

CITY OF CALGARY  
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ITEM:

*Revised Report*  
*TT2014-0339*

SECRETARY'S DEPARTMENT

Transportation Report to  
SPC on Transportation and Transit  
2014 July 18

REVISED  
ISC: UNRESTRICTED  
TT2014-0339  
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**UPDATE ON PARKING POLICY INITIATIVES**

**EXECUTIVE SUMMARY**

This report proposes a parking policy work program for the 2015-2018 period. Key parking policy items proposed include:

- Car-share parking policy
- Downtown parking strategy – parking ratio review (NM2014-30)
- Parking requirements in Corridors (in conjunction with Planning's Corridor project), TOD areas and Activity Centres
- Parking revenue allocation policy
- Review potential for cash-in-lieu or other solutions in BRZ areas
- A review of the residential parking permit program including pilot initiatives in residential parking areas
- Calgary Transit's Park and Ride strategy
- Green Infrastructure requirements for surface parking lots
- Taxi hydrant zone program enhancements

**ADMINISTRATION RECOMMENDATIONS**

That the SPC on Transportation & Transit recommend that Council approve the proposed Timeline of Implementing Parking Initiatives (Attachment 5).

**PREVIOUS COUNCIL DIRECTION / POLICY**

There is no specific Council direction relative to this report, however implementing the proposed policies aligns with the current Transportation business plan, by continuing to implement Council priority 1M2.3 – "Implement the Council-approved Parking Policy Framework for Calgary".

NM2014-30, approved at the 2014 June 23 Regular Meeting of Council, also acknowledges the creation of a report, and directs that Administration to "review and consider whether an adjustment to the Parking Ratio would be appropriate within the context of the number of employees per leasable square foot and the objectives set forth in the Policy Documents and to determine the impacts that any changes to the Parking Ratio would have on the cash-in-lieu policy, economic competitiveness, transportation capacity and mode splits, and other relevant issues" and to include said review as a work item for consideration in this report.

**BACKGROUND**

Council first approved "A Parking Policy Framework for Calgary" in 2011 June as one of the outcomes of the strategic review of the Calgary Parking Authority completed at that time. The policy, generally known as the "Parking Policy Framework", was developed to be a living document, containing Council's policies around various aspects of on-street and off-street parking in Calgary. The policy currently contains:

- Roles and Responsibilities of Administration, Council and the CPA (2011)
- Financial Returns from CPA to the City (2011)
- Downtown Parking Strategy (2011)
- Commercial On-Street Parking Policies (2013)

**UPDATE ON PARKING POLICY INITIATIVES**

A number of activities were also identified as future work in 2011. Attachment 1 provides an update on their status.

Additionally, there are many new initiatives underway by a number of departments addressing current parking issues. Attachment 2 provides an overview of current projects underway.

**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The development and provision of parking policy rest in a number of areas at The City and also with the Calgary Parking Authority. General areas of responsibility are as follows, with continual cross-collaboration between areas to ensure general alignment of policies:

<b>Division / Area</b>	<b>General Areas of Responsibility</b>
Transportation Planning; Strategy Division (Parking Strategist)	Develop city and area-wide parking policies / strategies, coordinate cross-department parking initiatives, liaise with all stakeholders to ensure policies and practices are implementable and consistent with Council's long term policies (MDP/CTP, Centre City Plan, etc).
Roads; Traffic Division	Determine allocation of on-street curb space to parking and other uses, develop procedures to implement city-wide parking policies, establish Residential Parking Permit locations and manage related Traffic Bylaw amendments, issue special use permits
City Wide Policy & Integration; City Wide Planning Functions Division	Determine rates for the provision of off-street parking in developments for inclusion in the land use bylaw
Local Area Planning & Implementation	Depending on project, work with stakeholders to determine parking policies to be included in Area Redevelopment Plans or other area documents. Generally most focussed on the Centre City, Developed areas
Calgary Transit	Determine the requirements and management of Calgary Transit Park and Ride facilities
Calgary Parking Authority (CPA)	Implement Council policies with respect to parking, manage and implement the cash-in-lieu programs, manage RPP permit program, provide city-wide enforcement services.

Attachment 3 describes new major pieces of parking policy work that are being considered by Administration over the course of Action Plan 2015-2018 and beyond. Projects are identified through a variety of means:

- Administration identification of gaps in current policy
  - That cause operational challenges
  - That are needed to improve customer service
  - That are needed to achieve and implement the MDP and CTP
- External stakeholder and councillor requests for parking policy to address area challenges that Administration is aware of

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- Policies and practices that have not been reviewed for a significant number of years

The list does not contain policy work that is ongoing (e.g. reports on establishment of new residential parking zones, implementation of the commercial on-street parking policies and analysis of potential new pricing areas in alignment with the policy, etc).

