

Calgary



Calgary Parking Policies

Transportation Department

Contents

1. Executive summary.....	1
2. Purpose and role of the Calgary Parking Policies.....	2
3. Financial return policies	4
3.1 Financial contribution policies	5
3.2 Parking revenue reinvestment policies	5
4. City-wide parking strategies	7
4.1 On-street parking management policies	8
4.1.1 Residential areas	11
4.1.2 Commercial areas	17
4.1.3 Interface areas	26
4.1.6 Carshare parking policies	29
4.2 Off-street parking management strategies	33
4.2.1 Parking in activity centres, corridors and other transit-oriented development areas	33
5. Area specific parking strategies	35
5.1 Downtown parking strategies.....	36
5.1.1 Purpose of the downtown parking strategies	36
5.1.2 Overall vision for downtown	37
5.1.3 History of the Downtown Parking Strategy	38
5.1.4 Downtown Long-Stay Vehicle Parking Strategy	46
5.1.5 Downtown long-stay parking policies	47
5.1.6 Downtown Short-Stay Vehicle Parking Strategy.....	48
5.1.7 Downtown short-stay parking policies.....	49
5.1.8 Downtown Bicycle Parking Strategy	50
Appendixes	51
Appendix 1 Pricing and interface areas	51
Appendix 2 Parking reduction fee per stall for Downtown Parking Policy	80



1. Executive summary

July 2021

In March 2011, A Parking Policy Framework for Calgary was developed to combine the numerous parking policies and Council decisions about parking into one document. In addition, the Parking Policy Framework served as an outline for new policies that were in development. The success of this policy is based on having a single governing strategy for parking, which allowed for better alignment of the various guidelines, principles and rules.

Building on this, the new Calgary Parking Policies is a consolidation of the numerous updates made since 2011. These updates continue the evolution of parking policies and strategies in a changing city. In 2021, Council approved the integration of Calgary Parking Authority into City of Calgary to achieve greater synergies and reduce costs through more efficient operations. This most recent update of Calgary Parking Policies incorporates this direction and adjusts the roles and responsibilities of different policies to reflect the change.

Calgary Parking Policies is broken into a number of sections covering the various aspects of parking in Calgary. First is the purpose of the document and how it fits into to The City's policy landscape. Next, the policy covers city-wide parking policies for on-street and off-street parking that apply to all areas of Calgary. Specific parking cases that have additional guidelines and policy are also covered in this section.

Finally, area specific parking strategies are covered. This section primarily includes policies for the city centre where additional policies guide parking management to achieve and maintain a vibrant downtown. The policy affirms that on-street parking should focus on short-stay needs like customers and visitors to the downtown, and addresses the need for long-stay parking, loading and bicycle parking.

Parking in a dynamic city like Calgary is a constantly evolving subject and Calgary Parking Policies is intended to be updated regularly to address the emerging and changing needs of the community



