Policy Framework

The purpose of this document is to provide a clear direction and basis for the thoughtful management of parking in Calgary. Its role is to outline the objectives with respect to parking that the City aims to achieve to successfully implement the goals of the Municipal Development Plan, Calgary Transportation Plan and other

Figure 1: Hierarchy of Plans



policy documents. It also provides a planning framework for how parking should be provided in the city, the roles and responsibilities in governing parking policy, and what needs and objectives should be met in doing so. Finally, the Parking Policy Framework provides both the City and the Calgary Parking Authority with the policy framework that Council wants to achieve with respect to the provision, financing and operation of parking in Calgary. Figure 1 illustrates the hierarchy of plans and how the parking strategy guides policy and implementation.

This document supplements existing parking policies in The City of Calgary but is not statutory in nature. Where there is a conflict between this document and policy in a statutory plan and the land use bylaw, the statutory plan and bylaw shall supersede these policies. In the case where the policies in this document are in conflict with policies in a non-statutory plan, these policies shall supersede. In cases where previous parking policy decisions conflict with the policies contained within this document, this document shall supersede those policies.





### 3. Parking Governance Roles and Responsibilities

These policies have been approved separately in report LPT2011-25, and are contained in Council Policy TP01 4 "Parking Governance Roles and Responsibilities".

To properly implement the parking policies that the City wants to achieve, it is vital that there is a level of role clarity with respect to parking governance. This facilitates understanding and accountability with respect to both the parking policies and the implementation of them. There are three key areas of responsibility for parking governance within the City. They are:

- Council
- City Administration
- The Calgary Parking Authority

The general roles and responsibilities of each area are as follows:

**The role of Council is to:**

1. Approve the overall strategic parking policies and framework for the City.
2. Approve bylaws and policies proposed by City Administration that support the strategic parking policies and framework.
3. Appoint members to the Calgary Parking Authority Board of Directors.
4. Approve the Calgary Parking Authority budget.

**The role of City Administration is to:**


1. Develop and administer the overall strategic parking policies and framework for the City and take to Council for approval.
2. Develop bylaws and policies that support the strategic parking policies and framework approved by Council. These may include, but are not limited to, policies that establish or define:

- a) The purpose, mandate, corporate structure and governance model of the Calgary Parking Authority;
  - b) The approach to be used to locate and fund the development of parking facilities;
  - c) The number of long-stay and short-stay off-street parking spaces to be developed in defined areas of the city;
  - d) The linkage between land use and parking policies within areas of the city;
  - e) Areas in the city that are subject to on-street parking control and restrictions;
  - f) The financial returns to the City;
  - g) The mechanisms to determine parking prices and fines;
  - h) The parameters for street closures for festivals and special events;
  - i) The mechanisms for distributing on-street curb space amongst various users;
  - j) Parking and loading requirements for new developments.
3. Evaluate the provision of parking and loading in new development proposals against Council policy and bylaws and make recommendations and approvals that are consistent with said policies and bylaws.
  4. Allocate, regulate and distribute space in the road-right of way for parking uses in accordance with Council policies and bylaws.
  5. Working with the Calgary Parking Authority and area stakeholders, identify on-street areas for introducing paid parking that are consistent with Council policy requirements.

**The role of the Calgary Parking Authority is to:**

1. Provide overall stewardship of the Authority, by:

- a) Recommending strategic directions;
  - b) Ensuring legal and regulatory compliance;
  - c) Identifying, managing and mitigating risks to the Authority;
  - d) Developing and approving CPA policies that set the parameters for how the CPA conducts its business;
2. Implement the overall strategic parking policies and framework established by Council;
3. Oversee the planning, construction, management and operation of municipal parking on behalf of the City of Calgary, including:
- a) Managing and operating a parking enforcement program pursuant to the provisions of the Calgary Traffic Bylaw 26M96 and the Traffic Safety Act;
  - b) Managing and operating one or more municipal impound lots;
  - c) Establishing a parking management program that complements the strategic parking policies and framework established by Council, by:
    - i) Setting parking rates for all municipal parking facilities;
    - ii) Operating preferential parking programs;
    - iii) Operating parking permit programs;
    - iv) Enforcing parking legislation and bylaws;
    - v) Provide advice on parking standards;
    - vi) Analyzing parking needs;
    - vii) Generating parking revenues;
    - viii) Augmenting the municipal transit system.
  - d) Entering into routine parking contracts with customers;
- e) Renting surplus space, not needed for parking purposes, without the approval of Corporate Properties, Land Committee or Council;
  - f) Leasing the parking facilities, land or space controlled by the Authority to third parties without the approval of Corporate Properties, Land Committee or Council;
  - g) Entering into agreements or joint ventures with other public agencies or private entities to operate their parking facilities for a fee.
4. Report to and advise Council, and City business units as appropriate, in a timely fashion on:
- a) Recommendations on the acquisition or disposition of real estate property controlled by the Authority;
  - b) Strategic priorities, emerging issues, and annual results achieved;
  - c) Recommended fine levels;
  - d) Customer and stakeholder issues relating to parking policy and operations;
  - e) Any other matters relating to parking as appropriate.
5. Ensure leadership in customer service by:
- a) Taking a proactive approach to customer complaints and feedback;
  - b) Communicating regularly with customers and stakeholder groups on issues relating to parking policy and operations;
  - c) Assisting, as appropriate, organized community groups in parking related activities;
  - d) Establishing performance measures, bench and targets to track customer service levels and satisfaction, and the efficiency and cost effectiveness of the operations, reporting the results annually to Council with a focus on continuous improvement.

- 
6. Ensure effective and timely financial stewardship of the Authority by:
    - a) Selecting and receiving an annual report from an independent external auditor and ensuring the Audit Committee reports to the City Audit Committee;
    - b) Making recommendations to Council on the Authority's Business Plans and Budget;
    - c) Approving parking prices and fees that are consistent with Council policy;
    - d) Generating sufficient funds from the operation of parking facilities to finance and support ongoing operations, service capital debt, and meet established revenue generation expectations.
  7. Ensuring effective and efficient Board operations, including:
    - a) Setting the terms of reference for appointing Board Committees;
    - b) Providing for Board and Board Member professional development;
    - c) Ensuring effective succession planning;
    - d) Ensuring all members comply with the CPA's Code of Conduct; and
    - e) Providing for regular evaluations of the Board's effectiveness.

The CPA Board is responsible for engaging a General Manager to oversee the operations of the Authority. The Board is responsible for establishing the roles and responsibilities of the General Manager, monitoring the General Manager's performance, and approving the General Manager's compensation.



## 4. Financial Return Policies

*These policies have been approved separately in report LPT2011-25, and are contained in Council Policy TP015 "Calgary Parking Authority Financial Returns to the City".*

The first priority of the CPA should be to implement the City's parking policies to promote a vibrant and economically healthy city. Recognizing this, the CPA, through its operations, provides an important stream of revenue to the City. This revenue provides a return to taxpayers to fund a variety of City programs. It is also important that the CPA is able to retain sufficient revenue to ensure its solvency and to self-fund existing and future capital and operating requirements. The financial return policies in this section aim to accomplish these objectives.

### Financial Return Policies

1. The CPA shall transfer to the City
  - a) 100% of net revenues from enforcement
  - b) The greater of 6.5%, or \$11 million, of net CPA revenues unless otherwise directed by Council. For the purposes of this policy, net revenues are computed by deducting from gross revenues:
    - i) Operating expenditures
    - ii) Principal debt repayment
    - iii) 100% of net revenues from enforcement
    - iv) Net revenues distributed to other City business units for the operation of parking facilities operated on the business units' behalf.
2. Operating expenses should not exceed 59% of gross revenues. Ongoing efforts should be made to lower the operating expense ratio with due regard for maintaining appropriate service standards and preserving the value of capital assets. The operating expense ratio target should be included as part of the annual budget presentation to Council. The target should be regularly reviewed and compared with industry standards.







## 5. City-Wide Parking Strategies

### 5.1 On-Street Parking Management Policies

The policies contained within this framework should be regularly applied to on-street parking in Calgary. However, it is recognized that the policy framework may not address every unique circumstance – hence stakeholder engagement and thoughtful consideration will be necessary when unique circumstances need to be addressed.

For the purposes of this document, on-street parking management strategies and policies are divided into three general areas:

#### Residential Areas

Areas of the city where the use of the property adjacent to the street frontage is purely residential (no commercial components), but includes residential home-based businesses or live-work units.

#### Commercial Areas

Areas of the city where the use of the property adjacent to the street frontage contains a commercial component at ground level, including those with residential components above. Commercial activities include both retail and office uses. Commercial areas come in a variety of forms. These include:

- An individual business location in a residential area.
- A collection of business around an important intersection.
- Large areas with numerous small, medium and large businesses (such as a Business Revitalization Zone).
- Power centers (e.g. Westhills or Crowfoot).
- Regional shopping malls (e.g. Chinook Centre).
- A collection of businesses in an industrial or office park.
- A collection of businesses along a major street (e.g. Macleod Trail).



Vacant lands zoned for commercial use in a broader commercial area and standalone parking facilities for commercial parkers will also be considered as part of the commercial area when considering on-street space management around these properties.

Regardless of the form or size of the commercial area, the on-street parking policies should take into consideration the entire commercial area, rather than applying on-street policies on a site-by-site basis within the commercial area. Very large, contiguous commercial areas may be broken down into finer management areas (e.g. communities, pricing areas, BRZ boundaries, etc).

#### Industrial Areas

Areas of the city where the use of the property adjacent to the street frontage is primarily industrial in nature. Industrial sites that include commercial sales, but the commercial component is smaller than the rest of the industrial component on the site, are included under industrial sites. Industrial policies will only be applied in

communities that are, for the most part, only industrial. Isolated industrial operations in communities and commercial areas will be assessed according to on-street policies for commercial areas.

Within each of the three policy areas, there are also unique uses that may have varying policies depending on the area:

- parkland
- schools
- religious institutions
- community and government facilities
- utility buildings

Specific policies for these areas may be developed at a later date. In the interim, the policies of the area (residential, commercial, industrial) that the above reside in should apply.

It should also be noted that any area-specific parking policies in Section 6 of the Parking Policy Framework will take precedence over the general policies in this section.

## Definitions

Generally, the definitions used in Traffic Bylaw 26M96 (as amended) apply to these policies. In addition, the following definitions apply to policies in the Parking Policy Framework:

**Loading** – Parking, for no longer than 30 minutes, for the purposes of unloading and/or acquiring goods and/or passengers.

**Long-Stay parking** – A single session of parking that exceeds 4 hours in duration.

**Managed** – On-street space is regulated by signage to establish maximum time limits for parking, pricing and/or establish dedicated space for special users.

**On-Site** – Located on the land parcel where a need for parking or loading has arisen.

**On-street space** – The space within The City of Calgary road right-of-way currently developed as a roadway.

**Parking Management Period (PMP)** – A designated portion of time in a day in which parking time restrictions and/or prices apply.

**Parking congestion** – Occurs when parking supply is unable to serve parking demand, given the time restrictions and/or prices for the zone and parking management period. This would generally occur when the average occupancy of a space exceeds 90%

**Pricing area** – An area where a uniform price of parking applies within a Parking Management Period.

**Short-stay parking** – A single session of parking that is 4 hours or less in duration.





### **5.1.1 Residential Areas**

This section is to be completed at a later date. Current practices apply in the interim.



### 5.1.2 Commercial Areas

The role of on-street parking varies widely in commercial areas. Inner-city commercial areas, characterized by small and medium sized buildings and businesses with direct street frontage, are intense users of on-street parking space. Suburban areas generally accommodate parking on-site, with more limited use of on-street parking. In the downtown, on-street and underground parking serve both retail businesses and office clientele.

Use of on-street parking can also be significantly impacted by individual businesses due to a variety of factors including the type of business, level of economic success, the nature of the customers and employees, and the available travel options in the area. These factors will change as business areas grow and evolve over time, thus it is important to have policy in place that enables on-street space to timely respond to such changes to ensure that economic health and vitality is maintained.

The Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) envision Urban and Neighbourhood Boulevards as vibrant areas with street front businesses and many available travel options. While the long-term goal is to increasingly accommodate travel to these areas via walking, cycling and transit, it is recognized that the automobile will continue to support business activity as these areas grow and change over time. The objective of the commercial on-street policies is to allow on-street parking usage to respond to these changes as these corridors develop.

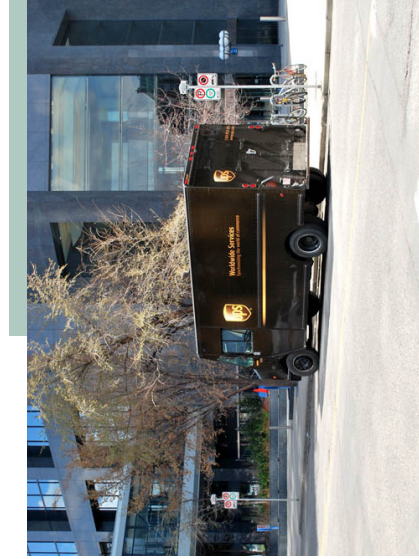
On-street parking is a public asset that should be available for everyone to use. However, in creating policies for on-street parking space, it is helpful to manage the space to best facilitate the objectives of the area. In commercial areas, the main focus is on providing parking and loading services for customers and clients. For commercial areas, the priority of commercial on-street parking space users is as follows:

- Short-stay commercial parkers
- Shoppers
- Business Visitors

- Loading (when not provided off-street or in the alley).
- Residential Visitors
- Business Employees
- Area Residents
- Other longer-term parkers

**Short-stay commercial parkers** are the primary users of on-street space in commercial areas. It is recognized that customers want to be as close as possible to their destination to make shopping quick, convenient and accessible. If this is not possible, customers may drive longer distances to travel to locations where on-site parking is plentiful. This is less desirable as it decreases area vitality and increases greenhouse gas emissions. Given this, short-stay parking is a limited commodity.

To manage the use of on-street space, time restrictions and pricing will need to be used in some locations. In commercial areas where short-stay parking is generally provided on-site, the management of on-street space for short-stay users is less critical. The City will only manage on-street space in these areas if the on-site parking supply is insufficient, causing parking congestion.



**Loading** is generally provided to enable the pickup and drop off of goods and passengers. It is not intended to be used as short-term parking (for instance, to go into a business to make a purchase or visit). Instances of loading should be no longer than 30 minutes and users should try to minimize their time in loading zones as much as possible.

If a business has on-site loading, loading should take place on-site rather than on-street. This applies to both goods and people (when the loading space is designed to accommodate customer drop-offs). However, in areas where on-site loading does not exist, the use of on-street loading zones is reasonable.

Generally, there should be no more than one loading zone per block face in a commercial area. Businesses are expected to share loading spaces which may not be directly in front of businesses that use the space. Loading spaces are also in place to facilitate the drop-off of customers and employees. Time restrictions and pricing may be used to ensure that loading spaces turn over and are not monopolized. The amount of loading space in a commercial area should not exceed 10 per cent of the managed space (for context, as of 2011, 7.2% of all priced space is designated for loading). This is to ensure that there is a sufficient amount of on-street space for parkers and other users.

**Residential visitors** may use on-street parking in commercial areas. As commercial areas become more mixed-use there will be increasing demand for on-street parking by residential visitors. The approaches used to ensure available parking for short-stay customers is also appropriate for short-stay residential visitors. Residential visitors with longer-stay needs should access on-site visitor parking or off-street parking in paid parking facilities.

**Business employees** may also look to use on-street parking in commercial areas. Where the demand for short-stay on-street parking is less, long-stay parking is reasonable. Longer time restrictions (four hours or greater) may be employed. It should be kept in mind that parking for employees will not be accommodated "at any cost" - if on-street space is not sufficient to meet employee parking demand off-street parking should be sought or other travel options (walking, cycling, transit) used.

The City may also use pricing to manage parking congestion in long-stay commercial areas. If pricing is used, impacts on adjacent residential areas should be considered – it is preferable to keep employees parked on streets adjacent to commercial areas rather than in residential areas.

**Area residents** may be users of on-street space in commercial areas but they are not the focus of on-street commercial parking policies. Resident parking should be sought on-site or on streets adjacent to residential areas rather than commercial areas. The residential parking permit program is not an appropriate use of the on-street space in commercial areas.



## Turnover, Occupancy and the Use of Time Restrictions and Pricing

One of the main tenets of efficient parking management is to encourage turnover to ensure that on-street space is not stagnant. Turnover describes the departure of previously parked vehicles to allow new parkers to access a given parking space. It is generally desirable to encourage turnover in business areas so that new space is continually available for customers. When parking congestion arises, time restrictions and pricing may be needed to encourage turnover.

Occupancy describes how “full” the on-street space is. Generally, a well-established rule of thumb is to have on-street space in a given area 85 per cent full at any given time to ensure that a small amount of space is continually available for new vehicles arriving to the area. By keeping occupancy at 85 per cent, the amount of cruising around for parking space is typically decreased. This is very beneficial from a traffic management and environmental point of view.

When parking congestion increases in an area, the problem of cruising for a parking space becomes exacerbated. Additionally, the perception of parking congestion may cause customers to not consider the area at all. While it may be possible to provide additional off-street parking spaces, this is an expensive undertaking that may not be feasible in many cases. Also on-street space in a commercial area is usually finite. Thus, in order to reduce parking congestion and encourage turnover, it is necessary to introduce time restrictions and pricing to maintain the parking space at 85 per cent occupancy.



