

The following four scenarios were evaluated and used for stakeholder and public engagement.

Scenario 1

Business As Usual

The existing parking strategy continues and no adjustments are made

- Parking rates for office buildings are 1 stall per 140 m²
- Manages congestion downtown and protects inner city communities from shortcutting traffic
- 50 per cent of office parking continues to be built in the office towers
- The other 50 per cent is paid as cash-in lieu funds to build future CPA parkades downtown
- These parkades ensure some public parking is available for full day and short-stay (less than four hours) users, and are at the edge of the downtown to intercept traffic
- Offers the most short stay parking opportunities since half of new downtown parking is publically provided by the CPA

Scenario 2

Office, TOD and Main Street Parkades

This scenario responds to increasing demand for office parking and building some new parking outside the downtown core

- Parking rates for office buildings increase to 1 stall per 90 m²
- The cash-in-lieu program changes to allow 60 per cent of parking stalls to be built within each office tower
- The remaining 40 per cent of cash-in-lieu funds are used to construct parkades at certain transit oriented development (TOD) and main street locations
- Manages downtown congestion by creating parking further out and encouraging people to come in by transit, walking or cycling
- Provides public parking for evening and weekend customers in TOD and main street areas
- A similar number of new parking stalls is maintained downtown
- May limit the growth of short-stay parking opportunities since fewer new stalls will be managed by the CPA
- Parking fees to cover operating and maintenance costs for parkades in TODs and main streets are still being determined

Scenario 3

Development Driven

This scenario maximizes the amount of new parking built downtown, and retained by developers

- No cash in- lieu funds are collected and 100 per cent of required parking is built immediately to serve new office towers
- A parking rate of 1 stall per 105 m² matches the development industry's estimate of market demands for office parking in Calgary
- The number of new stalls built downtown is the highest in this scenario
- This results in the greatest traffic congestion increase, and may negatively impact inner city communities
- Access to new short-stay parking opportunities is more uncertain since all new parking will be provided and maintained privately
- CPA would not build new facilities but would maintain existing ones

Scenario 4

Congestion Focused

This strategy minimizes downtown traffic congestion, and associated impacts on inner city communities

- The current parking rate of 1 stall per 140 m² is retained, along with the 50 per cent cash-in-lieu requirement
- All cash-in-lieu funds are invested in parking facilities at TOD and main street locations
- Minimizes growth in traffic congestion downtown and the inner city, and minimizes the amount of new parking downtown
- Reduces community impacts and greenhouse gas emissions as it has the highest transit use
- The low number of new parking stalls downtown may impact market competitiveness of new office towers
- Significantly restricts new short-stay parking opportunities downtown
- Parking fees to cover operating and maintenance costs for parkades in TODs and main streets are still being determined

Parking Scenarios and Success Measures

The following ten success measures were developed as part of the project chartering process. They reflect input from NAIOP, the commercial real estate development association, and the Calgary Parking Authority. The measures were used to evaluate each of the four scenarios, and to guide the stakeholder and public engagement process.

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- Facilitate an economically vibrant and competitive downtown by maximizing the efficient movement of people and goods into and out of the Centre City while supporting downtown development
 - Manage the physical, social and environmental impacts of traffic congestion in the downtown and inner city by avoiding increases to downtown commuter traffic
 - While managing undesirable traffic impacts, seek to provide sufficient long-stay parking for commuters that reflects changes in office occupancy over time
 - Support MDP/CTP and Centre City policies to increase the use of more sustainable transportation options, such as transit and active modes
 - To the extent possible, and acknowledging different rules that have been in effect over time, provide equitable treatment for parking supply in new Centre City office developments
 - Continue to provide adequate off-street short-stay parking to support non-office activities in the downtown (e.g. retail, service, arts & culture)
 - Support higher intensity mixed-use development in selected TODs and Main Streets by providing complimentary parking facilities
 - Ensure accountability and transparency for all contributors and beneficiaries of cash-in-lieu investments
 - Ensure the sustainability of public parking supply, at a range of prices and options, in the Centre City
 - Ensure the sustainability of ongoing financial contributions from the CPA to The City of Calgary
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