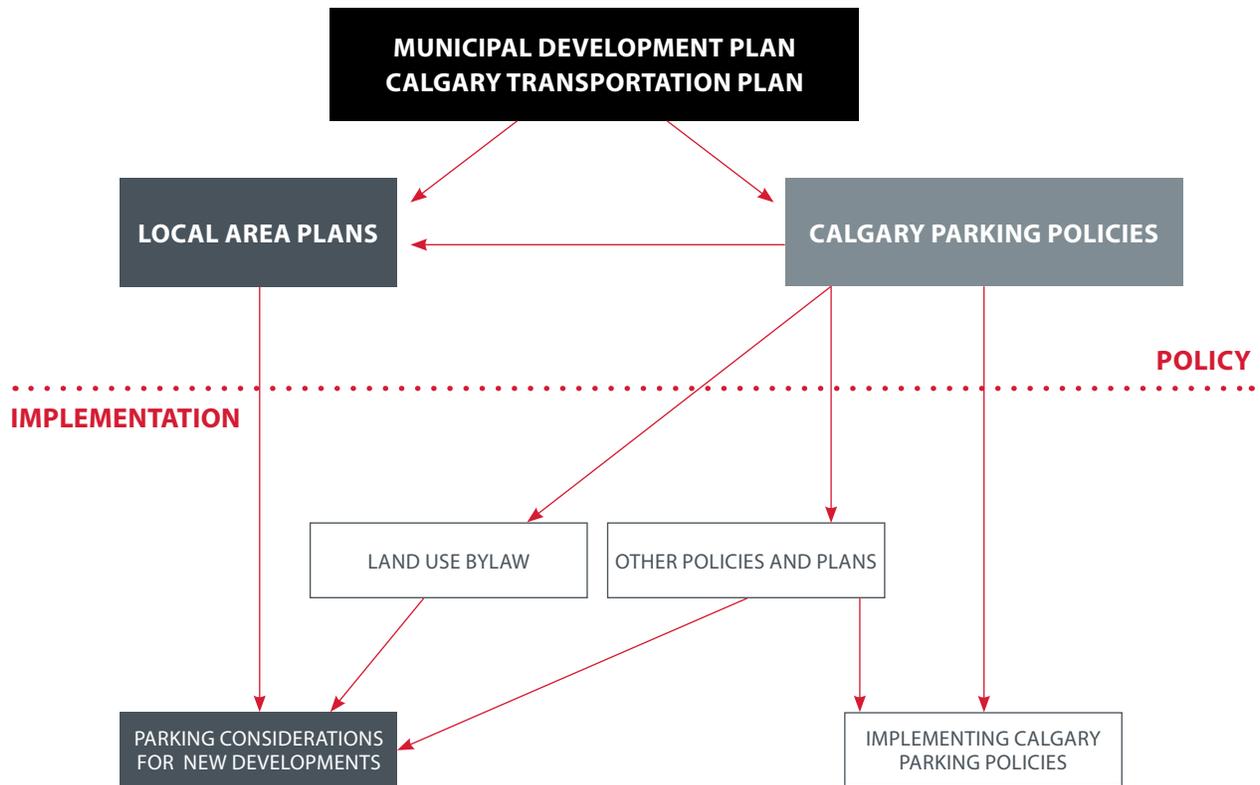
2. Purpose and role of Calgary Parking Policies

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 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 Calgary Parking Policies provides City Administration 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 or 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.

FIGURE 1 – Parking Policy Landscape





3. Financial return policies

Though the primary purpose of paid parking is to effectively manage parking demand, large cities can generate significant revenues from parking assets. The policies in this section reflect the priorities of efficient management of operating expenses, providing a fair return on investment for Calgarians and providing stable revenues for The City and partner organizations.

3.1 FINANCIAL CONTRIBUTION POLICIES

1. Parking operations shall provide a revenue return to The City.
2. Expenses and revenues for the provision and sale of parking services will be separate line items in business unit budgets from other lines of service.
3. Net revenue from parking is calculated by deducting from gross revenue:
 - a. operating expenditures,
 - b. internal recoveries to and from other business units directly related to providing parking services, and
 - c. principle debt repayment for debt related to past Calgary Parking Authority transactions.
4. All expenses and revenue related to parking enforcement are not included in the calculation in policy 3.
 - a. 100 per cent of net revenue from parking enforcement activities is deposited in a City of Calgary general account.
5. The parking service will operate with a budget surplus that is the greater of:
 - a. \$11 million, or
 - b. 65 per cent of net revenue from parking as calculated in 3.
6. The amount specified in policy 5 shall be reviewed each budget cycle to address inflation and changing conditions in the parking market.

3.2 PARKING REVENUE REINVESTMENT POLICIES

As part of the objectives of the Municipal Development Plan and Calgary Transportation Plan, it is important for The City to support the creation of vibrant, transit-supportive mixed-use activity centres and corridors. Successful areas typically attract a large variety of visitors, including parkers, which can result in parking congestion. As a result, it is typically necessary to use on-street parking charges to manage the parking supply in the area to keep spaces available for users. This also manages overall demand and encourages usage of other travel options when parking supply is not sufficient. This tool can create a negative perception for some potential visitors and customers to the area that parking is a deterrent for visiting. By allocating some of the revenues generated by these parkers back to business areas where they were collected, they can be used to increase the quality of the public realm and facilitate business vitality to keep these destinations attractive and vibrant.

To facilitate this, a parking revenue reinvestment program has been established to fulfill the following objectives in paid parking areas:

- Facilitate a strong pedestrian environment.
- Further the implementation of complete streets.
- Provide incremental improvements to area parking.
- Enhance area urban design.
- Add to the vibrancy of the area.