Time restrictions are the first tool to be used to manage parking. Generally The City will use a two hour maximum time restriction. This provides customers and business visitors a generous amount of time to shop and conduct their activities and promotes turnover, while discouraging longer-stay uses such as employee parking. Other maximum time restrictions may be used as context warrants, but they should be the exception.

If time restrictions are not enough to achieve 85 per cent occupancy, pricing is the next tool to be applied. Again, the objective is to promote turnover and maintain 85 per cent occupancy of the on-street space. In areas where pricing is currently not used, Administration will conduct analysis to verify the parking occupancy of the area and bring a report to Council seeking the introduction of a parking pricing area. A similar process will be undertaken to add pricing to additional parking management periods to existing pricing areas if 85 per cent occupancy is achieved. Once pricing is established as a tool, prices should be adjusted, based on collected data, to maintain 85 per cent occupancy over time as the area changes. This will again reduce parking congestion and cruising. It should be noted that these tools are also typically used by the private sector to manage off-street parking space. By managing the on-street space pricing in a similar fashion, both the on-street and off-street space will achieve a price equilibrium for the area.

It is recognized that pricing will generate revenue for The City and Calgary Parking Authority. However, revenue should not be the sole driver of parking pricing in commercial areas – rather it is an outcome of using pricing as a tool to promote parking turnover and make space available for customers. It is also not advisable, in general, to set prices well below that which would achieve 85 per cent occupancy. Artificially low prices causes parking congestion, discourages turnover and promotes long-stay users (such as employees) to occupy short-stay parking space. While customers may appreciate reduced fees for parking, they may be less likely to visit an area where parking is, or is perceived to be, congested because of artificially low parking prices.



### Parking for Specific User Groups

It may be desirable to designate space for specific user groups so long as they support the goals of the Calgary Transportation Plan and promote business vitality. These policies generally describe formal, ongoing dedication of on-street space to specific user groups. For temporary needs, the traffic engineer may permit special users to exclusively use on-street space at his/her discretion.

#### Taxis

The City recently conducted a successful pilot of allowing taxis to load and wait for passengers at fire hydrant locations in the downtown. This practice has improved on-street space use for all users and ensures that hydrant spaces are vacated should an emergency situation occur. An extension of this practice to all commercial areas where on-street space is managed is proposed. Given the availability of hydrant space, new non-hydrant taxi stands are discouraged, with the exception of late night taxi stands. Late night taxi stands are beneficial in that they can send business patrons quickly on their way home and reduce potential social problems.



The Taxi and Limousine Advisory Committee (TLAC) should be consulted regarding any changes to on-street policies affecting taxi services.



### Valet Parking

Valet parking is a relatively new phenomenon in Calgary but is quite common in other North American cities. Valet parking encompasses any service where a professional driver retrieves the vehicle of a customer in order to park it at an alternate location. Several policies around the operation of valet parking services on-street are proposed. Generally, the policies aim to contain the size of valet operations on a block face, identify where valet parking services are appropriate, and outline the recovery of forgone revenues. If valet parking services prove popular and the number of valet parking zones proliferates, it will be necessary to establish formal protocols and procedures to oversee the valet industry.

### Charter Buses

Generally, charter bus space should only be dedicated when there is an ongoing need to provide loading for charter buses. Charter buses should seek long-stay parking in off-street locations or in on-street areas where parking is not managed.

### Accessible Parking

Dedicated accessible parking is important to ensure equal access and enjoyment of commercial areas for individuals with mobility challenges. One challenge in the context of on-street space is providing reasonable opportunities for accessible parking areas while trying to limit stagnant street space. A maximum of one per cent of commercial spaces dedicated to accessible parking is proposed (for context, as of 2011, 0.8 per cent of all priced space is designated as accessible parking). This permits some growth in dedicated accessible parking space over time.

Locations for accessible parking may be identified by businesses or organizations in commercial areas where there is evidence of a need for designated space. It should be kept in mind that the remaining on-street space is also available for all users. In areas where demand is low, it may not be necessary to mark space as dedicated. Should there be a broader need to consider additional dedicated accessible parking spaces beyond a maximum of one per cent, a more comprehensive review of accessible parking in the context of on-street space should be undertaken.

### Bicycle Parking

Consideration should be given to providing bicycle parking in on-street spaces where it is not feasible to provide bicycle parking off-street, or to provide additional supply during periods of peak demand (e.g. during street festivals). Removable racks are one option that could be used to provide bicycle parking on a temporary basis. Generally, a single auto parking space can contain 10 to 12 bicycles at once. Providing bicycle parking where it is insufficient facilitates sustainable travel options and reduces auto congestion.



### Business Activities within On-Street Space

Businesses that promote and enhance pedestrian activity and the street environment are welcome to use on-street parking space. Examples include food trucks and other street vendors. Appropriate permits must be obtained prior to conducting on-street business activities, and forgone parking revenues may be a consideration. Business activities that do not transact directly with walk-up customers within the on-street space should seek alternate locations to conduct business (e.g. building loading docks) should they require additional time beyond maximum parking time limits. Examples include delivery services, repair services and mobile shredding services.

### Capacity

The City recognizes that, in allocating the use of on-street space, there will be a trade-off between parking and vehicle capacity. Generally, capacity should be maintained where integration with land use is not critical, and the movement of vehicles (auto, bus and cycle) is prioritized.

In Urban and Neighbourhood Boulevards, it is more desirable to create an environment that fully integrates adjacent land uses and facilitates several modes of travel (with focus on pedestrians, cyclists and transit). In these areas, there will likely be short-stay parking demands for businesses next to the boulevard space. Parking also provides a buffer from vehicle traffic that can improve safety and the atmosphere of the sidewalk space. Vehicle movement, while important, is not the primary focus in Urban and Neighbourhood Boulevards. Thus it may be reasonable to manage on-street space for parkers and other users rather than provide additional vehicle capacity. Peak period restrictions can facilitate the balancing of these objectives.

### Relationship with New Developments

Often with new developments comes the opportunity to review the management of on-street space around the development site and area. If there is significant on-street capacity, it may make sense to permit a relaxation of the development's off-street parking and/or loading requirements. This ensures that both the on-street and on-site development parking and loading space are efficiently used.

However, it is important not to officially include on-street space as part of the on-site development requirements - unless the road is officially closed and becomes part of the development. The main reason is if the space is seen as belonging to the development, tenants may expect on-street space to be designated solely for their use. This will generate operational challenges and will reduce the efficiency of the on-street space. By keeping the space open to the public, it allows the City to manage the space over time to best meet the area's changing needs. The relaxation approach is a reasonable compromise to giving consideration for surrounding on-street parking capacity while maximizing flexibility into the future.

During the construction process, it may be necessary to block off portions of the on-street space to facilitate construction. This should be minimized where possible. Where parking is managed, the on-street space should not be used to provide parking for site workers, or store materials which can be easily stored elsewhere.



## Policies:

The following policies support The City's objectives of efficient, effective parking management in commercial areas while supporting business vitality and change over time

### Management of the On-Street Space

1. On-street space should not be managed in commercial areas unless the area meets the criteria for time and/or pricing restrictions.
2. On-street space should be considered for management when there are currently no time or pricing restrictions in place, and parking congestion is sustained throughout one or more parking management periods within the commercial area.
3. Maximum time restrictions are the first tool that should be used to manage parking when parking congestion arises.
4. The parking management periods will be
  - a) Weekdays (Excluding Statutory Holidays)
    - i) 22:00 – 06:00
    - ii) 06:00 – 09:00
    - iii) 09:00 – 11:00
    - iv) 11:00 – 13:30
    - v) 13:30 – 15:30
    - vi) 15:30 – 18:00
    - vii) 18:00 – 22:00



- b) Saturdays (Excluding Statutory Holidays)
    - i) 22:00 – 09:00
    - ii) 09:00 – 18:00
    - iii) 18:00 – 22:00
  - c) Sundays and Statutory Holidays
    - i) 22:00 – 09:00
    - ii) 09:00 – 18:00
    - iii) 18:00 – 22:00
5. Appendix 1 will describe the uniform pricing areas established in Calgary and which parking management periods pricing is used for in each pricing area.
6. Pricing will be uniform across each pricing area described in Appendix 1.

### **Managing Short Stay Parking Supply**

7. Maximum time restrictions should be established when the average on-street occupancy of the commercial area exceeds 90 per cent in one or more parking management periods.
- a) Time restrictions should only extend to cover the parking management periods where 90 per cent occupancy is exceeded.
  - 8. A two hour maximum time restriction should be used in general. One, three and four hour time restrictions may be used as necessary when context warrants. Restrictions less than one hour should be avoided.
  - 9. Pricing should be introduced in a commercial area when an average occupancy exceeds 90 per cent over one or more parking management periods and maximum time restrictions are already in place.
- a) Requests for the use of pricing may be identified by Administration, Council, businesses (or their representatives) or the general public. Commercial Areas may also be analyzed for occupancy when a Residential Parking Zone is established (as this is usually an indicator of parking congestion).
  - b) Administration will investigate the area in question to determine if the average occupancy exceeds 90 per cent over any parking management period.
  - c) During weekday periods, pricing will generally be considered only if the 90 per cent average occupancy is exceeded over two or more consecutive parking management periods and there is no existing charges for parking in any parking management period.
  - d) If the area is found to exceed a 90 per cent average occupancy
    - i) Administration will prepare an amendment to Appendix 1 of the Parking Policy Framework to establish a new pricing area or add additional parking management periods for pricing if the pricing area already exists.
    - ii) Administration will engage with area stakeholders to explain the analysis and rationale for establishing a pricing area or pricing new parking management periods in the commercial area.
    - iii) Administration will bring the Parking Policy Framework amendment to Council, and present a report explaining the use of pricing as a mechanism to manage parking in the commercial area of concern. The report will also outline which parking management periods will be initially priced or added.
    - iv) Once the amendment is adopted, and the pricing area added to Appendix 1, policies surrounding the pricing of on-street space will apply.

- v) If the amendment is not adopted, Administration will not analyze the area for pricing for the subsequent three year period unless there are substantial changes to the parking supply and/or demand in the area.
  - vi) The initial price per hour for the on-street space should take into consideration comparable pricing for off-street parking facilities in the broader area, but be no less than \$1 / hour in the identified parking management period.
10. Once a pricing area has been established, the price of parking should be based on achieving 85 per cent occupancy sustained over a parking management period.
- a) The occupancy shall be determined over the entire pricing area identified in Appendix 1.
  - b) Prices should be reviewed annually based on the previous year's occupancy.
  - c) Prices for each priced parking management period will be adjusted as follows
    - i) If occupancy is greater than or equal to 80 per cent, the price shall be increased by a \$0.25 per hour increment for the subsequent year.
    - ii) If the occupancy is less than or equal to 50 per cent, the price shall be decreased by a \$0.25 per hour increment for the subsequent year.
    - iii) If the occupancy is between 50 and 80 per cent, the price will remain the same for the subsequent year.
  - d) If there is currently no charge for parking in a parking management period, the average occupancy will only be reviewed about every three years to see if conditions have changed enough to warrant the use of pricing over said parking management period.
11. Staggered or progressive pricing mechanisms may be used to facilitate shorter stay parking events so long as 85 per cent occupancy is generally maintained.

### Managing Long-Stay Parking Supply

12. Areas that have been previously designated long-stay on-street parking areas will remain long-stay parking areas unless The City, in conjunction with area businesses, decide otherwise.
13. Generally, long-stay parking will be located adjacent to uses with little short-stay parking demand within the commercial area (e.g. vacant lands, warehouses, etc. at the discretion of the Traffic Engineer).
14. For areas identified in (12), daily pricing may be introduced to alleviate parking congestion.
- a) This step may be taken without introducing time restrictions but would follow the same process for introducing pricing in short-stay space.
  - b) Long-stay space should be priced in a similar fashion to short-stay space.
15. The impacts of introducing pricing on surrounding residential areas must be considered. Generally, charging is preferred as long as there are no significant impacts on surrounding residential areas.
16. Where demand is sufficient, long-stay parking for bicycles, motorcycles and scooters may be designated in areas where there is short-stay parking.
17. When short-stay demand in an area exceeds 90 per cent and long-stay parking is available in the commercial area, area businesses/groups may propose to The City as to whether the preference is to increase the pricing of parking in the short-stay area or convert long-stay space to short-stay space to increase the short-stay parking supply.
- ### Loading
18. In areas where parking is managed, loading zones should, generally, make up no more than 10 per cent of the managed on-street space.
19. On-Street loading zones will not be provided in commercial areas where all loading activities including goods and people are already accommodated on-site.

20. There should not be more than one loading zone per block face in commercial areas.
21. On-street loading zones will not be for the exclusive use of any one business.
22. If a loading zone is found to have fewer than an average of five users per day, it may be subject to removal.
23. Time restrictions and pricing may be used to ensure that loading spaces turn over and are not monopolized.
  - a) Pricing of loading zones will only be implemented in areas where on-street parking is already priced.

### **Valet Parking**

24. The City will permit businesses to offer valet parking services using the on-street space so long as it can be demonstrated that other on-street users are not significantly impacted.
25. There should not be more than one dedicated Valet service area per block face.



26. Dedicated valet services should not make up more than one per cent of the managed on-street space in a commercial area.
27. There should not be both a valet parking and a loading zone on a single block face.
28. Dedicated valet space will be limited to a maximum of four consecutive parking spaces.
29. Where possible, valet space should be located in under-utilized areas of the on-street space.
30. All associated components with a valet operation should be contained within the building or business offering the valet service. Booths, pedestals and signage should not be located on the sidewalk as to maintain pedestrian flow. Any requests otherwise will be subject to appropriate development approvals.
31. The businesses using the dedicated valet space will be charged the maximum hourly parking price (or \$1 /hr when parking is not-charged for) for each hour that the space is not available for general parking to cover the revenues from the displaced parking.
32. Customer vehicles may not be parked on on-street space and must be located at an off-street parking facility.
33. If the dedicated valet service space achieves one per cent of the managed on-street space, the City should initiate a broader review of the valet industry, including, but not limited to:
  - a) Establishing a department or agency to oversee valet operations and regulations.
  - b) Establishing service standards for valet operators.

### Parking and Loading for Special Users

34. Accessible parking zones should be limited to a maximum of two consecutive spaces per block face. The total number of accessible parking spaces in a parking area should not exceed one per cent. Accessible parkers are subject to the same time and price restrictions as non-accessible parkers.
  35. Fire hydrant locations are preferred for taxis. New taxi locations outside of fire hydrant locations should be discouraged with the exception of late night taxi stands.
  36. Dedicated loading zones for charter buses may be established at the discretion of the Traffic Engineer, but should not exceed 0.5 per cent of the managed curb space. Charter bus loading zones should have a maximum time limit of one hour. On-street space should not be used for charter bus parking. If charter buses need long-stay parking they should seek it in off-street locations or on-street locations where curb space is not managed.
  37. Special zones designated for specific users not covered previously may be established at the discretion of the Traffic Engineer. Generally, the expectation is that these zones are on a case-by-case basis and make up less than 0.5 per cent of the total managed street space
  38. Residential Parking Zones will not be used in commercial areas.
  39. Business Activities in on-street space are welcome so long as the business activity directly enhances the street vibrancy and appropriate permits are obtained. Business activities that do not interact directly with the on-street environment should be located in off-street locations.
- b) At approaches to intersections.
  - c) On Primary Transit routes.
  - d) On Primary Bike routes identified as part of the Primary Cycling Network or Centre City Mobility Network.
41. Converting existing on-street capacity to parking may be considered:
- a) On Neighbourhood Boulevards
  - b) On Urban Boulevards and Parkways, so long as traffic, transit and cycling movements, as well as safety, are not significantly impacted or reasonable alternatives are available.
42. Peak period parking restrictions should be used when capacity is only required during peak travel times.



### Capacity

40. The use of on-street space may be restricted to provide adequate capacity for autos, transit and cyclists:
  - a) On Skeletal and Arterial Roads (as defined in the Calgary Transportation Plan).

### **On-Street Parking in the Context of New Development**

43. On-street parking and loading surrounding commercial uses may be considered in the provision of new developments or uses. If there is sufficient on-street capacity, parking and loading relaxations may be considered for commercial uses. However, it is important to note that the on-street parking and loading areas will not become part of the commercial establishment's exclusive parking – it will remain public and fully accessible to all users.
44. Construction activities should aim to minimize the amount of curb space needed during construction. Curb space should not be used exclusively for parking vehicles belonging to site workers or for storage of materials that may be easily stored elsewhere.

### **Engagement**

45. The City and Calgary Parking Authority will make available to the public, on an annual basis, the analysis of parking data used to determine price changes in pricing areas for parking management periods for the subsequent year.
46. The City and Calgary Parking Authority will communicate directly with BRZs, communities, and local businesses to inform them when changes to the on-street space are planned in accordance with the policies in the Parking Policy Framework.
47. Stakeholders will also be directly engaged when new pricing areas or pricing in new parking management periods are proposed.







### **5.1.3 Residential / Commercial Interface Areas**

This section is to be completed at a later date. Current practices apply in the interim.







### **5.1.4 Industrial Areas**

This section is to be completed at a later date. Current practices apply in the interim.





