

### Previous Council Direction / Policy

At the 2016 June 20 Regular Meeting of Council, report TT2016-0319, A Review of Calgary Transit Park and Ride, was approved with direction to:

Direction	Status
1. Develop a general park and ride strategy for current and future CTrain stations with the goal of optimizing park and ride and Transit Oriented Development (TOD) opportunities to achieve an overall target to serve approximately 15 percent of weekday peak period CTrain trips based on the park and ride planning criteria outlined in Attachment 1.	TT2017-0547 (This report)
2. Enable shared use parking in the vicinity of CTrain stations and major bus use terminals through Land Use and Policy provisions.	Addressed via TT2017-0042, Enabling Public Parking in Existing Parking Lots
3. Explore additional funding for Park and Ride development and management using surplus revenues from other parking.	Addressed via TT2017-0044, Revised Parking Dividend Policy
4. Transition towards a system of 100 percent monthly reserved parking with differential pricing based on demand and offer a system of daily reserved parking that utilizes vacant monthly reserved spaces. <ul style="list-style-type: none"> <li>a. Daily parking provisions for occasional riders that do not utilize vacant monthly spaces.</li> <li>b. A system whereby monthly parkers could place their reservations on "hold" when they are not using them without forfeiting the right to purchase a monthly pass when they return.</li> <li>c. Altering the time when the spots become free in order to stretch out the peak period on transit.</li> <li>d. Working with adjacent landowners on shared parking solutions (in addition to the land use changes in Recommendation 2).</li> <li>e. The feasibility of differential paid/free parking rations at the different locations; and to return to Council no later than Q1 2018.</li> </ul>	Q1 2018
5. Report back to the SPC on Transportation and Transit regarding progress on recommendation 1, 2, and 3 no later than 2017 June.	TT2017-0547 (This report)
6. Develop detailed parking plans to include timelines, phasing and cost estimates that reflect TOD planning for all current and future CTrain stations.	Based on TT2016-0719, Anderson Park and Ride Plan, future TOD plans will include park and ride plans.

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7. Identify how Calgary transit could charge a higher fee for reserve parking to customers who live outside Calgary and report back in conjunction with Recommendation 5.	TT2017-0547 (This report)
8. Report back to the SPC on Transportation and Transit with a park and ride plan for Anderson Station no later than 2016 September.	Addressed in TT2016-0719, Anderson Park and Ride Plan

At the 2016 October 2 Combined Meeting of Council, the following recommendation was approved from report TT2016-0719, Anderson Station Park and Ride Plan.

Direction	Status
1. Approve the Anderson Station Park and Ride Plan, in principle; including <ul style="list-style-type: none"> <li>a. Minimal net loss of existing parking supply from the group of stations that includes Heritage, Southland, Anderson and Canyon Meadows Station; and</li> <li>b. Phasing of redevelopment of Anderson Station TOD tied to Green Line opening as identified in Table 2 of the Cover Report.</li> </ul>	Approved, 2016 October 2

At the 2017 February 13 Regular Meeting of Council, the following recommendation was approved from TT2017-0042, Enabling Public Parking in Existing Parking Lots, with respect to shared parking:

Direction	Status
2. Direct Administration to develop an implementation process to enable public parking in existing developments and apply this process to pilot sites over 2017.	Approved, 2017 February 13

Also at the 2017 February 13 Regular Meeting of Council, the following recommendation was approved from TT2017-0044, Revised Parking Dividend Policy:

Direction	Status
1. Amend Council Policy TP017 "A Parking Policy Framework for Calgary" by replacing the contents of section 5.3 with the contents in Attachment 1, as amended, as follows:  On Page 2 of 2, by adding a Subsection 5.a.iii, as follows:  iii. These monies are not intended to fund normal Business Improvement Area operations. ;	Approved, 2017 February 13