Policies:

The following policies manage the administration of the parking revenue reinvestment program.

1. Of the total budget surplus referred to in policy 5 of section 3.1:
 - a. One million dollars will be set aside for investment in the Transportation 10-year capital plan for the Centre City, activity centres and main streets (corridors).
 - b. Five hundred thousand dollars will be set aside for Transportation Planning operations for strategic priorities.
 - c. The remaining amount up to budget will be allocated to the corporate general revenue program.
2. The City will reinvest a portion of net returns above the budget amount (the surplus) from the sale of parking into paid parking areas to fulfill policy objectives. For the purpose of this section, policy 5 in section 3.1 is the budget amount.
3. Fifty per cent of eligible returns will be placed in reserve for reinvestment in public realm infrastructure in paid parking areas. The remaining 50 per cent of eligible revenues will be allocated to general revenue.
4. The reinvestment amount will be proportioned between the share of revenues generated within Business Improvement Areas (BIAs) and outside of BIAs.
 - a. For Business Improvement Areas (BIAs), amounts will be distributed proportional to the amount generated in each respective BIA:
 - i. The proportion will be calculated from the share of gross revenues from all on-street, surface and parkade stalls within the BIA boundary as of December 31 of the calendar year.
 - ii. The City may meet on an annual basis with each BIA to discuss area priorities and determine the plans for using the funds.
 - iii. These monies must not fund normal BIA operations.
 - b. Amounts generated Outside of Business Improvement Areas will be retained separately for targeted reinvestment in non-BIA areas:
 - i. Funds will not be further proportioned by area or community.
 - ii. Not all paid parking areas will receive reinvestment on an annual basis. Rather, targeted improvements using the funds will be undertaken over time.
 - iii. The City will work with affected community associations to discuss potential projects to be undertaken with the funds.
5. The City will post the available funds and annual amounts by April 1 of each calendar year on The City's website.
6. Reinvested revenues can be used for mobility or public-realm improvements and enhanced operations that improve the public realm. A list of eligible items will be published on The City's website. Revenues should be used to:
 - a. Apply enhanced standards to base-level capital infrastructure.
 - b. Apply enhanced response or service levels for operational responsibilities.
 - c. Provide for lifecycle replacement of items ahead of regularly scheduled maintenance.
7. Reinvested revenues should not be used to provide base-level infrastructure that would normally be provisioned in areas.
8. Reinvestment amounts will be kept in reserve so that unspent monies may be spent in future years.
9. Multiple years of reinvestment may be compiled to achieve larger investment objectives.
10. These policies should be reviewed any time financial contribution policies are reviewed.



4. City-wide parking strategies

4.1 ON-STREET PARKING MANAGEMENT POLICIES

The policies contained within this document should be regularly applied to on-street parking in Calgary. However, it is recognized that the policy 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 predominantly residential but may include residential home-based businesses or live-work units and limited commercial uses.

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 retail and office uses, as well as industrial activities. 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 Improvement Areas).
- Large-format retail (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, BIA boundaries, etc).

Interface areas

Areas of the city that have a mix of residential and commercial uses that can benefit from using rules for both. Interface areas recognize that parking demand gradually transitions where these two areas meet and does not abruptly change at a property line. On-street parking in many mixed use neighbourhoods needs to respond to the demand of both residential and commercial users, and an interface area can allow for a more efficient system that benefits both.

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

- 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 or commercial) that the above reside in should apply.

It should also be noted that the area-specific parking policies in Section 6 of the Calgary Parking Policies 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 Calgary Parking Policies:

Carshare Organization (CSO) – An entity that:

- Provides preapproved members of the public and/or multiple organizations access to a network of vehicles located in multiple locations.
- Maintains a fleet size of five or more available vehicles.
- Charges for use over short periods of time (e.g. a day or less).
- Includes insurance for each member as part of preapproval.
- Provides vehicles to members using an unstaffed, self-service format.
- Does not provide taxi or limousine services.
- Ensures access is provided to available vehicles twenty-four hours a day, seven days a week.
- Displays the emblem of the carshare organization prominently on the vehicle.

Flankage street – A street where the adjoining property is bounded by the side or back of a building.