### **5.1.5 Snow and Ice Control Policies**

This section is to be completed at a later date. Current practices apply in the interim.  
See the Snow and Ice Control Policy (TP004) for additional information.



## 5.2 Off-street Parking Management Strategies

This section is currently a placeholder for future work on city-wide parking strategies. Current policies and practices remain in effect in the interim. Area-specific strategies may be added to the Area Specific Parking Strategies section. The headers below areas where future policy work may be undertaken.

### **5.2.1 Parking in Activity Centres, Corridors and other Transit-Oriented Development Areas**

### **5.2.2 Parking in Business Revitalization Zones**

### **5.2.3 Transit Park and Ride Strategies**

### **5.2.4 Shared Parking**

### **5.2.5 Provision of parking for preferred parkers**

### **5.2.6 Parking Design Policies**

### **5.2.7 Pricing Policies**

## 5.3 Parking Revenue Policies





## 6. Area Specific Parking Strategies

### 6.1 Downtown Parking Strategies

#### 6.1.1 Purpose of the Downtown Parking Strategies

In addition to city-wide strategies to the provision of parking, the unique nature of downtown requires additional policies and strategies to achieve an economically healthy and vibrant downtown. In LPT2009-74, Council directed Administration "...to review the downtown long stay and short stay parking policies to ensure the parking policies support the economic health and vitality of downtown Calgary, and that the study include stakeholder engagement with major business interest groups in the downtown, including the Calgary Business Revitalization Zones (CBIZ), Calgary Downtown Association (CDA), Building Owners and Managers Association (BOMA) and others." These strategies are a result of the review of downtown parking policy through the lens of downtown economic health and vitality, and they have been guided by feedback obtained from stakeholder engagement.

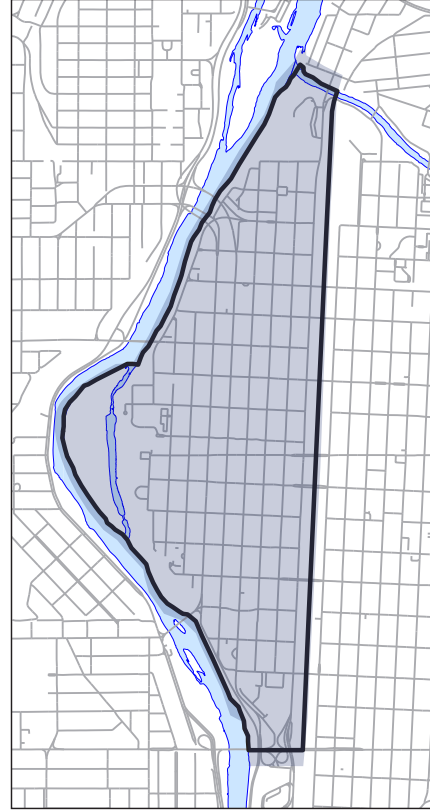
In the past, the Downtown Parking Strategy has not been contained in one central, overarching document. Rather, it has been contained in the various decisions over time in both statutory and non-statutory documents approved by Council. To provide clarity as to the overall approach to parking in downtown, this Parking Policy Framework document has been created to summarize both the downtown and city-wide parking strategies.

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





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).

### 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 recently approved 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 its support services are also highly recommended to generate evening as well as daytime activities.

Table 1: Downtown Travel Changes – 1999 to 2009

Method of Travel	Number of Trips, AM Peak Period (2hr)		Change
	1999	2009	
Walk	700	15 000	123%
Cycle	1 700	2 300	35%
Transit	36 500	65 500	79%
Auto Driver	55 000	69 500	26%
Auto Passenger	11 300	12 600	11%
Auto Total	66 300	82 100	24%
Employment	102 100	130 000	27%
Population	10 600	15 500	46%

Sources: Transportation Data and City-Wide Planning Business Units, City of Calgary

There are significant benefits to using the above policy levers to manage mobility within the downtown. Traffic congestion can be significantly 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.

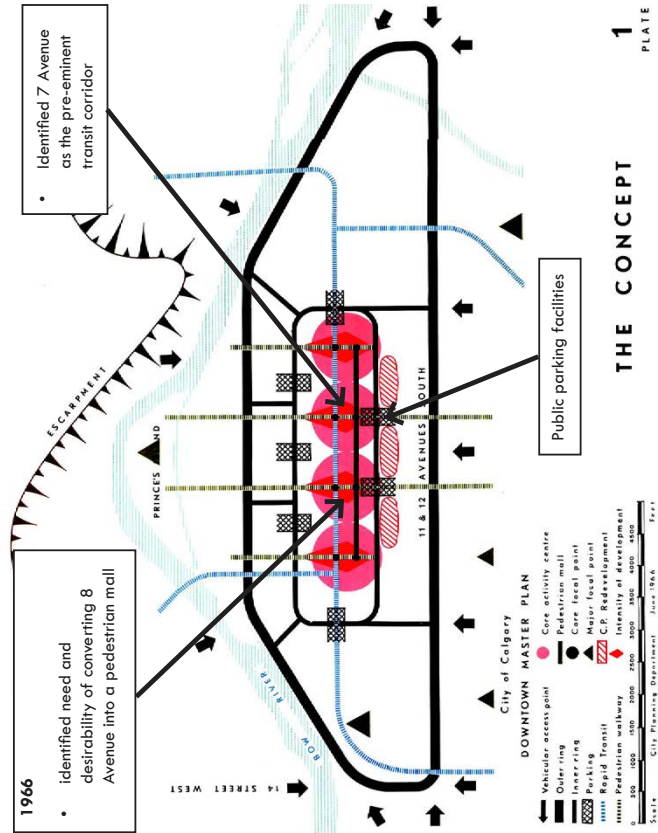
Ultimately, the downtown parking strategy must support the economic health and vitality of the central core, while balancing parking supply and demand, overall parking cost, impact on the environment with the ability to serve the majority of users.

### 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. The downtown restricted parking area was introduced. 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 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 took a close look at 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 parking on-site 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 in sites within the restricted parking area. 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 (Calgary GoPlan – Calgary Downtown Parking and Transit Study Summary Report PPS-No. 03-12-94) 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. Future monitoring will have to ensure that other areas surrounding the downtown core (primarily south of the CPR tracks) do not experience the same spill over phenomena as a result of the restricted parking area boundary.

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 (Section 6.5, Policy 4) 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 for heritage sites to other developments to support heritage preservation were introduced.

The Calgary Transportation Plan, adopted in September 2009, reaffirms support for the Downtown Parking Strategy. It specifically states that “The Downtown Parking Strategy is a key element to manage 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.

### 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 no time limit. The most typical use of long-stay parking is that of employees commuting to work and leaving vehicles parked for the duration of the day. As of 2009, there are approximately 42 000 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 cash-in-lieu program, which permits only 50% of stalls to be constructed on-site, with the balance of parking constructed in strategically located public facilities.
- 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
- 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) environment

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 4 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. The objective of GoPlan was to use parking as a strategic lever to achieve a 50% transit mode share for travel into the downtown. As a result, a ratio of 0.32 stalls per employee would be necessary. This was achieved in 2006.

Due to the permanent nature of long-stay parking in new developments, it is important to reinforce the Calgary Transportation Plan and Centre City Plan objectives to achieve a 60% mode split to transit. To do this, the amount of long-stay parking spaces will continue to need to be thoughtfully managed. As employment grows in the downtown over time, more spaces will be developed. However, the current land-use bylaw parking rates will lead to a gradual reduction in the number of spaces per employee over time (moving from 1 space for every 3 employees to 1 space for every 4 employees – see Figure 5). This will largely result from the redevelopment of current surface lots and structures. 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 this objective. Continuing to encourage residential development downtown will also assist in achieving these goals.

Figure 4: Historic Long term parking spaces to employees ratio

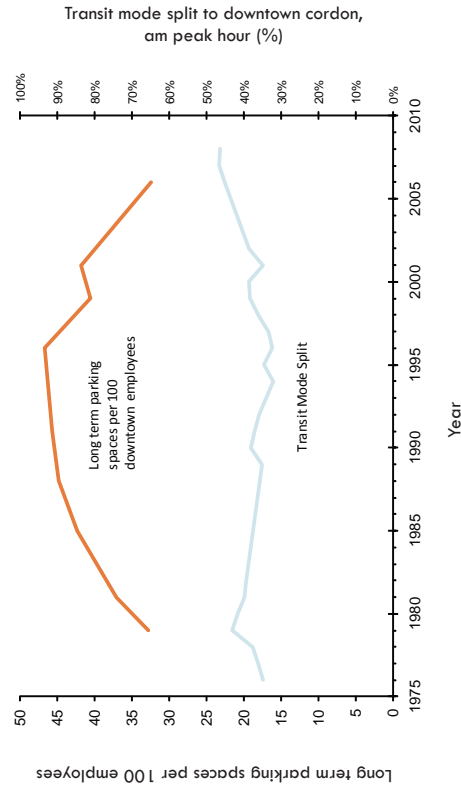
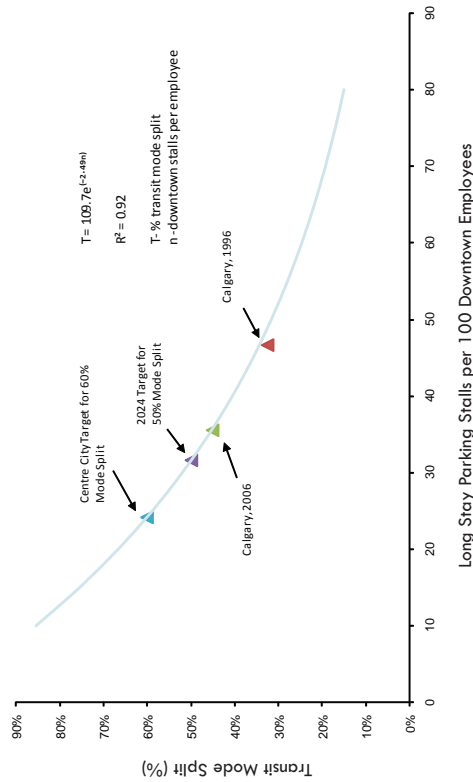


Figure 5: Relationship between downtown parking supply and transit use



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 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 cash-in-lieu program has been in place for several decades. Its main objective is to provide shared, public parking for all downtown users. The advantage to providing shared, public parking facilities versus constructing the full amount of parking in individual developments is that shared facilities are generally better

utilized throughout the day. Shared parking can be made available outside of the business day, supporting cultural, recreational and retail uses after business hours. Parking can be centralized in strategically located facilities around the perimeter of downtown, reducing internal traffic circulation. The free-fare zone of the LRT facilitates this model by allowing parkers to leave their vehicles at the edge of the downtown and travel easily within it by transit. As a result of this program, over 4500 shared parking spaces have been constructed in cash-in-lieu built facilities since 1979. These are managed both to provide efficient usage during the business day and reduced prices outside of peak times.

In 2006, Council approved several policy changes with respect to downtown parking. The cash-in-lieu program was analyzed in detail at that time and several policies were adopted around the size of the restricted parking area where cash-in-lieu is required, as well as the mechanism for determining cash-in-lieu fees and allocating land. These policies should continue to be in place. During the most recent construction cycle, many projects that were built in the downtown were not required to provide a cash-in-lieu contribution as their permits were issued prior to the effective date of these changes. As a result, no new cash-in-lieu construction has proceeded since 2007. It is expected that in the next construction cycle, sufficient cash-in-lieu contributions will facilitate the construction of new parking facilities, as the 2006 changes to the program will be in full effect.

The role of suburban park and ride facilities should also be considered with respect to the Downtown Parking Strategy. As of 2010, there are about 14 300 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.

The existing parking requirements in the land use bylaw will lead to the transit mode split goal in the long term. Currently in the downtown, restaurants, drinking establishments and theatres do not require parking (though they may choose to provide it). This should continue to be the case, and consideration should be given to expanding this list of uses to include other land use types (with the exception of office uses) to provide flexibility. Since the downtown is the best-served multi-modal location in Calgary, it makes sense to give new non-office developments this level of



flexibility. Since 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 net floor area.

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 18% 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. 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 to achieve a 60% transit mode share for all work travel to the downtown. This can be accomplished by largely retaining the current land use bylaw requirements for parking downtown.
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:
  - 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.

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.
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.
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



### 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 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.

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 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.

To provide additional policy guidance, it can be useful to provide an overall desired allocation breakdown for spaces by users. For example, one could set a minimum percentage of curb space dedicated to passenger loading. Such a breakdown could cover the entire downtown or be used for specific areas. Several breakdowns could also be adopted depending on the time of day or day of the week. The goal is to provide additional policy guidance around how to assign curb space while still allowing for context-sensitive solutions and flexibility at the curb level. The goal is to balance the allocation of curb space, in parallel with short-stay parking opportunities off-street, to provide short-term users with sufficient opportunities to find parking while respecting the needs of other users of the curb space downtown. Should allocation breakdowns be adopted, they should be reviewed periodically to ensure the operational and business vitality objectives are being met. Circumstances that might trigger a review include significant changes in off-street supply, parking demand or downtown population or employment.

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.

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 short-stay parking to be provided in new buildings. These rules should continue to allow for additional short-stay supply in new developments.





An additional 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 developments as those original developments are completed.

The loading of passengers and goods is an important component of the economic health and vitality of downtown. Loading zones facilitate the pickup and drop off of both passengers and goods. Dedicated loading spaces should continue to be provided for loading needs of 30 minutes or less. Again, the local context should be considered in allocating loading space (such as what off-street loading facilities are available). It is also important to ensure that loading activities can occur safely. To facilitate the brief loading of passengers around the downtown, vehicles should be allowed to wait at the curb, in paid parking zones, for a maximum of five minutes, as long as they are visibly occupied. This helps facilitate carpooling and encourages drivers to conduct loading in safe loading locations. If loading activities require more than five minutes users will need to seek space in dedicated loading zones or they will be considered parked and required to pay for parking. Loading needs for specific user groups should be regularly reviewed to ensure concerns are acknowledged, existing spaces are being effectively used and the allocation of curb space is appropriate, understanding that curb space is a scarce resource that must be balanced amongst all interests.

Long-stay parking areas and uses downtown should be discouraged on-street. Areas where long-stay use is currently permitted downtown during the day on weekdays should be transitioned to public, short-stay use over time. Business activities that use the curb space for extended periods of time should be discouraged.

### 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 passengers, goods, taxis, transit and charter buses, and Access Calgary vehicles.
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. Business activities that tie up on-street parking and loading spaces for extended periods of time should be discouraged.
5. The provision of additional short-stay parking in new developments in the land use bylaw should continue to be supported.
6. 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*.
7. 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 two 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 doubled in the past 10 years, and is expected to continue to grow over time.

The Calgary Transportation Plan currently states that “bicycle parking should be provided at destinations in Activity Centres, Corridors, TOD sites, employment centres and parks and open spaces.” (Section 3.2, policy ‘h’). The Centre City plan also states (Section 6.2, policy 6) 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. 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. The land use bylaw should identify specific bicycle parking requirements for new developments in the downtown. These facilities should aim to provide bicycle parking for building employees and residents, and should consider providing enhanced facilities that facilitate commuter cycling.

### 6.1.9 Downtown Bicycle Parking Policies

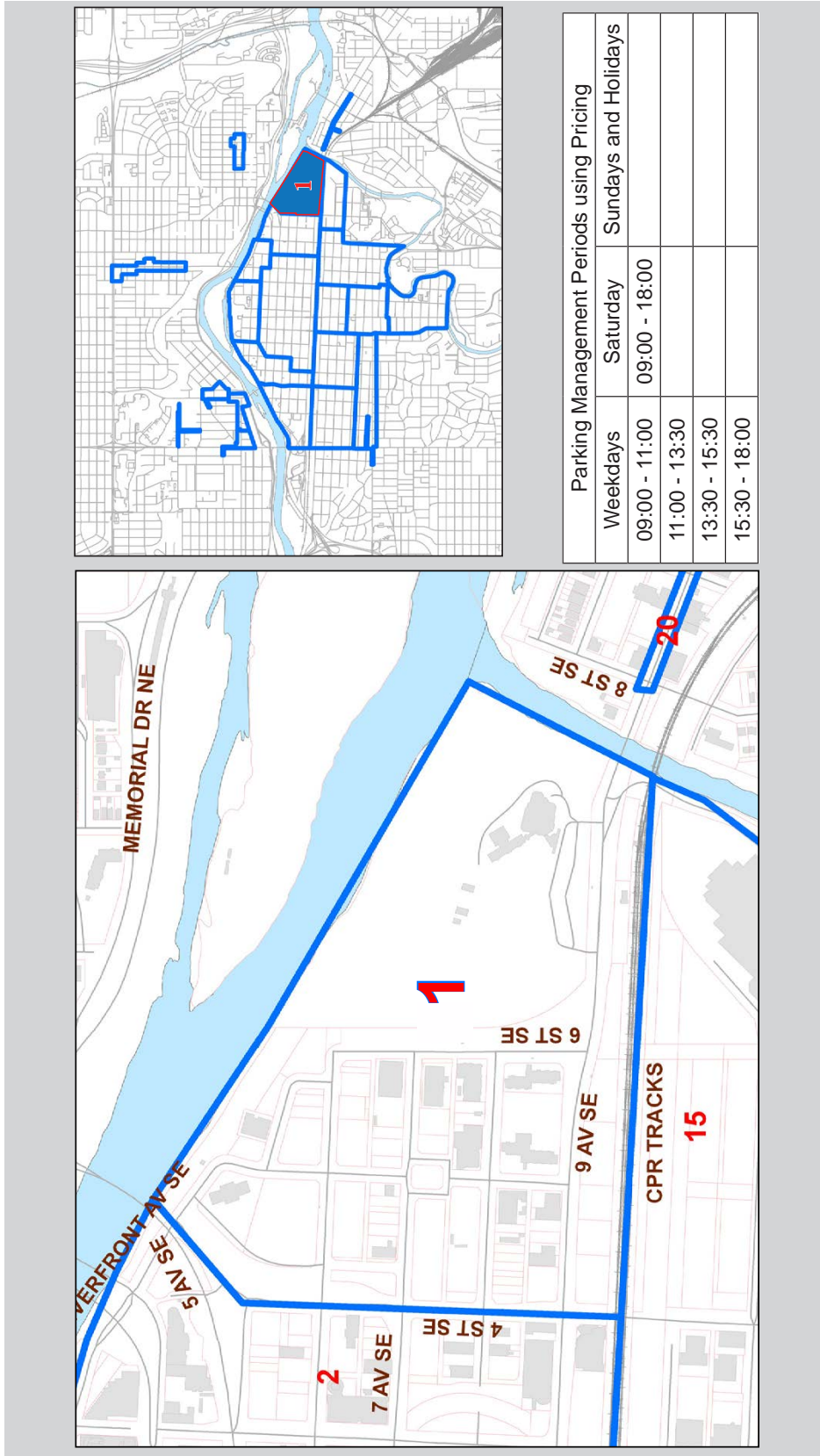
1. Both class 1 and class 2 bicycle parking should be provided in public spaces for customers and visitors to downtown.
2. Long-stay class 1 and class 2 bicycle parking for employees and/or residents should be provided within all new developments in convenient and easily accessible locations.
3. All public parkades should provide both class 1 and class 2 bicycle parking.