Where possible, Administration will seek to resolve parking issues using existing policies and procedures, while attempting to minimize “red tape”. However, policy can be beneficial for several reasons:

- It gives Administration clear direction on how to address sensitive parking matters in a consistent and confident manner
- It helps ensure that people and businesses are treated equitably with the provision of parking services
- It improves the transparency of decision making when decisions can be clearly linked to policy direction
- It reduces uncertainty, which allows businesses and residents to better understand their options when considering parking needs
- It helps to ensure that The City’s parking resources are used as efficiently as possible
- It increases the likelihood that operational decisions are aligned with the outcome of long-term plans
- It allows Council to have input on matters that have tradeoffs between groups of stakeholders.

In order to ensure that parking policy work is focused and productive, Administration has evaluated proposed pieces of work based on a number of factors, as indicated in Attachment 4. The criteria are broken down into two focus areas. The “Fit of Work” section looks at whether there is alignment with other initiatives, how recently the issue was reviewed and if any significant policy gaps would be closed. The “Degree of Impact” looks at how the policy work would improve service to citizens, achieve implementation of the MDP/CTP, deal with operational challenges, address concerns of external stakeholders and allow for innovation. It also provides an assessment of what the impact would be if the issue was not addressed over the next Action Plan. The criteria is provided to give Council a sense of the factors Administration is considering in prioritizing the work but there is no score or ranking produced.

Attachment 5 provides a work plan that considers the evaluation criteria as well as the capacity of Administration to complete work with current resources. While there are many different areas in Administration with varying levels of involvement on parking projects, the general intent is that most policy work is coordinated by the Parking Strategist in the Transportation Strategy division, with supporting departments contributing through implementation or advice. Many areas are continually challenged with day-to-day operational issues that need to be addressed to ensure citizens are well served. For the implementation of major parking policy initiatives to be successful, it is important to focus on a few key projects so that these initiatives can be seen through to implementation. Generally, the Parking Strategist has capacity to coordinate one major project and 1-2 minor projects at a time, in addition to working with operational groups to address ongoing day-to-day operational and policy implementation issues. The most time consuming aspects of this work include organizing and conducting engagement, developing

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policies, circulating policies for feedback and coordinating feedback and preparing policy amendments and Council reports.

Some initiatives could be undertaken without conducting policy work (e.g. just change the rules or put revised signage up in the case of pilot projects). The benefit of this approach is that change can be implemented more quickly and responsiveness is increased. However the drawbacks are that changes may not be consistent with the long-term plans (CTP/MDP, Parking Policy Framework, etc), changes may produce inequity, and decisions may be later questioned if engagement is insufficient.

The work plan has been approached distributing the work under current resource levels. Advancing some of the work may be possible should Council wish to support the required additional staff resources within Transportation and/or funding to engage consultants on some components of the work, or some combination of both. We anticipate difficulty finding City staff with the knowledge and experience needed to advance some of the work given the strategic nature of parking policy, particularly if the work is for a limited term.

### **Stakeholder Engagement, Research and Communication**

While Administration did not circulate the proposed work plan externally, the work plan incorporates feedback from ongoing engagement with external stakeholders. External stakeholders that have expressed an interest in specific work plan items (BRZs, development community, etc) were notified of the report in order to provide them an opportunity to address Council. NAIOP has submitted a letter regarding the work plan, which has been included as Attachment 6.

### **Strategic Alignment**

This report aligns with Council priority 1M2.3 – “Implement the Council-approved Parking Policy Framework for Calgary”. Completing many of the items in the proposed work plan will help implement several aspects of the MDP and CTP.

### **Social, Environmental, Economic (External)**

The collective initiatives have a potential to provide benefits under all three criteria. For example, improving the residential parking permit program may improve some of the social aspects of neighbourhoods. Green infrastructure in parking lots could help reduce the environmental impacts of surface parking. A policy on parking revenue allocation towards reinvestment in business areas could potentially increase the business vitality of those areas and achieve MDP/CTP objectives.

### **Financial Capacity**

#### **Current and Future Operating Budget:**

No impacts if the proposed allocation of work is completed by internal resources. If Council desires to increase the rate at which parking initiatives are addressed, there would be a need for additional resources (staff and/or consulting budget) to adequately resource more projects. There may be potential for CPA to provide some funding to advance projects in certain circumstances.

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### **Current and Future Capital Budget:**

The proposed work plan aligns with current resource levels.