Frontage street – A street where the adjoining property is bounded by the front side of a building. Where a building on a corner lot has two front sides, the frontage street is considered the one listed as the property's municipal address.

Ground-oriented dwelling – A residential property where the primary access to each dwelling unit is independent. This includes detached, semi-detached and duplex houses, townhouses, rowhouses and some low profile multi-residential buildings.

Home space – An on-street or off-street parking space, on public or private property, that has been assigned exclusively to vehicles of a specific Carshare Organization (CSO). Home Spaces located on public property are renewed periodically by The City through a comprehensive process that gives multiple CSOs the opportunity to request spaces. CSOs must pay annual fees, as set out by The City, to apply for and use these spaces. Hourly on-street rates and time restrictions do not apply to these spaces. Use of home spaces is enforced by The City to ensure non-CSO vehicles do not use the space.

Interface area – An area of mixed land uses where commercial and residential policies coexist.

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 four hours in duration.

Major parking generator – A hospital, educational institution, entertainment venue, commercial area consisting of several buildings, transportation hub or station, or other location that has a high number of visitors and generates a large amount of parking. A major parking generator typically sees more than 1,500 vehicle trips per day (or per event for locations such as stadiums) but should also consider the amount of on-site parking that the location has.

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

Multi-residential dwelling – A dwelling within a residential property containing more than four units where the primary access to more than 50 per cent of dwelling units is through centralized entry points and whose ground floor has no more than 25 per cent commercial frontage.

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

On-street space – The space within City 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 80 per cent.

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 four hours or less in duration.

One-way carsharing – A carsharing system where members pick up a vehicle at one location, and deposit it at another location. Vehicles in one-way carsharing systems typically do not use home spaces, instead parking as though they were a privately owned vehicle. CSOs may make special arrangements to enable the one-way carsharing vehicles to parking in special locations (such as Residential Parking Permit zones).

Reserved one-way space – An on-street parking space on public road right-of-way that has been assigned for the use of one-way carshare vehicles. Reserved one-way spaces may be used by any CSO with one-way vehicles that meet the requirements set out by The City to park in the space (e.g. length of the vehicle). These spaces may be created by The City at its discretion to optimize overall on-street parking activity, and as a result eligible CSO vehicles pay normal hourly on-street rates instead of annual fees when using the space. Use of reserved one-way spaces is enforced by The City to ensure ineligible vehicles do not use the space.

Residential Parking Zone (RPZ) – An area with high non-resident parking congestion that is designated by The City and where residents may obtain parking permits that exempt them from certain parking restrictions.

Round-trip carsharing – A carsharing system where members pick up a vehicle at one location, and must return it to the same location when they finish using the vehicle. Vehicles in round-trip carsharing systems typically have a home space assigned exclusively to each carsharing vehicle. Home spaces may be located on public or private property, depending on the arrangements made by the CSO.





4.1.1 RESIDENTIAL AREAS

Parking in residential areas is primarily for the use of community residents and the people, businesses and services that visit them. Residential parking should accommodate all of these user groups to allow for functioning, vibrant communities. Residential properties also vary in their typology, which affects the parking availability that they have on-site and the parking demand that they generate.

As Calgary continues to grow and change as a city, the way people travel will also change. The Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) support vibrant communities where Calgarians have more choice in housing, travel and amenities. Over time, some areas will experience increases in density and intensity which in turn attract more residents and more visitors to the area. These are partly offset with improvements to walking, biking and transit, but they also attract more traffic and more vehicles parking. As this happens, there can be an increased need to regulate parking within and near these busy areas.

In addition to busy neighbourhoods, venues with high volumes of visitors can increase the parking pressures faced by surrounding residents. Major parking generators such as hospitals and LRT stations are common examples. In these areas, parking restrictions may be necessary to allow residents and their visitors reasonable access to their community.

Residential neighbourhoods that are within an area specific parking strategy policy area (Section 5) are exempted from these residential policies. In those neighbourhoods, the area specific policy applies.

Parking space users

On-street parking is a public asset that should be available for public use. Residential areas have many user groups, such as visitors, residents and businesses. Specific policies for on-street parking in residential areas are intended to ensure that each of these user groups has reasonable access to the places they are visiting. The policy does not further prioritize between the types of visitors. However, visitors and residents are prioritized over parkers not directly accessing the community, such as shoppers of nearby commercial areas or visitors to nearby major institutions.