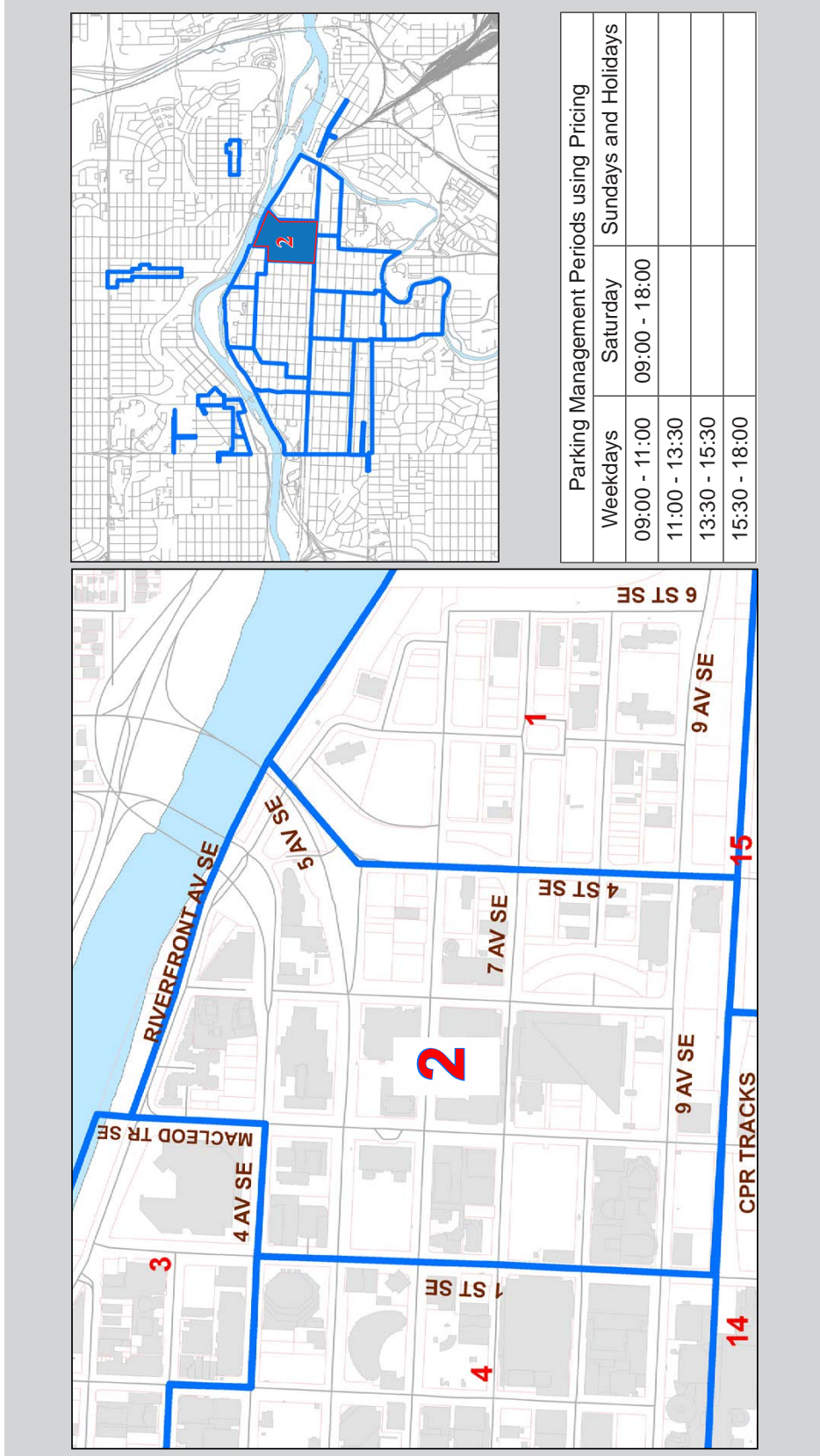


# Appendix 1

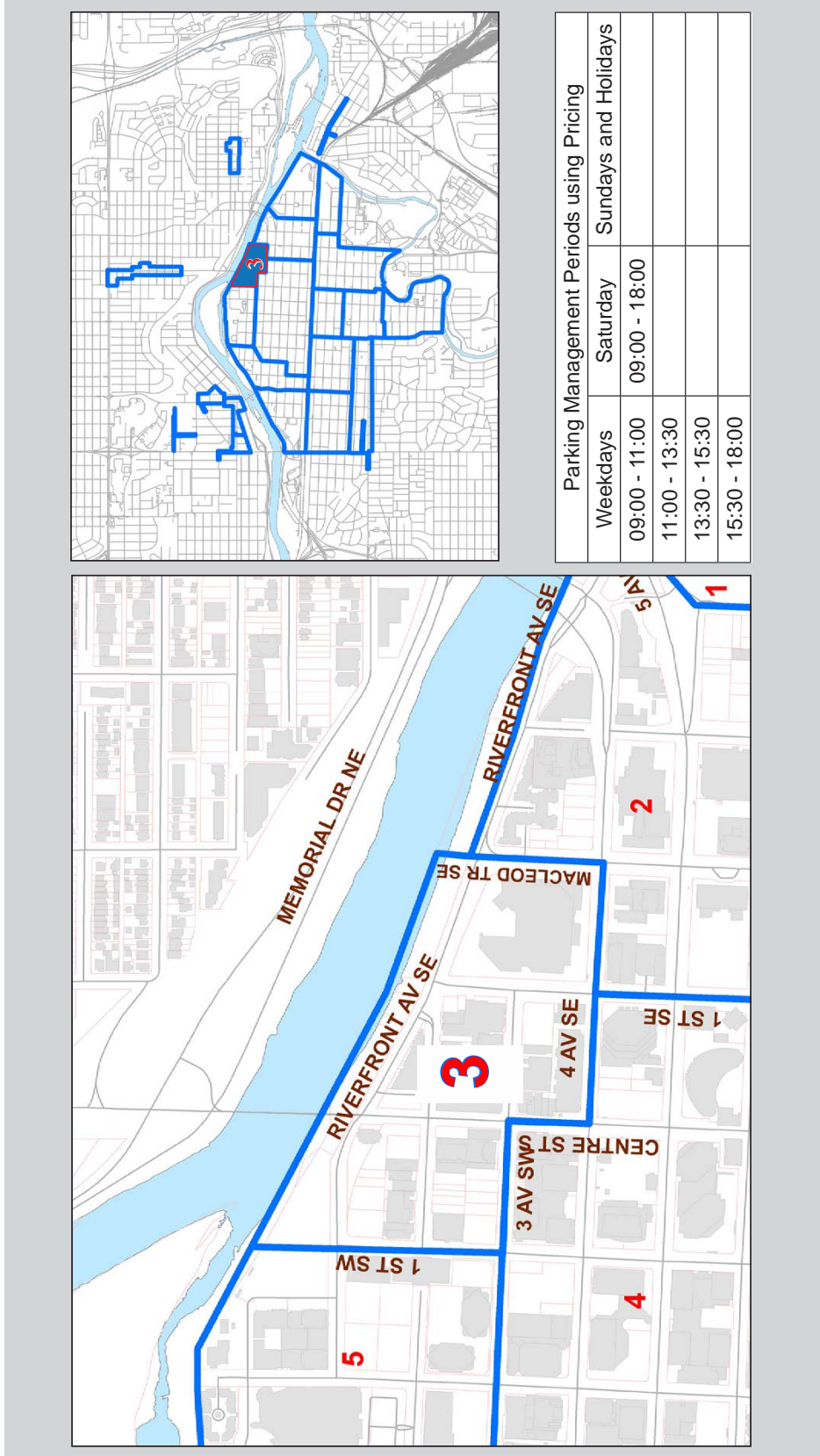
## Zone 1 - Downtown - East Village



Zone 2 - Downtown - East Core

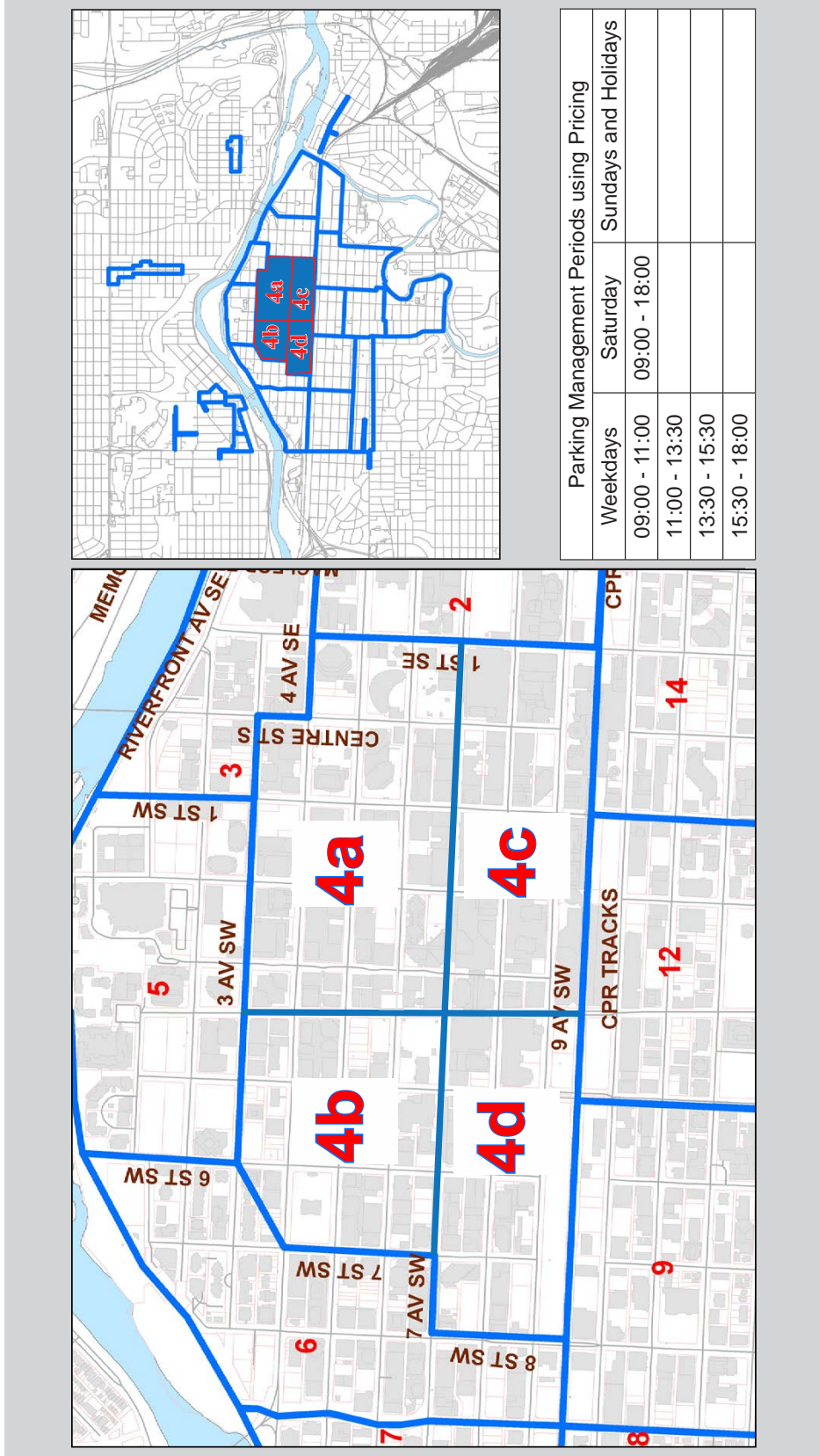


Zone 3 - Downtown - Chinatown

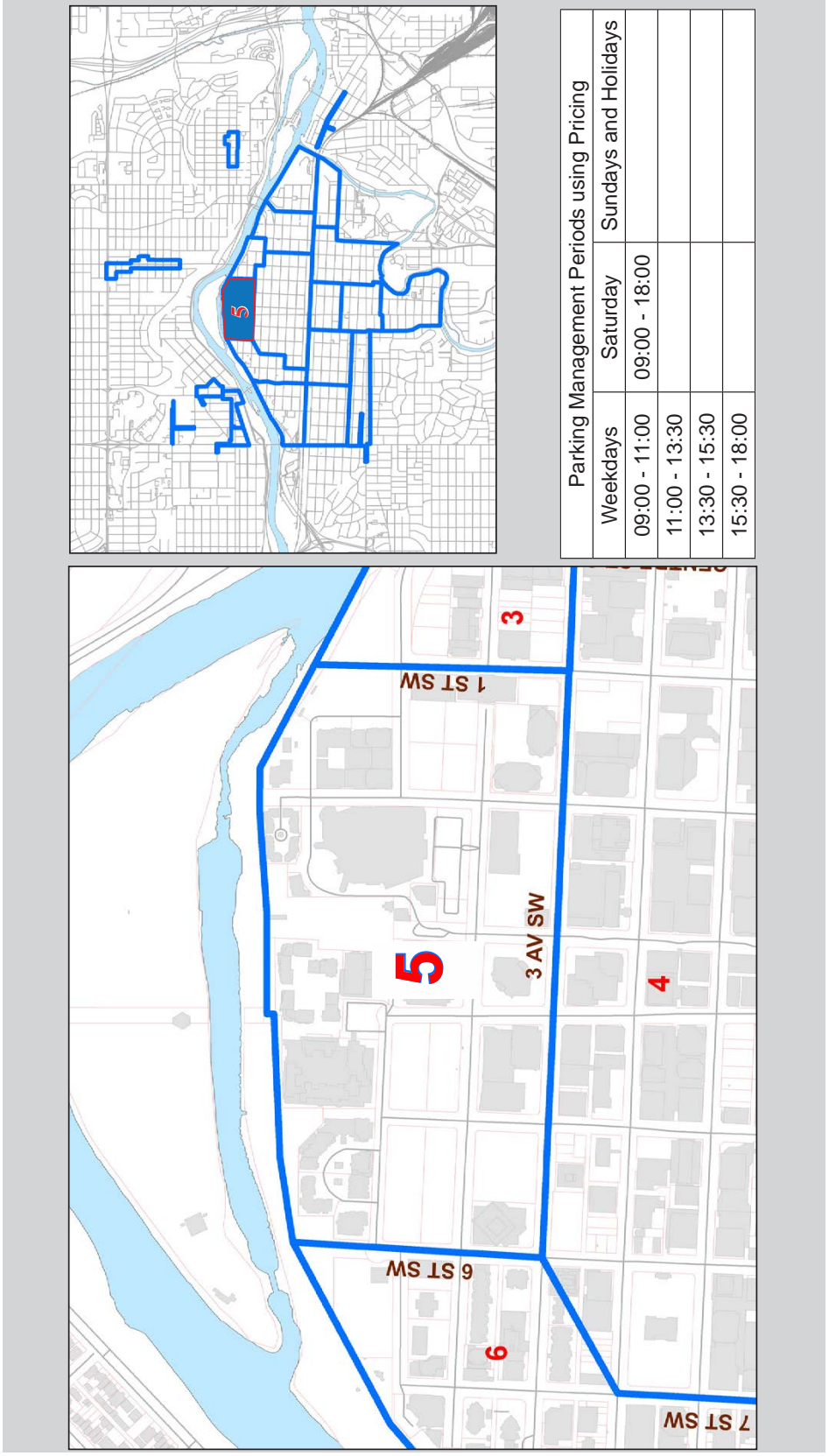




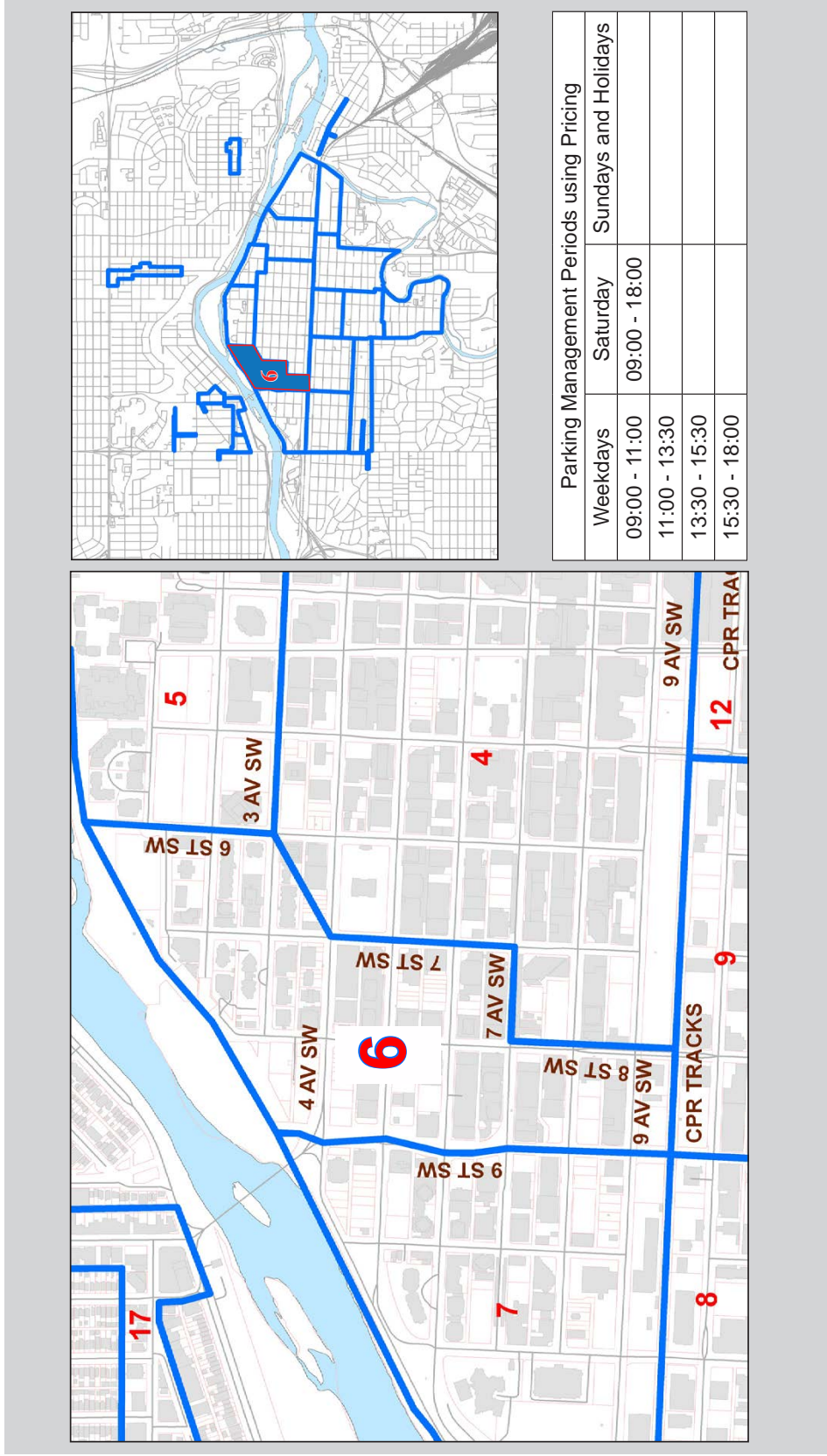
Zone 4 - Downtown - Core