### **Risk Assessment**

If staff resources are not focused on a few key parking policy initiatives, there is an increased risk that Administration will only be able to make minimal progress on a wide variety of initiatives. This is a risk to The City's reputation, as stakeholders may be disappointed if significant progress is not made on initiatives they are interested in that The City has committed to work on. If changes are made in absence of policy they may generate inequity and not be aligned with The City's long term plans. An unfocussed approach will also have only minimal success at implementing the MDP and CTP.

### **REASONS FOR RECOMMENDATIONS:**

This report gives Council an opportunity to review the planned parking policy initiatives and provide input or direction if there is a specific focus or timing that Council would like to achieve over the course of Action Plan 2015-2018.

### **ATTACHMENTS:**

1. Status of Previously Identified Parking Policy Initiatives
2. Current Parking Initiatives Underway
3. Description of Potential Parking Initiatives
4. Assessment of Potential Parking Initiatives
5. Timeline of Implementing Parking Initiatives
6. Letter from NAIOP

Status of Previously Identified  
Parking Policy Initiatives

TT2014-0339  
ATTACHMENT 1

Task	Description	Status
1	On Street Parking Management – Commercial Areas, Pricing Policies	Complete – Commercial On-Street Parking Policies
2	Parking Revenue Policies	Incomplete – This was addressed partially through the Investment of 2012 CPA Returns report, where \$4.5 million was reinvested in the Hillhurst / Sunnyside area. A recommendation to report back with further recommendations in 2015 was filed when this report was approved. There is still a desire by Administration and stakeholders to do more work on this item.
3	Implementation of Commercial Parking Policies	Complete - These policies are now being operationalized as part of regular work.
4	Snow Clearing – On-Street Parking	Complete - This was largely addressed through the Snow Route program. No additional work is planned at this time.
5	Off-Street Parking in TOD Areas, Activity Centres and Corridors	Not Started. This work has not yet started. Currently Administration is looking whether these policy needs can be addressed as part of the Corridor Project being proposed by Planning.
6	Off-Street Parking Management - Parking in BRZs	Not Started. There is a desire from both Administration and BRZ areas to investigate strategies to ensure the off-street parking supply in these areas facilitates business vitality but also achieves the goals of the MDP/CTP and augments the commercial on-street parking policies. Some BRZs would also like to revisit the cash-in-lieu mechanism for providing off-street parking (cash-in-lieu previously existed for three BRZs prior to 2008).
7	Downtown Parking Strategies - Short-Stay Parking	Incomplete. Work has been done previously to facilitate short-stay parking in the parkades of previously-built buildings. Short-stay parking is permitted in certain areas downtown in the land use bylaw but there has not been any takeup from the development industry. This work would focus on the "why" and adjust policies / practices as necessary.
8	On-Street Parking Management - Residential Areas, Residential / Commercial Interface Areas	Not Started. There currently is no formal Residential Parking Permit Program policy. Rather, the program is a result of current processes as they have evolved over the years and received Council direction. The current program is not sustainable in it's current form. There is a need to establish policy, review the use of technology, and establish the relationship between off-street parking supply to support the goals of the MDP and CTP.

Status of Previously Identified  
Parking Policy Initiatives

<b>Task</b>	<b>Description</b>	<b>Status</b>
9	On-Street Parking Management - Industrial Areas	Not Started. It is less clear at this point if there is a need for a separate on-street strategy for industrial areas. The commercial on-street parking policies address several aspects of on-street use that relate to industrial areas.

Task	Description	Lead	Initiated By	Status
1	Parking Requirements to Support Adaptive Reuse	Land Use Bylaw Sustainment	PUD2013-0475	This project looks at developing interim policy around the use of discretion for relaxing minimum parking requirements city-wide for commercial districts. It is expected that more detailed policies would be developed as part of the corridor policy work.
2	Exclusive Use of Street Space Policy	Roads	Administration	This project has just recently commenced. The intent of this project is to ensure that requests for street space by various groups and initiatives (e.g. pop-up patios, parades, food trucks, etc) are treated equitably.
3	Review of payment for parking on-street for 15 minutes or less	CPA	TT2013-0795	Arising out of the Commercial On-Street Parking Policy work, Council asked for the CPA to conduct a cost benefit analysis to providing 15 minute free street parking - report back in Q3 2014.
4	Traffic Bylaw Amendments - Mobile Technologies	CPA	Administration	This initiative is a revision to the Traffic Bylaw 28M2002 to address some housekeeping issues around mobile payment - report anticipated in Q3 2014
5	Traffic Bylaw Amendments - Residential Parking	CPA	Administration	This initiative would revise Traffic Bylaw 28M2002 to allow for automated enforcement and electronic permits in residential areas. This is separate from the planned Residential Parking Permit Program review.
6	Development of a uniform land use district for the Centre City - establishing parking requirements	Centre City Planning, PDA.	Administration	This project is working on developing a single land use district for the Centre City. Currently parking requirements vary across Centre City land use districts - this would review these requirements for the new district.
7	Review Downtown Land Use Districts for providing additional commercial parking in residential mixed used projects	Centre City Planning, PDA.	CPC2013-089	Transportation is working with planning and stakeholders to determine the next steps on this initiative.
8	Addition of on-street parking in the Centre City	Roads / CPA	NM2014-20	This project has just commenced given the recent Notice of Motion from Council.