Area residents may park on-street when space is available. On-site parking at residential properties (including garages, parking pads and driveways) is the primary parking location for residents. Convenience parking for properties without adequate on-street parking, such as historical buildings, can be accommodated on-street when there is availability.

Public amenity space parkers are visitors to specific places in a residential community such as a park or community center. On-street parking by these public amenity spaces can be restricted with maximum time restrictions when appropriate but are never fully restricted to resident use only.

Short-stay residential parkers are private visitors to homes in a residential area or businesses providing services in a residential area. Visitors and businesses normally desire parking as close to the residence they are visiting as possible and have the option of using off-street parking such as driveways. Short-stay parking is accommodated on-street in residential areas in unrestricted or time restricted spaces.

Long-stay residential parkers are either visitors to a residence staying for a period of up to two weeks, or businesses that are providing prolonged, but temporary services in a residential community. Examples of visitors are out of town guests visiting friends and examples of businesses are tradespeople renovating a property over a period of several days or weeks. Long-stay parkers can be accommodated on-street in some areas using unrestricted spaces but may need permits where restrictions are more stringent.

Commercial parkers are visiting nearby amenities such as retail shopping or major institutions. Commercial parkers may use residential space in some cases but are not the focus of the residential policy section.

Accessible zone parkers are accommodated by The City by locating specific accessible parking zones in suitable locations based on the requester's needs. Accessible parking ensures the equitable access and enjoyment of public spaces, and the safe and convenient access to private property when on-site parking is inadequate for Calgarians with mobility challenges. Special consideration is given for proximity to a specific property or near a curb ramp.

Accessible zones are for the exclusive use of people with a valid accessible parking placard but are not tied exclusively to a specific vehicle or person. Zones are reviewed every five years to ensure that they are still needed and serving their intended purpose.

Occupancy, turnover and the use of Residential Parking Zones

On-street parking is a public asset intended for public use. Efficient management of street space in residential areas encourages a sufficient amount of parking throughout the day to allow for the coming and going of the various visitor groups that need to access the area, while providing residents with an advantage in highly congested areas.

Like other sections of this policy, residential on-street parking is most efficient when there is high but not complete occupancy. Occupancy describes how “full” on-street space is. A general rule is to strive for approximately 80 per cent occupancy so that there is continually space available for new parkers. This also reduces the amount of cruising behavior (parkers circling areas looking for parking spaces) which in turn reduces traffic congestion and environmental impacts.

Unlike in commercial areas, residential neighbourhoods in Calgary do not typically charge users on a per-use basis unless they are managed as an interface area. Where pricing is not used as a parking management tool, only time restrictions are used to achieve a desired occupancy. Turnover, which describes the departure of previously parked vehicles to allow for new vehicles arriving to access parking, is an important consideration when adjusting how restrictive residential parking is in a given area. Time restrictions such as two hour maximums are the main tool used to manage short-stay parking in residential areas. They allow for visitors to use on-street parking but discourages other user groups from long stay parking in these areas. Most often time restrictions are only needed during daytime/business hours, however there are locations with different peak parking periods and parking restrictions should reflect the local context. When time restrictions are used throughout a community, residents may be exempted from that restriction through the use of Residential Parking Zones (RPZs) and a permitting system.

Residential Parking Zones are areas of the city with high parking congestion that employ certain parking exemptions for residents of the zone. For example, many zones use two hour time restrictions to manage short-stay parking, but permit holders are exempted from the time restriction and can overstay in that particular zone. RPZs are established by The City using data and the policies outlined in this section. The rules governing the application and use of Residential Parking Zones are contained in the Calgary Traffic Bylaw and The City maintains an up-to-date record and map of these zones on its website.

Relationships between dwelling types

Residential buildings come in a variety of forms, each with different parking requirements. When considering parking policies for residential areas it is important to recognize these variations and plan in a way that appreciates the constraints of both. A 300-unit high rise residence for instance, has a different parking demand than a single detached bungalow.