Zone 5 - Downtown - Eau Claire

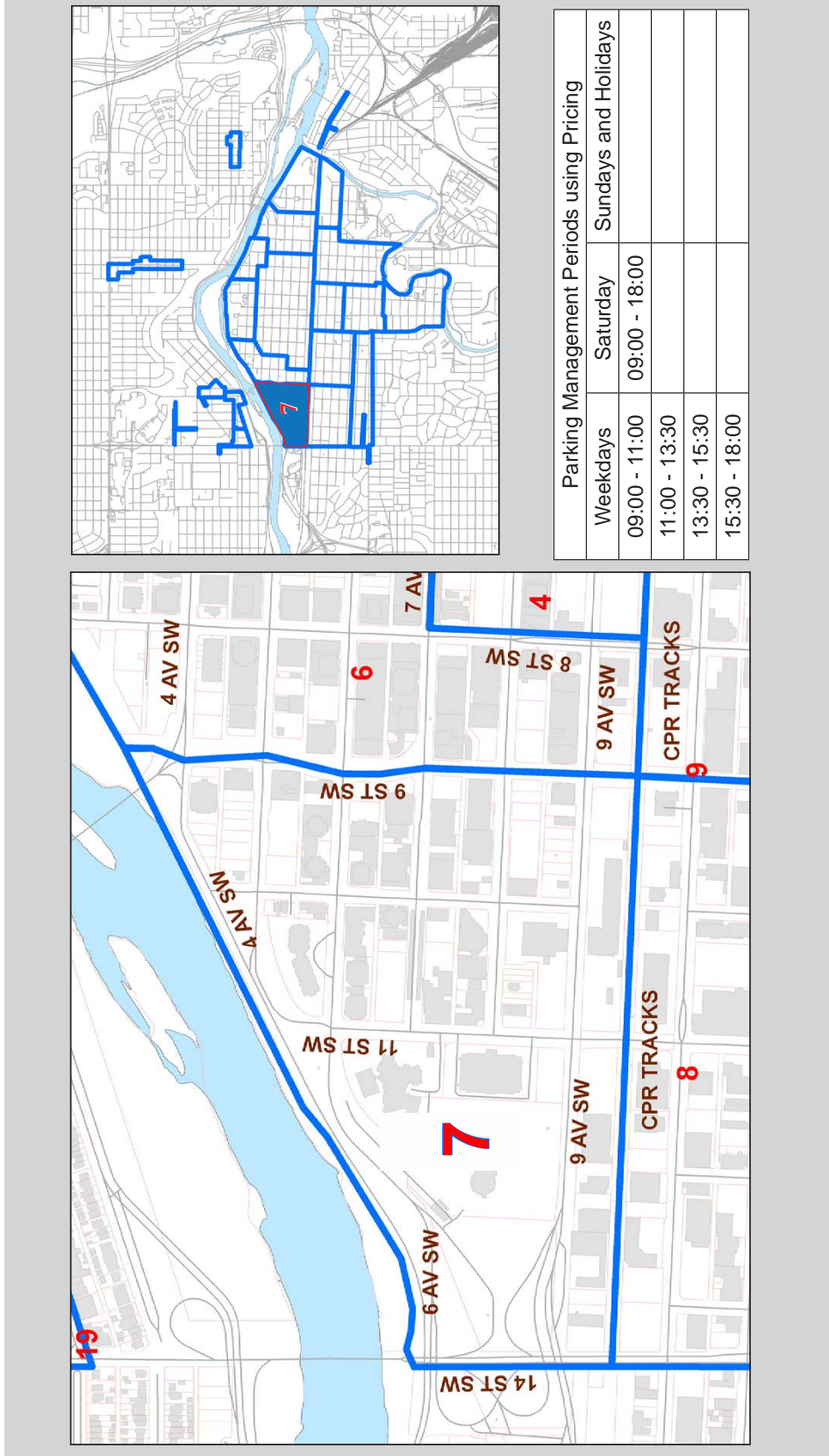


Zone 6 - Downtown - West Core

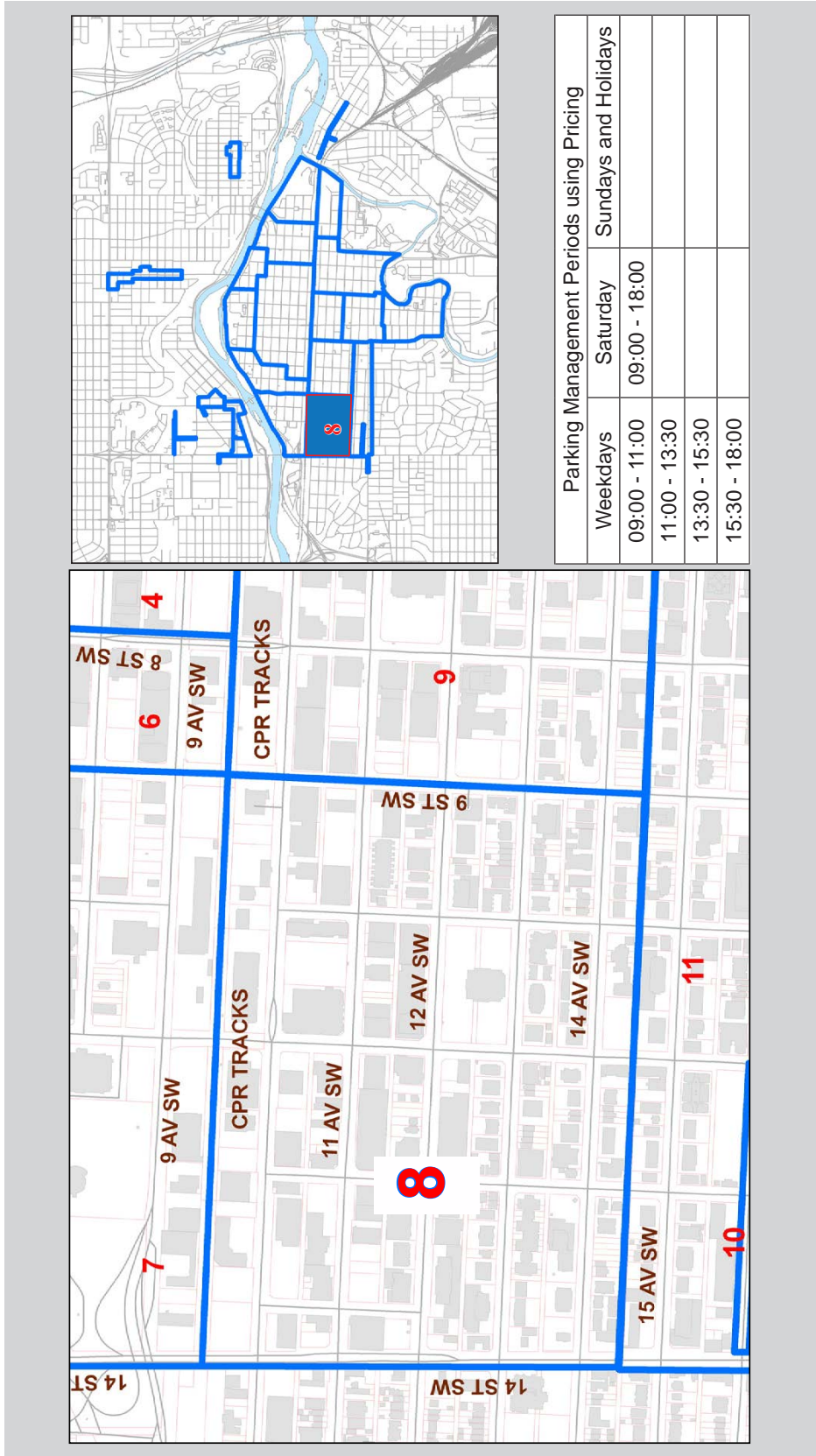




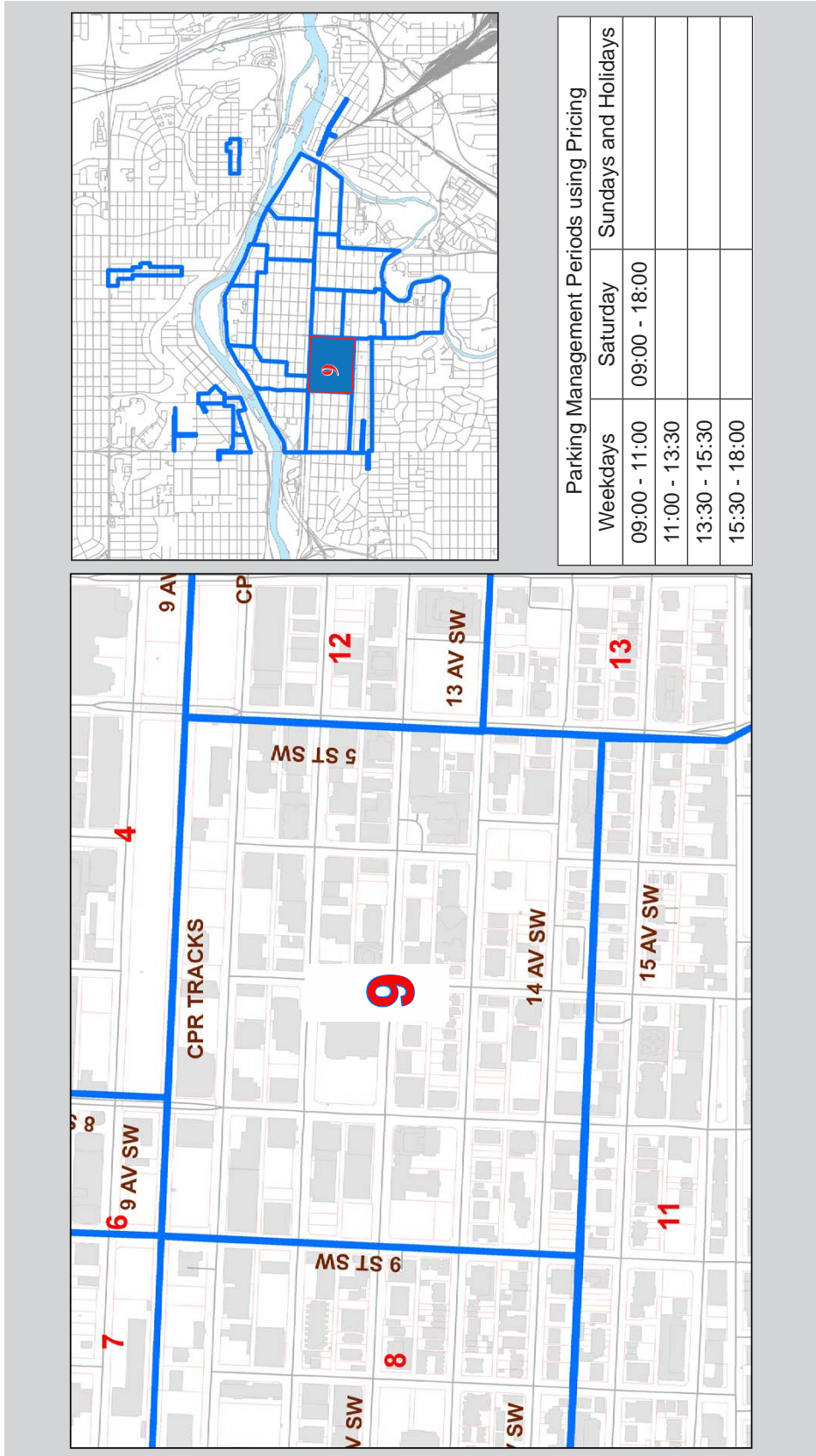
Zone 7 - Downtown - West End



Zone 8 - Beltline - West End

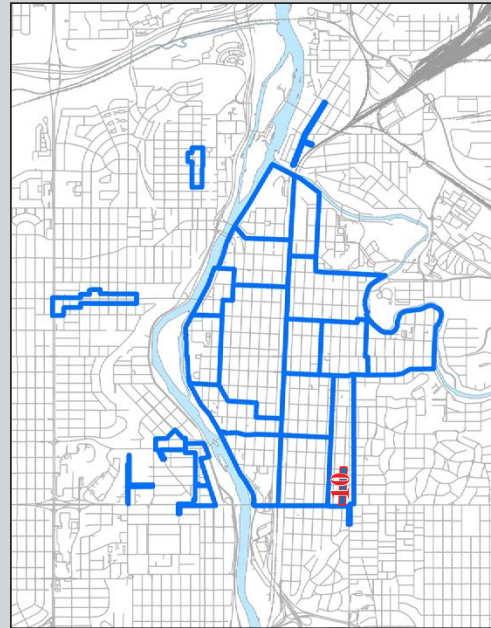
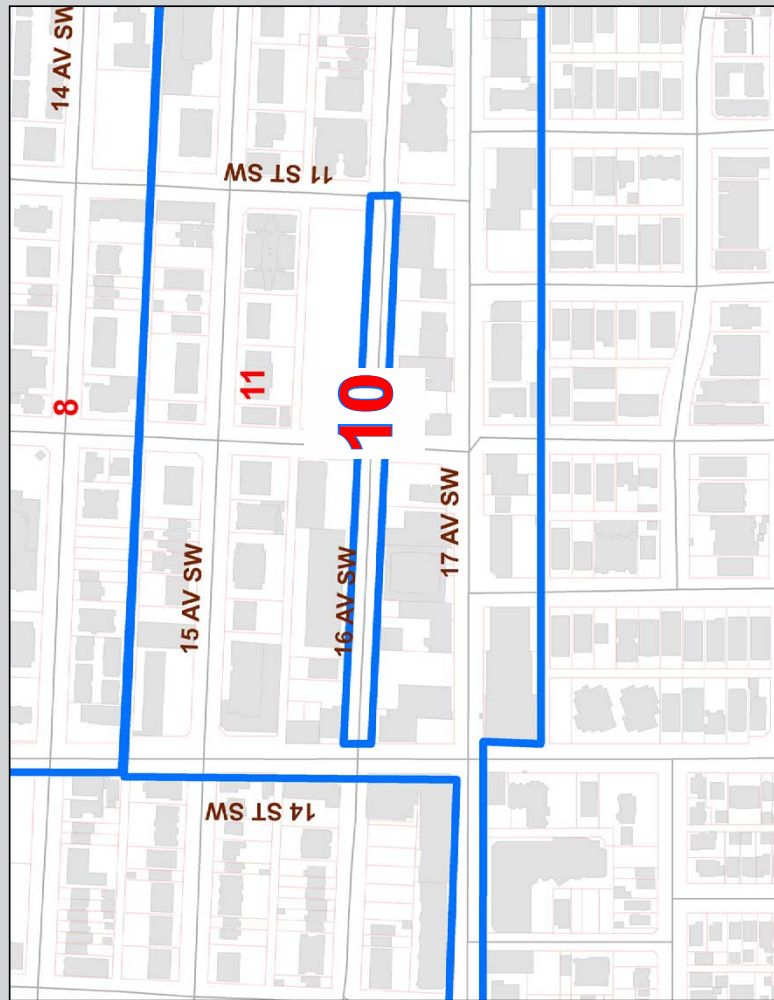