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	<ul style="list-style-type: none"> <li>• Fees charged</li> <li>• Provision of parking in residential parking permit areas</li> <li>• Addressing 'bunching' of vehicles</li> <li>• Role of signed spaces</li> <li>• Relationship with demand for street space with other uses</li> </ul>	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). There is some capacity to do some early data collection and analysis in preparation for the full review.	<ul style="list-style-type: none"> <li>• Office bylaw parking rate</li> <li>• Cash-in-lieu implications</li> <li>• Economic and transportation impacts</li> <li>• Ability to achieve success under current plan, both short and long term</li> </ul>	Minor (Prework) Major (Full project)
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.	<ul style="list-style-type: none"> <li>• Percent contribution on-site to CIL and need for CIL</li> <li>• Fee per stall for CIL, including calculation</li> <li>• Exemptions from CIL</li> <li>• Alignment with Centre City plan objectives</li> <li>• Roles of developers, City and CPA</li> <li>• Office bylaw parking rate</li> <li>• Economic and transportation impacts</li> <li>• Short stay parking provisions</li> <li>• Modal split target as an objective</li> <li>• Ability to achieve success under current plan, both short and long</li> </ul>	Major

Initiative	Description	Key Issues Reviewed	Scale
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.	<ul style="list-style-type: none"> <li>term</li> <li>• Bike parking requirements</li> <li>• Relationship of on-street and off-street parking in corridors</li> <li>• Parking objectives (e.g. is the aim to meet demand or manage it)</li> <li>• Link off-street parking requirements to provision and usage of on-street space</li> <li>• Address parking relaxations and potential spill-over impacts</li> <li>• Examining the role of public off-street parking and shared parking</li> </ul>	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	<ul style="list-style-type: none"> <li>• Relationship of on-street parking to off-street parking for residences</li> <li>• Provision of permits to different residential building types (single family vs multi-family)</li> <li>• Zone system approach vs other approaches</li> <li>• Number of vehicles per resident eligible for RPP permits</li> <li>• Visitor permits</li> <li>• How zones and blockfaces are established</li> <li>• The costs of the program</li> </ul>	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	<ul style="list-style-type: none"> <li>• Distribution of parking returns (approaches)</li> <li>• How funds are reinvested – and what funds are reinvested in</li> <li>• Control of investment of funds (ie who decides)</li> </ul>	Minor

Initiative	Description	Key Issues Reviewed	Scale
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	<ul style="list-style-type: none"> <li>• Impact on City's budget if funds are redirected</li> <li>• Review types of CIL mechanisms (e.g. standalone facilities, additional levels in private developments, no mechanism, etc).</li> <li>• Review the role of parking relaxations in relation to CIL</li> <li>• Discuss potential fees for CIL</li> <li>• Look at land holdings and potential to leverage land</li> </ul>	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.	<ul style="list-style-type: none"> <li>• Review areas where short-stay parking can be provided</li> <li>• Study short-stay downtown parking demand to better understand where there are supply challenges</li> <li>• Determine mechanisms for monitoring compliance</li> <li>• Make changes to facilitate more development of short-stay parking if warranted</li> </ul>	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	<ul style="list-style-type: none"> <li>• Role of non-residential use on residential streets</li> <li>• Before and after impacts of allowing some business use in residential parking areas</li> <li>• Role of revenue generation from such a trial and opportunities for community reinvestment.</li> </ul>	Minor