For all residential dwellings, the primary location for resident parking is on-site. Streets are used for public benefit which can include parking but may also have other uses. In neighbourhoods where ground-oriented housing types prevail there is often enough capacity on the street to allow for residents to park while still allowing for ample visitor space. As densities increase, there is a point where streets cannot feasibly meet the parking demands of residents. Therefore, it is necessary to distinguish how residential parking works for different building classes. Ground-oriented dwellings generally do not have on-site visitor parking requirements, whereas larger multi-residential dwellings are generally required to provide it. This emphasizes that although the primary function of on-street parking is for short-term use, the needs differ between residential building types.

Sometimes parking for a particular building or site will be addressed by another specific policy section of this document. In these cases, the specific policy section will override the general rules of residential areas contained here, and the buildings in question may be excluded from participating in an RPZ. Examples of this include downtown residences (covered by an area specific policy section 5.1) or buildings with significant parking reductions (covered by the zero-parking policy section 4.2). Buildings may also be excluded from an RPZ through land use planning. For example, a development permit condition may not allow a proposed development to participate in an RPZ.

Pricing strategy

The residential parking permit system incurs costs in administering the permit system, maintaining the software used by customers and administrators, installing, maintaining and replacing signage, analyzing zone performance and providing enforcement. The two primary drivers of the pricing strategy are recovering the expenses of managing the system and ensuring the price does not distort the market for off-street parking. Council direction with respect to the residential parking program is to reach long-term financial sustainability. As such, the revenue from issuing permits should at minimum recover the expenditures in managing the system. In addition to this, prices should not be set so low as to outcompete the off-street parking market, which can cause widespread inefficiencies in parking. For example, if prices are artificially low it may become cheaper for residents to purchase permits, park on the street and sell their on-site parking to others.

Permit prices should also encourage efficient use of street space and recognize the increasing congestion that additional permits in an area cause. The first permit issued to any household may be considered more critical than the second or third permits especially considering that these are in excess of the parking provided on-site. To encourage residential permit holders to use space efficiently and to factor in the convenience value of additional permits, prices should escalate with additional permits.

Policies

The following policies support The City's objectives to create vibrant communities while supporting efficient parking management in residential areas.

Residential parking

1. On-street space should not be managed in residential areas unless there is demonstrated parking congestion or it meets the criteria of establishing a residential parking zone.

Residential parking zones

2. Residential parking zones may be created when there is demonstrated, ongoing parking congestion in a residential neighbourhood, that is the result of a major parking generator.
3. When supported by data, Administration will establish new residential parking zones.
 - a. As a guideline, residential parking zones should be no smaller than 10 square blocks or approximately 20 hectares in area to ensure that neighbourhood issues are addressed at a neighbourhood scale. Similarly, zones should not be larger than 40 square blocks or about 80 hectares to avoid in-zone commuting.
 - b. Residential zones are assigned a unique identifier (e.g: zone ABC).
 - c. A record of residential parking zones and boundaries will be maintained by The City and an up-to-date map of these will be posted on The City's website.
4. Within a residential parking zone, Administration may use a permitting system whereby residential permit holders are exempted from certain parking restrictions.
5. All residential parking zones are reviewed regularly at intervals no longer than every 36 months to ensure that the on-street space is managed effectively.
6. When no on-street space within an RPZ is regulated, that RPZ will be removed.

Management of on-street space in Residential Parking Zones

7. On-street space should be considered for management only when parking congestion is observed. Parking is considered congested when occupancy is shown to be over 80 per cent during repeated studies.
8. When residential parking is congested in a residential parking zone, parking restrictions follow a staged scale which is uniform across the city.
 - a. When the average on-street occupancy of the residential area exceeds 80 per cent, parking restrictions can be introduced.
 - b. When the average on-street occupancy of the residential area exceeds 80 per cent, parking restrictions are adjusted to the next more restrictive stage.
 - c. When the average on-street occupancy of the residential area falls below 50 per cent, parking restrictions are adjusted to the next less restrictive stage.