Zone 9 - Beltline - West Core





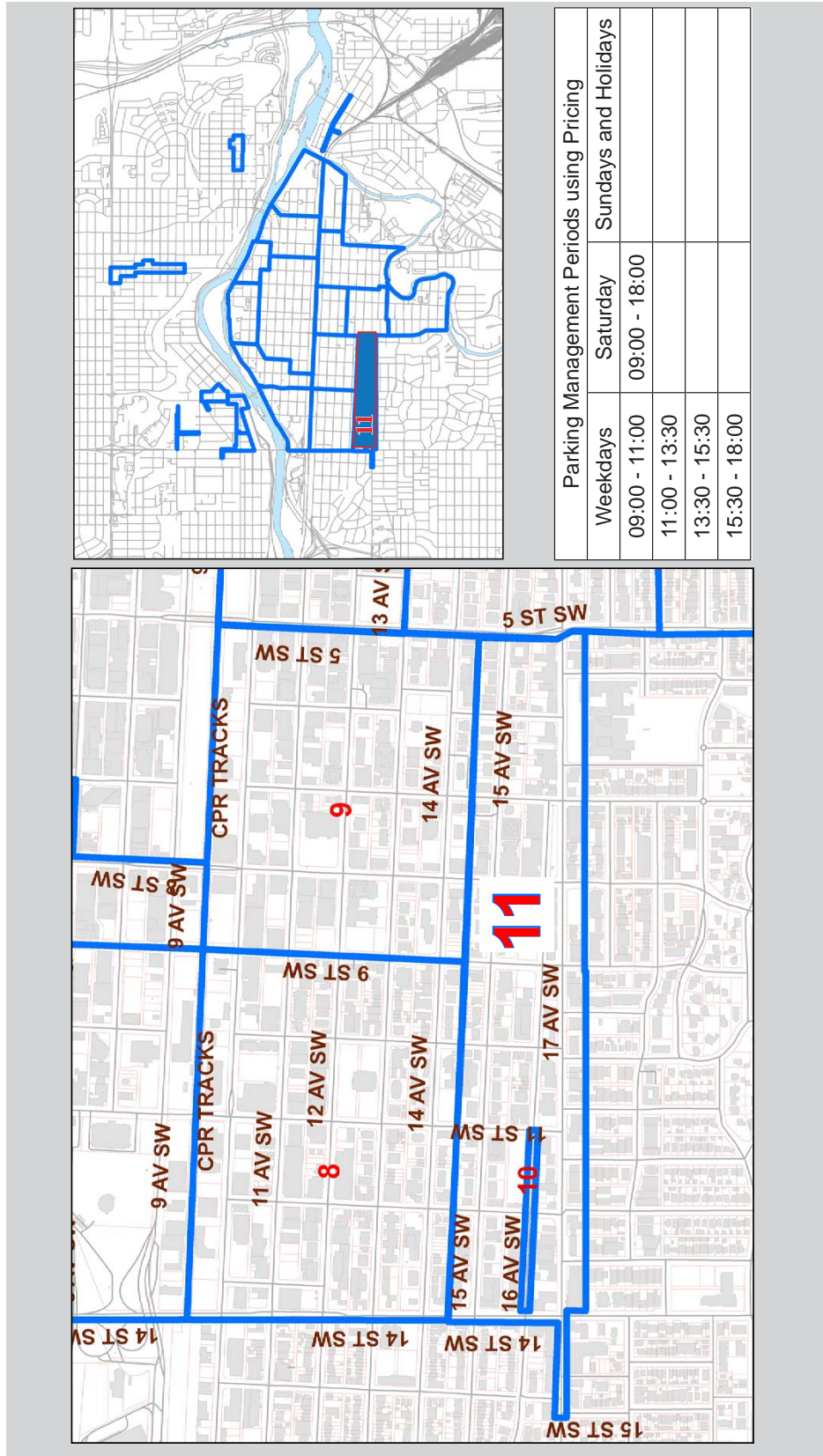
Zone 10 - 17th Avenue - West Long Stay



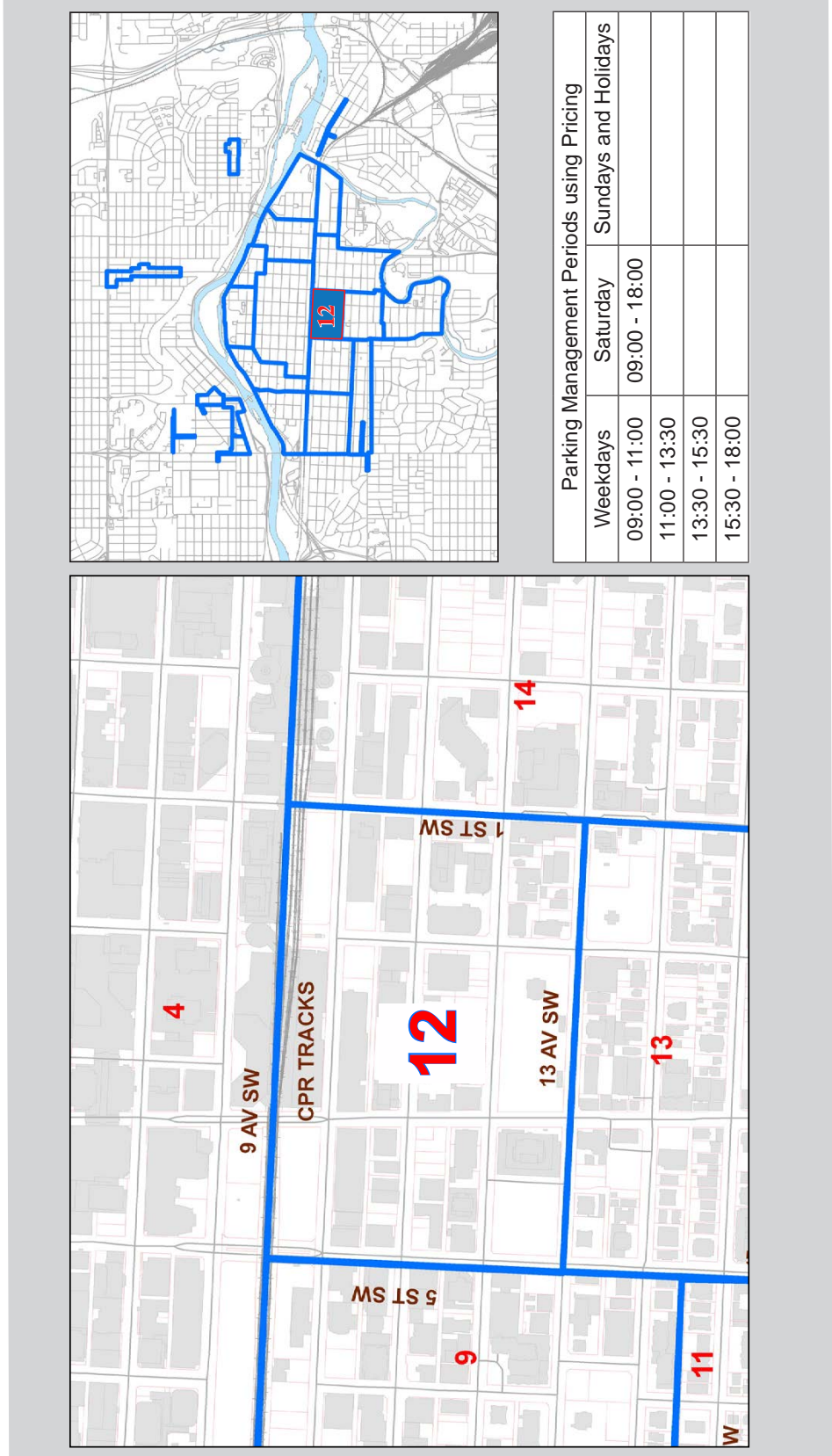
Parking Management Periods using Pricing		
Weekdays	Saturday	Sundays and Holidays
09:00 - 11:00	09:00 - 18:00	
11:00 - 13:30		
13:30 - 15:30		
15:30 - 18:00		