Initiative	Description	Key Issues Reviewed	Scale
	<p>generated back to the community. Bridgeland has been identified as a potential community for this work. This work could inform the corridor study policy work if it is done in conjunction.</p>		
<p>Pilot Initiative - Detailed analysis of business district - provision of angled parking before and after study</p>	<p>This initiative would look to do a before and after study of a business district 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.</p>	<ul style="list-style-type: none"> <li>• Before and after impacts of increasing on-street parking supply in a business area</li> <li>• Impact of additional parking on business vitality and adjacent residential areas</li> <li>• Observation of any unintended impacts of adding on-street parking supply</li> </ul>	<p>Minor</p>
<p>Taxi - Review provision for Limousines at Hydrant Zones</p>	<p>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.</p>	<ul style="list-style-type: none"> <li>• Potential for limousines to use hydrant space</li> <li>• Fees for non-hydrant taxi stands</li> </ul>	<p>Minor</p>
<p>Review Calgary Transit Park and Ride Strategy</p>	<p>This would review the current pricing strategy for park and ride lots to review the provision of the amount of parking at station locations</p>	<ul style="list-style-type: none"> <li>• Look at amount of parking provided at new and existing stations</li> </ul>	<p>Minor</p>
<p>Review parking requirements at TOD areas / Activity Centres</p>	<p>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</p>	<ul style="list-style-type: none"> <li>• Relationship of on-street and off-street parking in activity centres and TOD areas</li> <li>• Parking objectives (e.g. is the aim to meet demand or manage it)</li> <li>• Link off-street parking requirements to provision and usage of on-street space</li> </ul>	<p>Major</p>

Initiative	Description	Key Issues Reviewed	Scale
	applicable to these locations as policy for them is further developed.	<ul style="list-style-type: none"> <li>• Address parking relaxations and potential spill-over impacts</li> <li>• Examining the role of public off-street parking and shared parking</li> </ul>	
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.	<ul style="list-style-type: none"> <li>• 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)</li> <li>• Review requirements for new developments with respect to surface parking lot materials</li> <li>• Review The City's own surface parking lot facilities to determine if there are ways to reduce water runoff.</li> </ul>	Minor

Initiative	Fit of Work				Degree of Impact							Prior Work
	Coordinates with current / planned work in other areas	Council direction to complete work over course of Action Plan 2015-2018	Addresses gap in policy	Existing policy has not been reviewed in 10+ Years	Improves customer service to citizens	Further achievement of CTP/MDP	Impact on Economic Competitiveness	Resolves existing operational issues	External Interest / Desire for Review	Potential for innovative solutions	Impact if work is not completed over Action Plan 2015-2018	
Car-share Parking Policy			Y		M	M	L	M	M	M	M	
Downtown Parking Strategy - Parking Ratio Review (NM2014-30)		Y			M	L	M	L	H	M	L	Last reviewed in 2006 (High-level review in 2011)
Downtown Parking Strategy - Comprehensive Review					M	L	M	L	M	M	L	Last reviewed in 2006 (High-level review in 2011)
Corridor Policy - Review parking requirements in corridor areas	Y		Y	Y	M	H	M	M	M	M	H	
Review Residential Parking Permit Program (entirety)			Y	Y	H	H	L	H	L	H	M	
Parking Revenue Allocation Policy	Y		Y		M	H	L	L	M	M	M	
BRZ areas - review potential for cash-in-lieu program to address parking relaxations			Y		M	M	M	M	M	M	M	Last reviewed in 2007
Review short-stay parking area provisions in Centre City					M	M	M	L	M	M	L	Last reviewed in 2006
Residential Parking - Pilot Initiative - Employee Parking in Residential Parking Areas			Y	Y	M	M	M	M	M	H	M	
Pilot Initiative - Detailed analysis of business district - provision of angled parking before and after study			Y		M	M	M	M	M	H	M	
Taxi - Review provision for Limousines at Hydrant Zones			Y		M	M	L	M	M	L	L	
Review Calgary Transit Park and Ride Strategy				Y	M	M	L	M	L	M	L	Last reviewed in 1987 (High-level review in 2009 as part of CTP)
Review parking requirements at TOD areas / Activity Centres (not corridors)			Y	Y	M	H	M	M	M	M	M	
Green Infrastructure requirements for parking facilities			Y		L	H	L	L	L	H	M	

Y = Yes, fits with objective L = Low Impact - Unlikely to make a difference on achieving the objective  
M = Medium Impact - Likely to make some difference on achieving the objective  
H = High Impact - Very likely to make a significant difference on achieving the

Timeline of Implementing Parking Initiatives

REVISED TT2014-0339  
ATTACHMENT 5

Initiative	2014		2015				2016				2017				2018				Beyond 2018	
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
Car-share Parking Policy																				
Downtown Parking Strategy - Parking Ratio Review (NM2014-30)																				
Downtown Parking Strategy - Comprehensive Review																				
Corridor Policy - Review parking requirements in corridor areas																				
Review Residential Parking Permit Program (entirety)																				
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Review parking requirements at TOD areas / Activity Centres																				
Green Infrastructure requirements for parking facilities																				

Minor Initiative

Major Initiative