- d. Parking restrictions should apply only to the periods of time where congestion is observed (e.g. daytime, evening, overnight, weekend days or weekend evenings).
 - e. The staged restrictions are:
 - i. No parking restrictions (unrestricted).
 - ii. Two hour maximum time restriction except by permit.
 - iii. No parking except by permit.
 - f. Two hour maximum time restrictions should be used in general, however other times may be used if necessary when context warrants. This includes using longer periods as a stage between (i) and (ii) when desirable.
 - g. Long-stay time restrictions should be avoided. If long-stay parking is desirable, parking restrictions should be removed for the time period(s) in question.
- 9. The City will consult with residents when considering a more restrictive stage for implementation.
 - 10. Restrictions should be kept uniform on a block and consistent within an area.
 - 11. Parking that is managed as “no parking except by permit” should be restricted to residential adjacent space on frontage streets only. Residential space on flankage streets and space adjacent to public spaces should always be managed with less restrictive parking.
 - 12. Parking restrictions shall not be used for the primary purpose of reducing traffic congestion in a specific area.

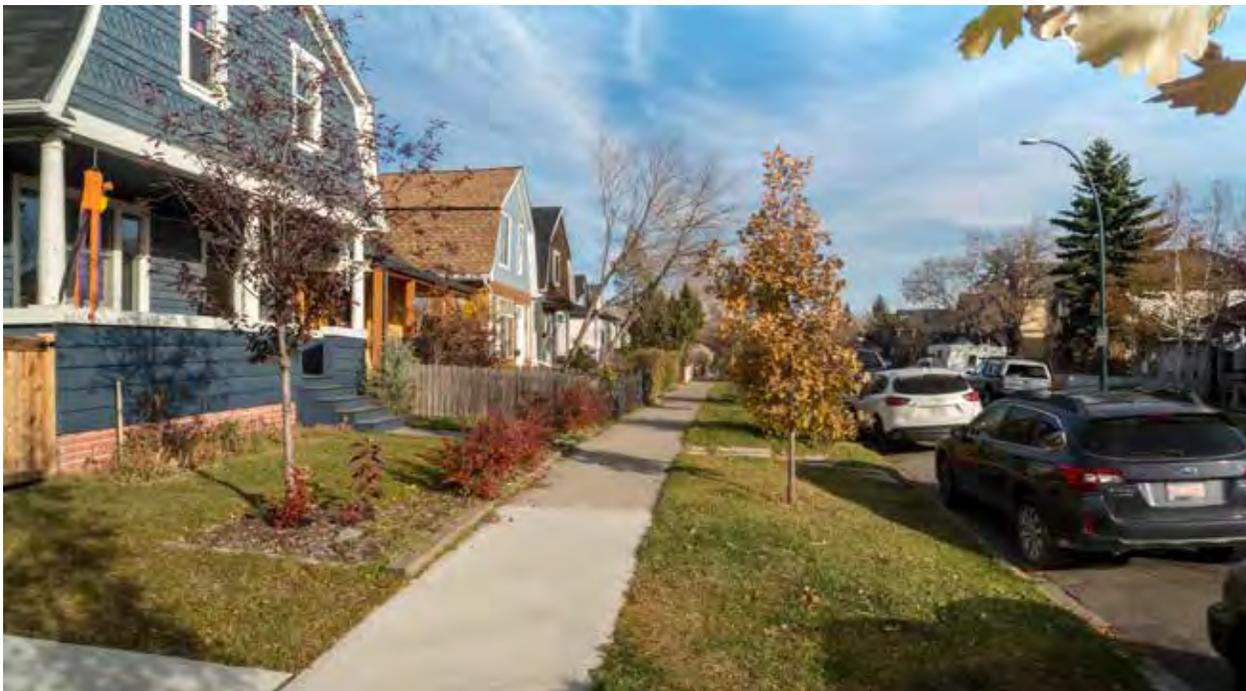
Management of permit system

- 13. When a residential parking zone is established, The City may operate a permitting system which exempts permit holders from certain parking restrictions such as a maximum time of stay.
- 14. Permits are valid only for the residential parking zone in which they are issued for.
- 15. Permits may be issued to a resident on a block with parking restrictions within a residential parking zone under one of the following classes.
 - a. Resident of a ground-oriented dwelling:
 - i. Residents are eligible for a permit for each vehicle registered to the address up to a maximum of three permits.
 - ii. Residents are eligible for a maximum of two permits issued for visitors unless located within an interface area.
 - iii. Residents within an interface area are not eligible for a visitor permits.
 - b. Resident of a multi-residential dwelling:
 - i. Residents are eligible for a maximum of one permit if:
 - 1. The building is less than four stories in height, and
 - 2. Has 20 or fewer dwelling units.
 - OR:
 - 3. The building was built before 1945, regardless of the height and number of dwelling units.