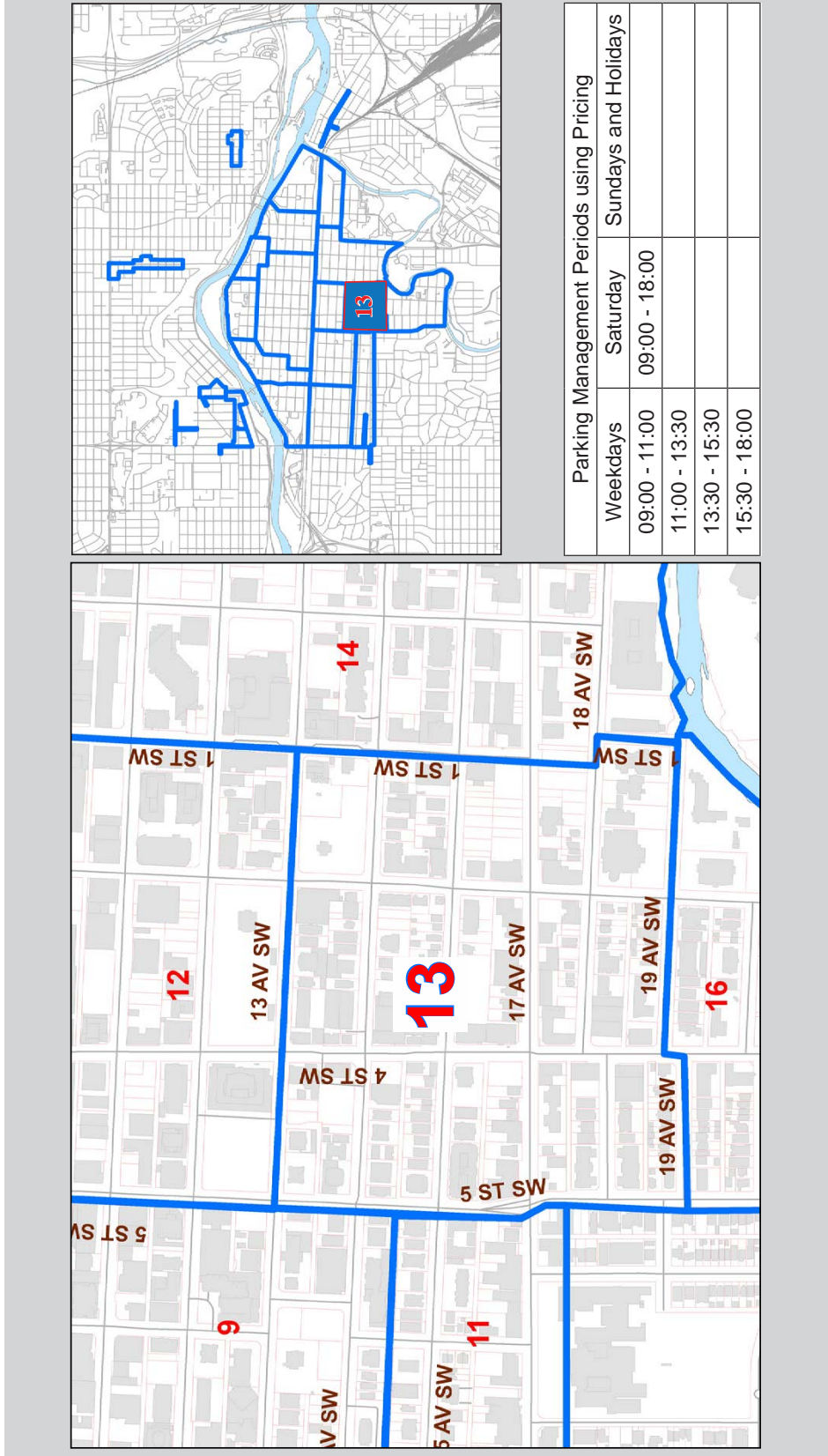
Zone 11 - 17th Avenue - West



Zone 12 - Beltline - Centre

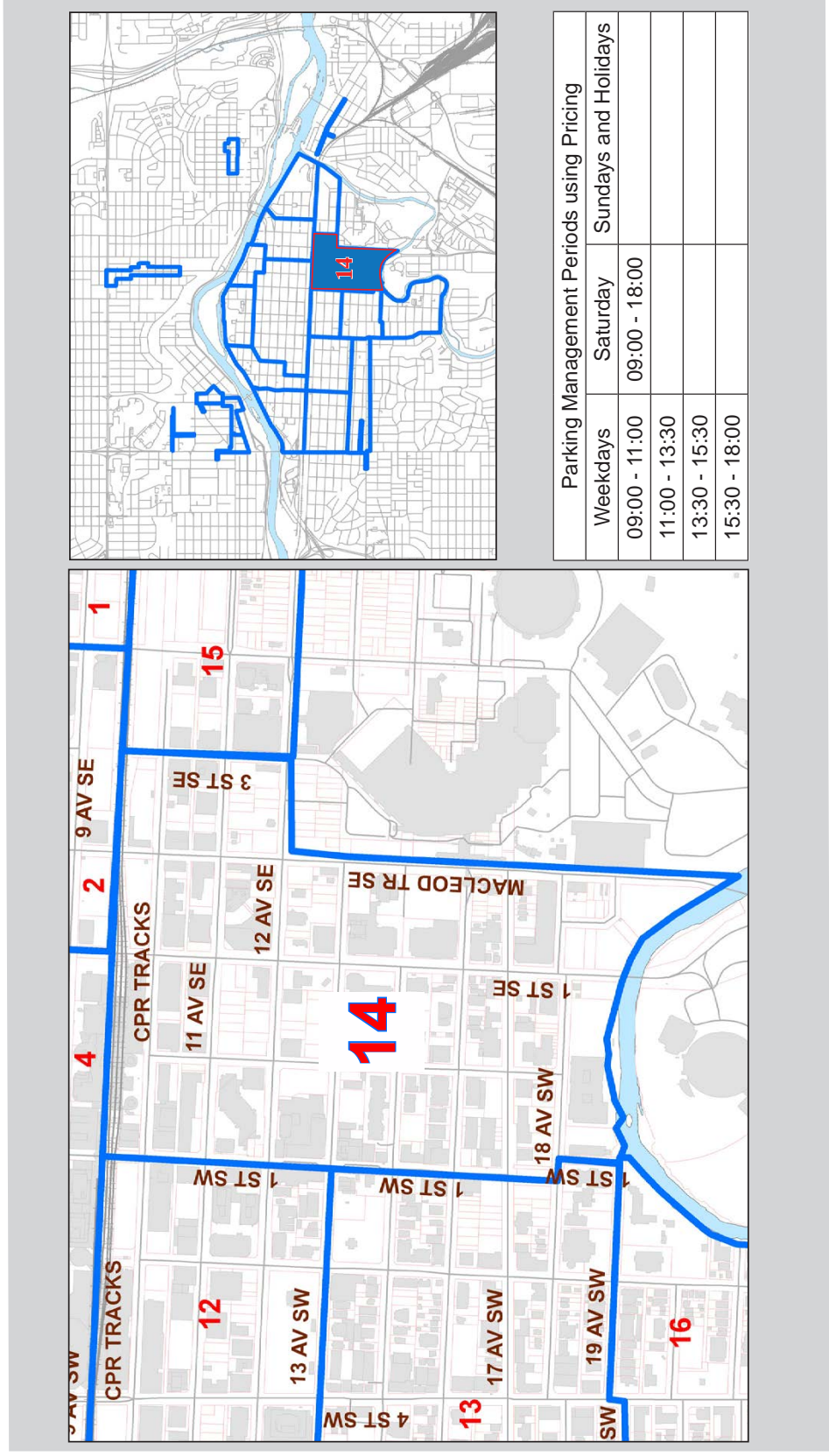


Zone 13 - 17th Avenue - Centre

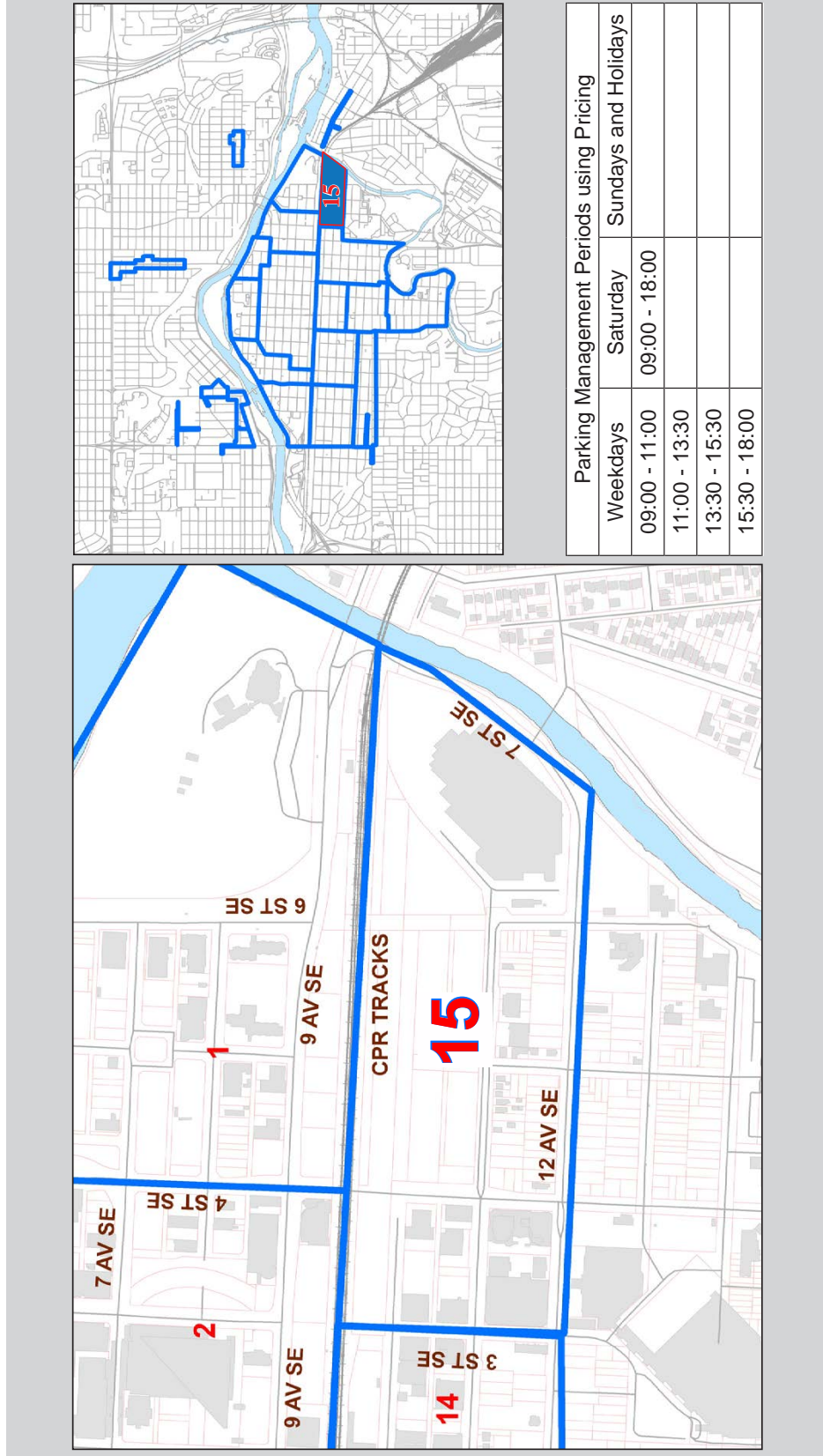




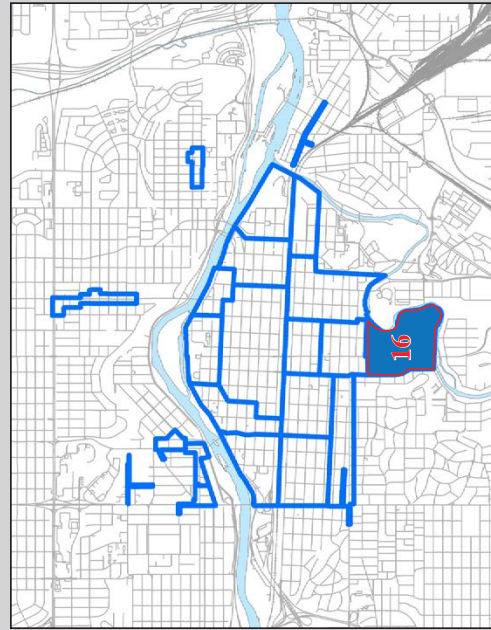
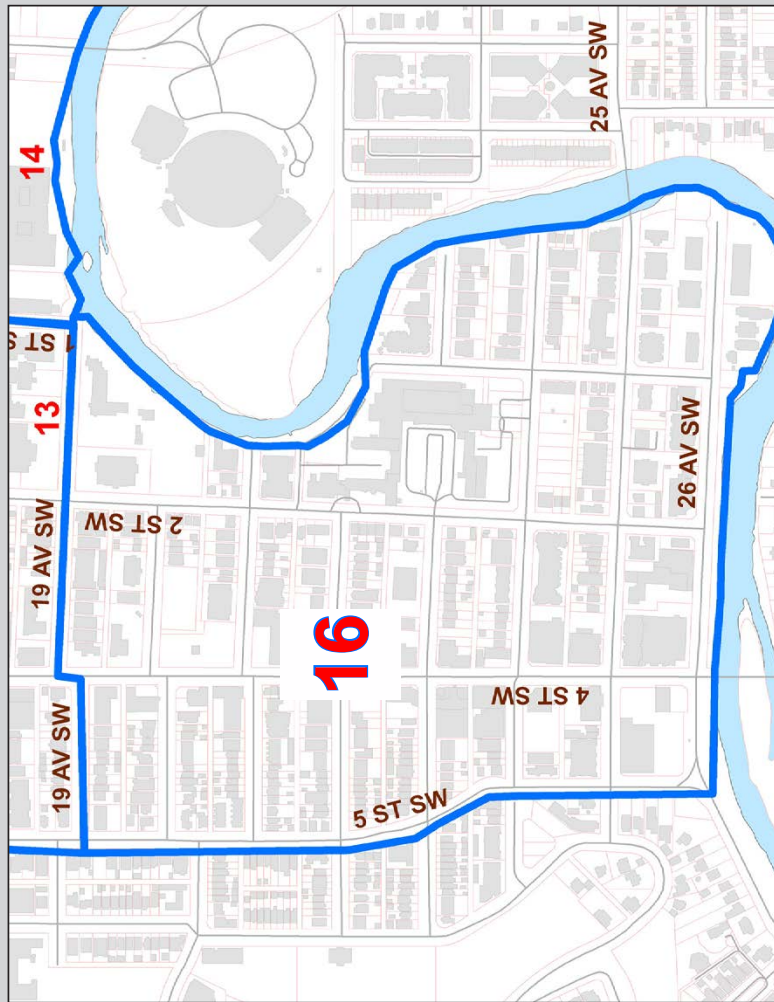
Zone 14 - Beltline - Macleod



Zone 15 - Beltline - East End



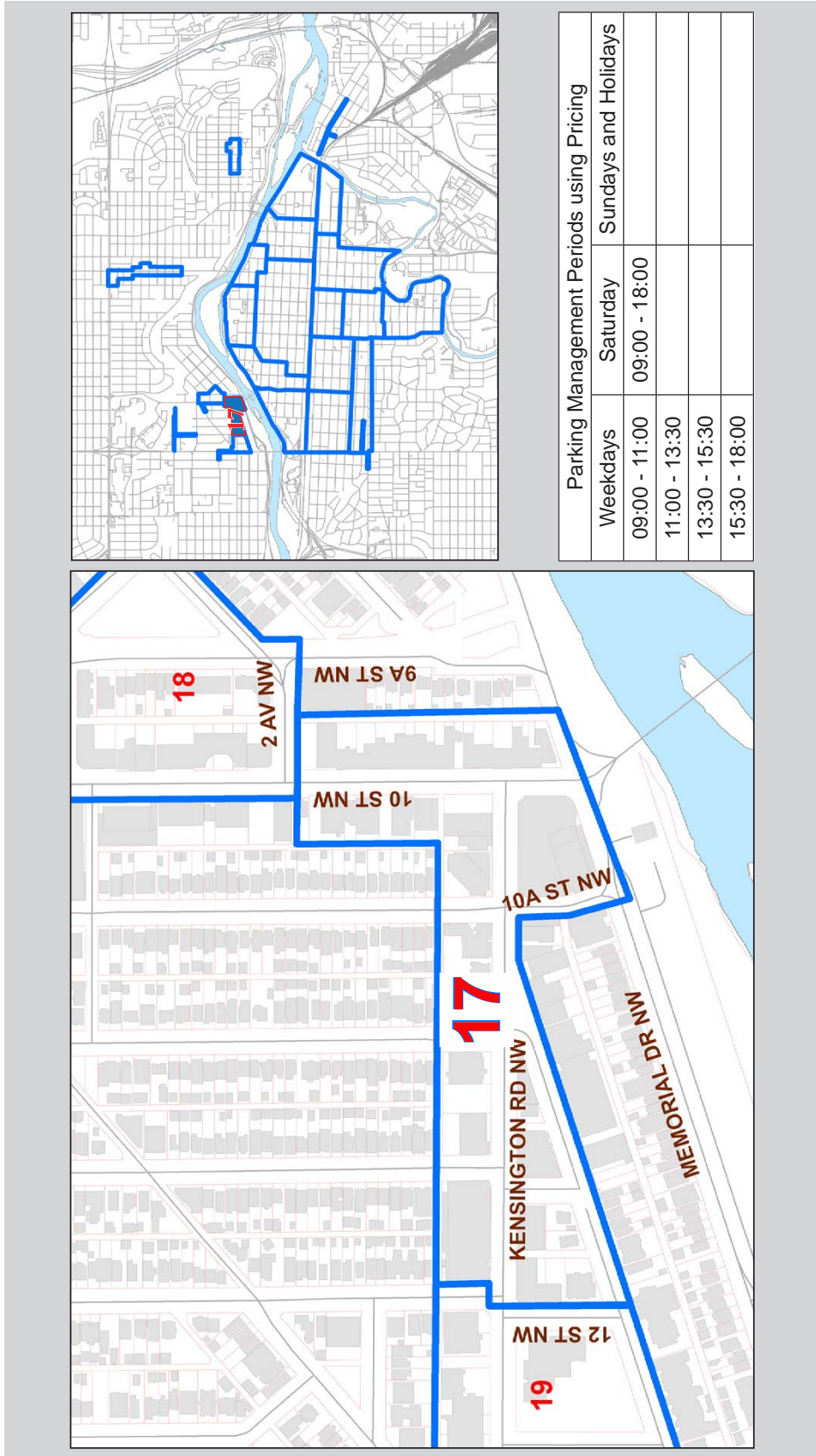
Zone 16 - Mission



Parking Management Periods using Pricing		
Weekdays	Saturday	Sundays and Holidays
09:00 - 11:00	09:00 - 18:00	
11:00 - 13:30		
13:30 - 15:30		
15:30 - 18:00		

