

Initiative	Description	Key Issues Reviewed	Scale
Car-share Parking Policy	Develop policy to address the facilitation of car-share parking on-street. Includes both commercial and residential areas. Will consider the role of off-street parking as appropriate	• Fees charged • Provision of parking in residential parking permit areas • Addressing 'bunching' of vehicles • Role of signed spaces • Relationship with demand for street space with other uses	Minor
Downtown Parking Strategy – Parking Ratio Review (NM2014-30)	This work would review the office parking rate with respect to the alignment of current and future space per employee (both Downtown and the rest of the Centre City). It would consider the impact to other existing programs (e.g. cash-in-lieu program) and impacts to the downtown (economic competitiveness, transportation capacity and mode split, etc).	• Office bylaw parking rate • Cash-in-lieu implications • Economic and transportation impacts • Ability to achieve success under current plan, both short and long term	Major
Downtown Parking Strategy – Comprehensive Review	This work would review the cash-in-lieu mechanisms (need for CIL, percent of mandatory contribution, CIL fee, ability to construct the facilities envisioned), and its ability to achieve The City's long term objectives for downtown. It would also look to review the office parking rate with respect to the alignment of current and future space per employee. A review of the short stay parking provisions would be done in conjunction with this work. Any innovative opportunities to look at parking provision for downtown that helps to mitigate the impact of congestion or facilitate development objectives would be considered.	• Percent contribution on-site to CIL and need for CIL • Fee per stall for CIL, including calculation • Exemptions from CIL • Alignment with Centre City plan objectives • Roles of developers, City and CPA • Office bylaw parking rate • Economic and transportation impacts • Short stay parking provisions • Modal split target as an objective • Ability to achieve success under current plan, both short and long term • Bike parking requirements	Major

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Corridor Policy - Review parking requirements in corridor areas	This work would look to develop policy around parking in the corridors identified in the MDP. Policy may be corridor wide or contextual depending on the issue. As the corridors are envisioned to be mixed-use areas, there will be competing demands for parking, so it will be important to ensure this would align with PDA's corridor policy work.	- Relationship of on-street and off-street parking in corridors - Parking objectives (e.g. is the aim to meet demand or manage it) - Link off-street parking requirements to provision and usage of on-street space - Address parking relaxations and potential spill-over impacts - Examining the role of public off-street parking and shared parking	Major
Review Residential Parking Permit Program (entirety)	This review would look at the Residential Parking Permit Program to determine if it can be revised to improve customer service, increase long-term financial sustainability of the program, ensure efficient use of street space and achieve the objectives of the MDP and CTP	- Relationship of on-street parking to off-street parking for residences - Provision of permits to different residential building types (single family vs multi-family) - Zone system approach vs other approaches - Number of vehicles per resident eligible for RPP permits - Visitor permits - How zones and blockfaces are established - The costs of the program	Major
Parking Revenue Allocation Policy	This would look at how the returns from the Calgary Parking Authority to The City are distributed, and whether some portion of revenues could be dedicated to reinvestment in the areas where fees are collected	- Distribution of parking returns (approaches) - How funds are reinvested – and what funds are reinvested in - Control of investment of funds (ie who decides) - Impact on City's budget if funds are redirected	Minor

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BRZ areas - review potential for cash-in-lieu program to address parking relaxations	This work would look at the potential for cash-in-lieu programs in BRZ areas. CIL programs were previously set up in three BRZs but success was limited due to a variety of factors. This work would look to see if a revised program could be successful and help achieve business vitality goals while maintaining alignment with the CTP and MDP	- Review types of CIL mechanisms (e.g. standalone facilities, additional levels in private developments, no mechanism, etc). - Review the role of parking relaxations in relation to CIL - Discuss potential fees for CIL - Look at land holdings and potential to leverage land	Major
Review short-stay parking area provisions in Centre City	This work would take a closer look at the ability to provide additional short-stay parking for shoppers and visitors to the Centre City. It would review the current land use bylaw mechanisms to understand what the barriers are to providing additional short-stay parking as well as the role of the City in monitoring and facilitating compliance.	- Review areas where short-stay parking can be provided - Study short-stay downtown parking demand to better understand where there are supply challenges - Determine mechanisms for monitoring compliance - Make changes to facilitate more development of short-stay parking if warranted	Minor
Residential Parking - Pilot Initiative - Employee Parking in Residential Parking Areas	This initiative would be a potential early step in a larger residential parking program review. It would work with a business community and the surrounding neighbourhood to see if there are ways that can better use the residential streets where there is unused supply to supplement employee parking in business areas, while minimizing impact to residents (i.e. a hybrid approach to on-street parking) and looking to allocate some of the revenue generated back to the community. Bridgeland has been identified as a potential	- Role of non-residential use on residential streets - Before and after impacts of allowing some business use in residential parking areas - Role of revenue generation from such a trial and opportunities for community reinvestment.	Minor

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	community for this work. This work could inform the corridor study policy work if it is done in conjunction.		
Pilot Initiative - Detailed analysis of business area - provision of angled parking before and after study	This initiative would look to do a before and after study of a business area to determine the benefits of adding on-street parking through a variety of solutions (such as implementing angled parking, reassigning parking, etc) and looking at the potential for a finer set of pricing areas for the commercial on-street parking in the area. Inglewood has been identified as a potential area for this work. This could inform several other initiatives.	- Before and after impacts of increasing on-street parking supply in a business area - Impact of additional parking on business vitality and adjacent residential areas - Observation of any unintended impacts of adding on-street parking supply	Minor
Taxi - Review provision for Limousines at Hydrant Zones	There are some outstanding pieces of work that were a result of the implementation of the Taxi Hydrant Parking initiative. This work would look at the potential for permitting limousines to use the hydrant space. The issue of fees for taxi stands would also be reviewed.	- Potential for limousines to use hydrant space - Fees for non-hydrant taxi stands	Minor
Review Calgary Transit Park and Ride Strategy	This would review the current pricing strategy for park and ride lots to review the provision of the amount of parking at station locations	Look at amount of parking provided at new and existing stations	Minor
Review parking requirements at TOD areas / Activity Centres	Similar to the corridor work, this work would look to develop policy around parking in Activity Centres identified in the MDP and other TOD areas. Policy may be for all activity centres or tod areas, or may be contextual depending on the issue. If the corridor policy is completed first, it is likely that much of the policy development will be applicable to these locations as policy for them is further developed.	- Relationship of on-street and off-street parking in activity centres and TOD areas - Parking objectives (e.g. is the aim to meet demand or manage it) - Link off-street parking requirements to provision and usage of on-street space - Address parking relaxations and potential spill-over impacts	Major

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Green Infrastructure requirements for parking facilities	This would look to determine if requirements for new surface parking facilities need to be revised to require surface treatments that reduce water runoff. This is important to help maintain watershed health and reduce the amount impervious surface per the MDP.	- Examining the role of public off-street parking and shared parking - Examine materials and initiate pilot projects to test various surfaces for surface parking lots to reduce water runoff (would work with Water Resources business unit) - Review requirements for new developments with respect to surface parking lot materials - Review The City's own surface parking lot facilities to determine if there are ways to reduce water runoff.	Minor