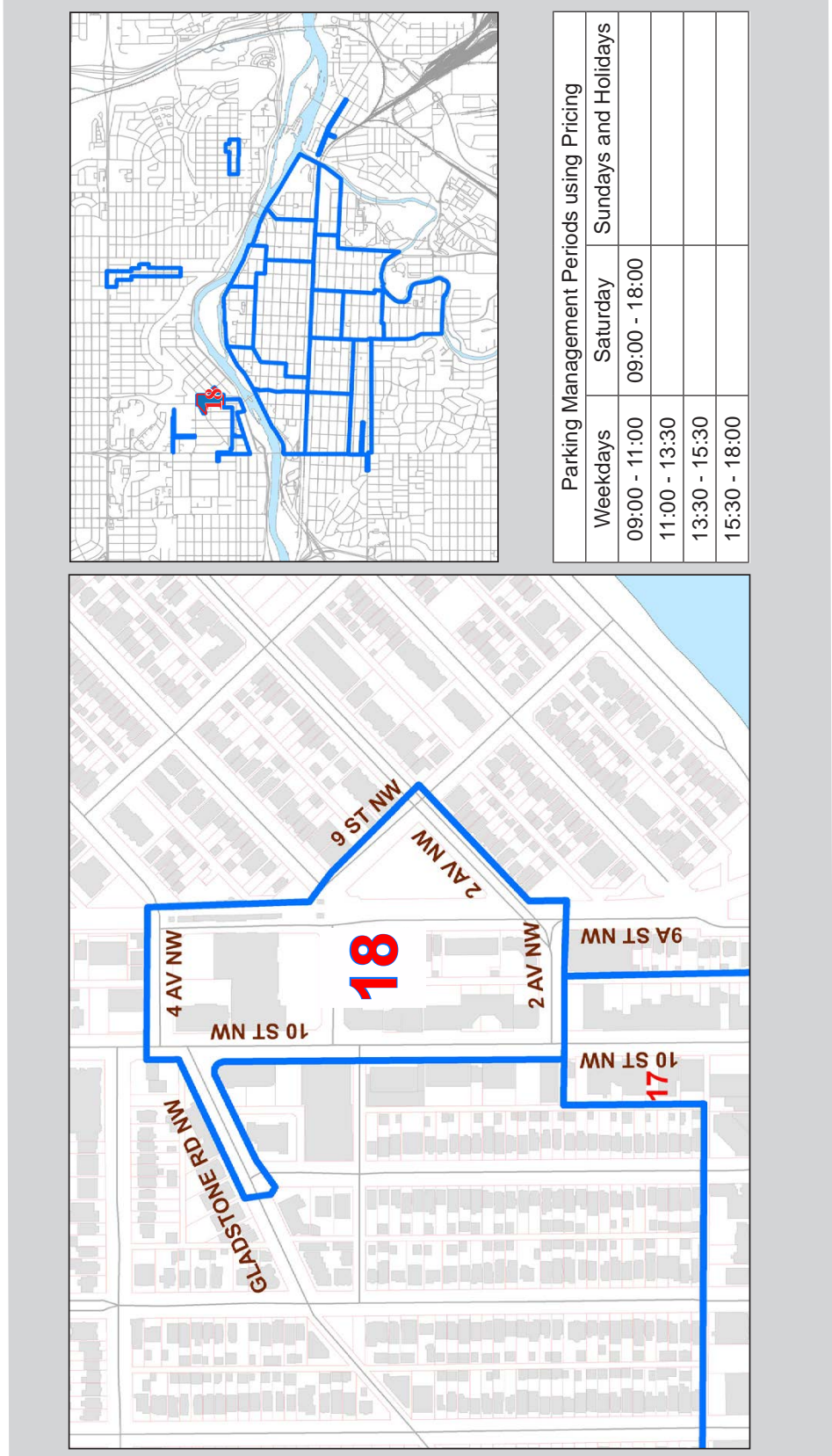


Zone 17 - Kensington - Centre

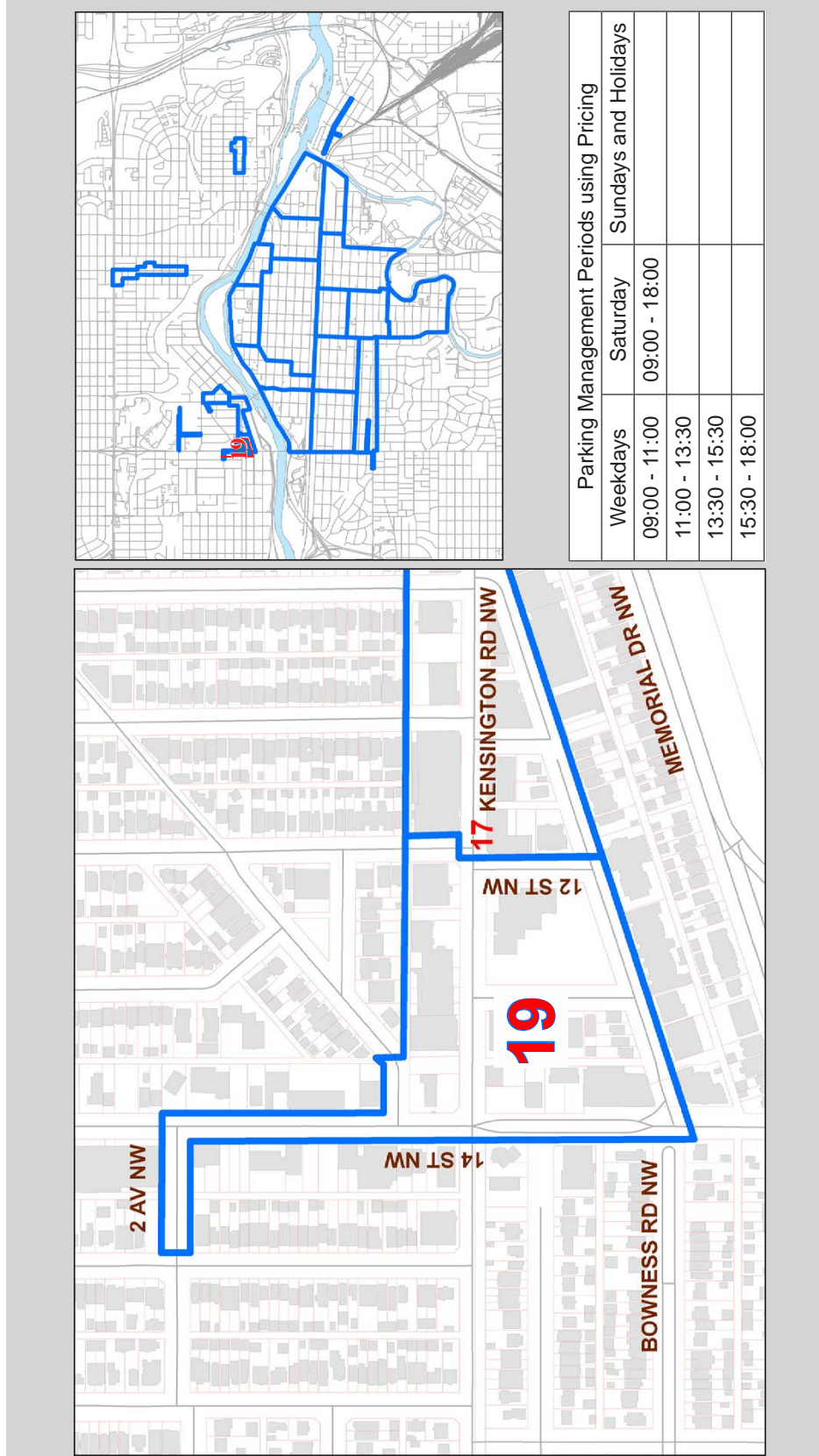




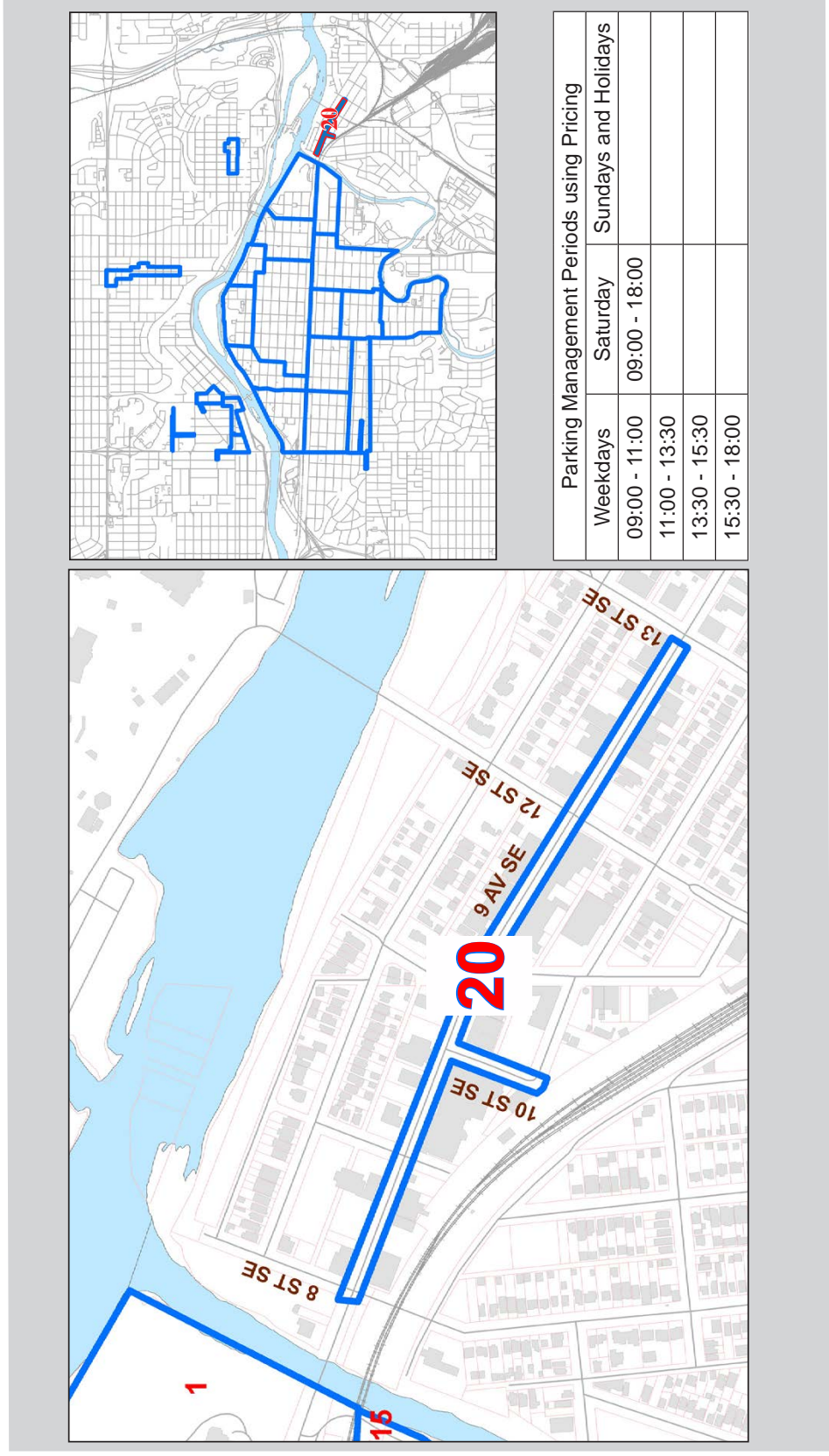
Zone 18 - Kensington - 10 Street NW



Zone 19 - Kensington - West

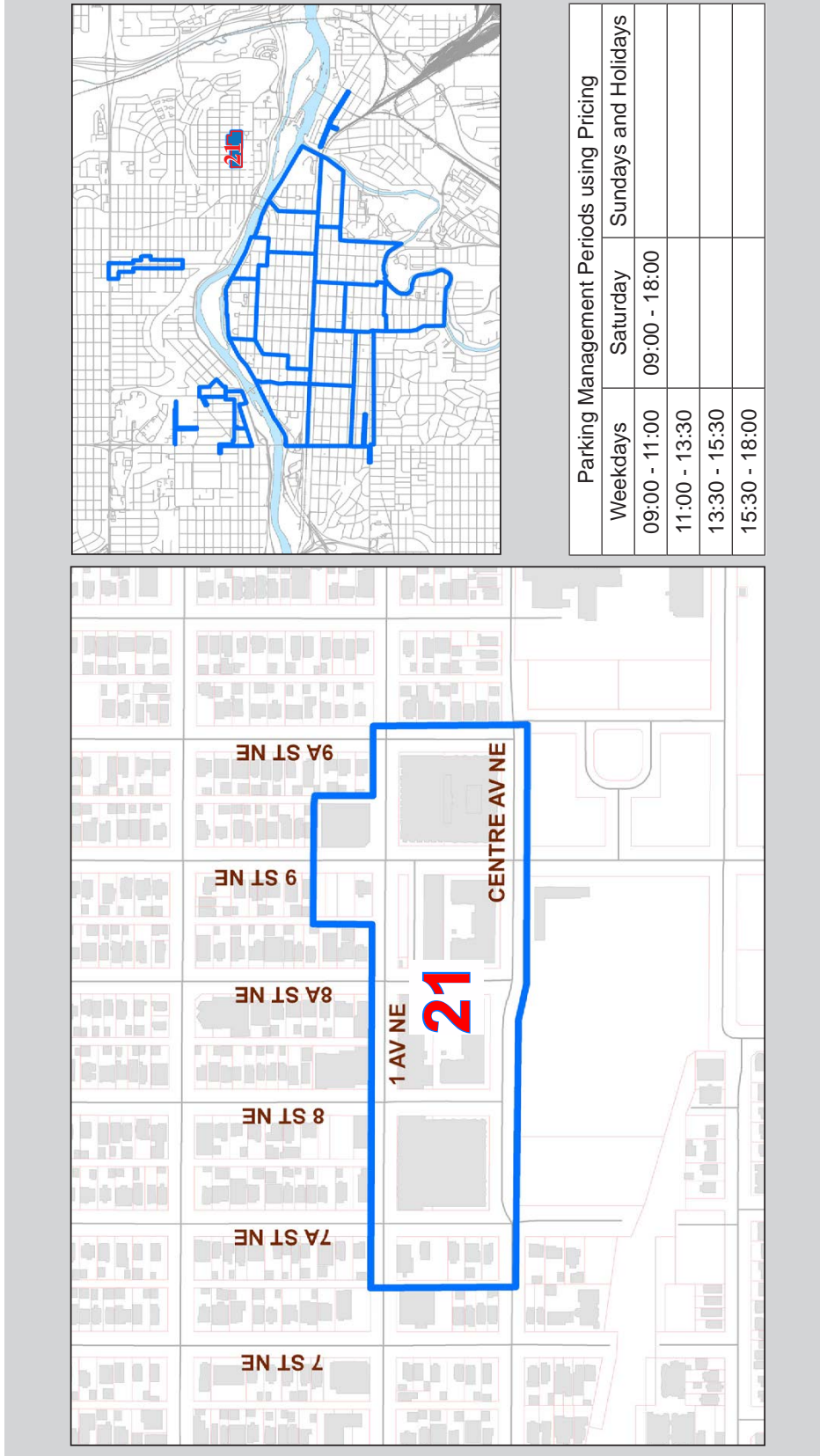


Zone 20 - Inglewood

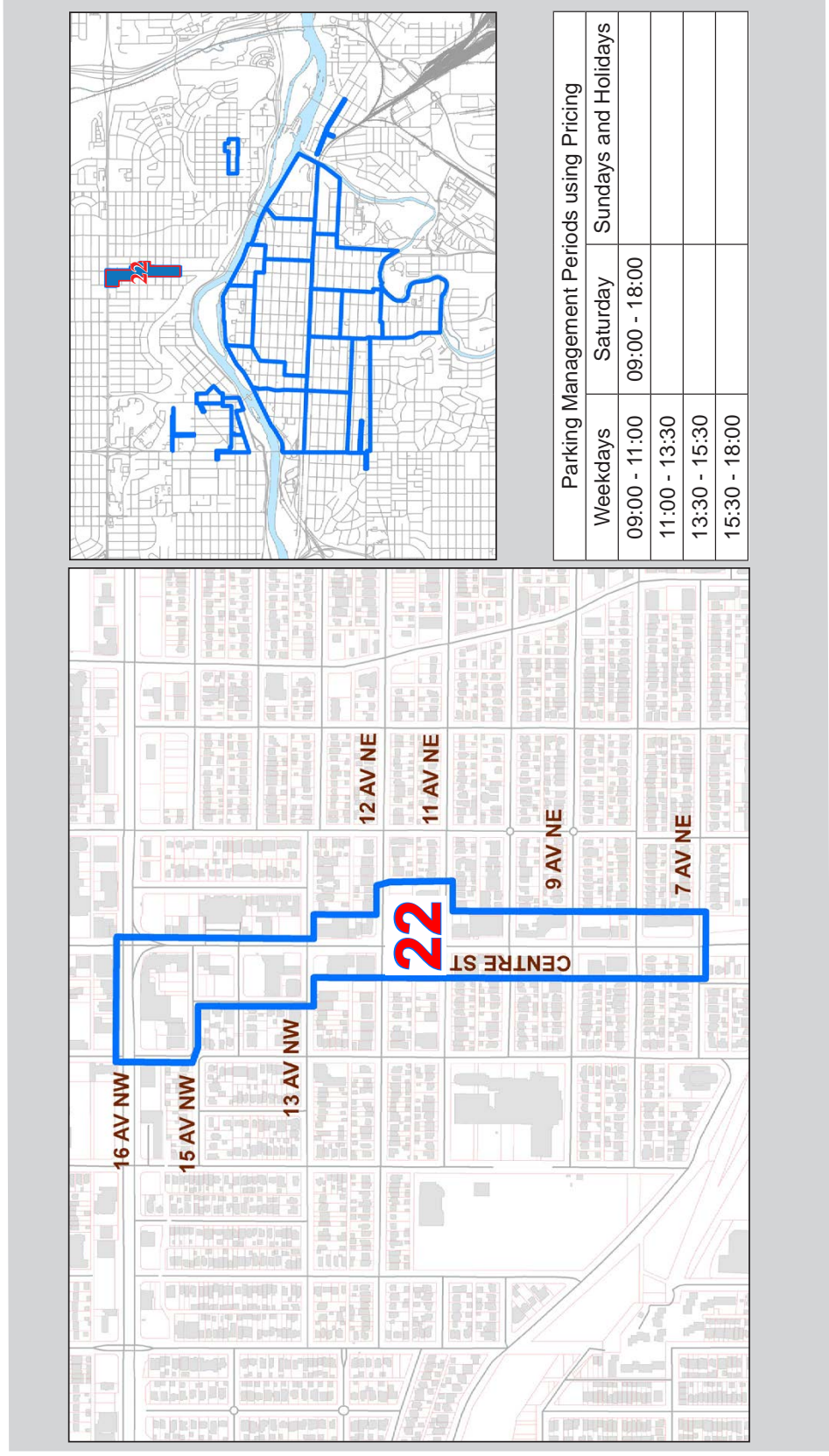




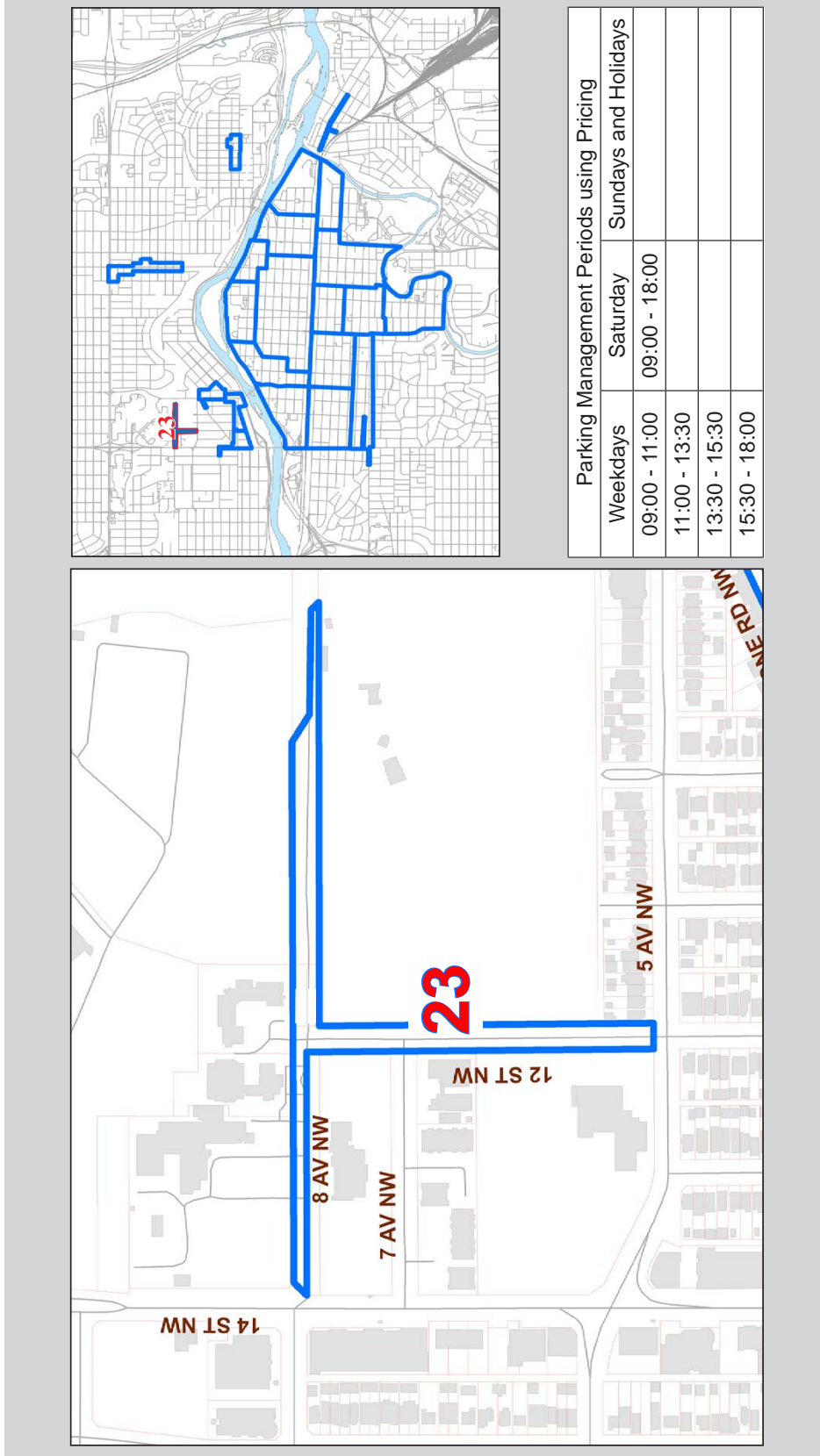
Zone 21 - Bridgeland



Zone 22 - Centre Street North



Zone 23 - Riley Park





Zone 24 - Research Park