The permit is usable either by a vehicle registered to the address or a visitor unless the residence is located within an interface area where the permit is usable only for a vehicle registered to the address.

- ii. Residents of multi-residential dwellings four stories or taller or with more than 20 dwelling units are ineligible for permits unless the building was built before 1945.
- iii. Notwithstanding policy (15, b, ii) residents of a multi-residential building that have a residential parking permit(s) as of December 1, 2021 will remain eligible until the earlier of:
 - 1. They no longer live at that address, or
 - 2. December 31, 2022

16. Notwithstanding policy (15), residents of particular buildings or areas are ineligible when they are:
 - a. Located in an area where there is an area specific policy contained in in section 5 of this document unless that section specifies participation,
 - b. In a building that is guided by the zero parking or significant parking reductions policy section 4.2.1 of this document,
 - i. For the purposes of this section a significant reduction is considered 50 per cent or more.
 - ii. buildings built prior to 1945 are considered to not have not been guided by policy and may be considered eligible at the discretion of the Traffic Engineer.
 - c. In a building deemed ineligible as a condition of a development permit or statutory planning document,
 - d. In a building that has 25 per cent or more commercial space at ground-level as measured by frontage (or flankage) of the commercial space.
17. In addition to residents, permits may also be issued to:
 - a. Non-resident landlords owning a property within a residential parking zone,
 - b. Religious institutions, community associations and schools in accordance with rules established in the Traffic Bylaw 26M96 as amended,
 - c. Carshare Organizations (CSOs) in accordance with section 4.1.6 of this document,
 - d. Other special permits issued from time-to-time at the discretion of the Traffic Engineer.
18. Permits will not be issued to vehicles that either exceed 4,500 kilograms in weight, or exceed 6.7 meters in length, or exceed 2.9 meters in height or any combination of these.
19. Notwithstanding policy (18), special permits may be issued to commercial vehicles that exceed these dimensions for the purpose of construction activities in an RPZ.
20. Permits issued to eligible residential parkers will be subject to conditions of use stated in the Traffic Bylaw 26M96 as amended, including but not limited to providing proof of eligibility, providing payment, and refraining from misuse of a permit.
21. Misuse of a permit may result in revocation of a permit and disqualify a person from being eligible for a future permit.
22. Permit prices are established to fully recover the operating and capital costs of managing the residential parking system.
23. A schedule of permit prices will be presented to Council for approval annually by Council Resolution during budget deliberations.





4.1.2 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.

Parking space users

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 per cent 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.

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. 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 cause 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.

Carshare parking

Carshare vehicles offer multiple benefits such as reducing automobile ownership and increasing walking, cycling and carpooling travel. Smaller carshare vehicles also reduce the parking footprint in on-street locations. Separate city-wide carshare policies have been developed in section 4.1.6 and apply to commercial on-street parking areas.

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.

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 operations 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 tradeoff 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.

On 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 onsite 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. DELETED (2016 June 20, Report TT2016-0341)
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 80 per cent in one or more parking management periods.
 - a. Time restrictions should only cover the parking management periods where 80 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.
 - a. Maximum time restrictions longer than four hours may be considered in existing short-stay pricing zones on an interim basis for blocks which occupancy is consistency less than 35 per cent.
 - i. No more than roughly 75 per cent of the blocks in the pricing zone should have time restrictions greater than four hours to ensure some availability of short-stay parking.
 - ii. Blocks with longer maximums may be removed if the occupancy of blocks with short-stay maximums exceeds 80 per cent.
 - iii. The short-stay hourly parking price would apply for the first four hours.
 - iv. Transactions longer than four hours would not be considered in calculating occupancy over each short-stay parking management period in the pricing zone as to not skew short-stay prices.
 - v. Long-stay premiums will be added to transactions longer than four hours.
 - vi. Long-stay premium amounts may vary at different times of day depending on long-stay parking demand.
 - vii. The initial long-stay premiums for the pricing zone should be established by considering surrounding off-street parking rates.
 - viii. Long-stay premiums will be adjusted annually based on a combination of the occupancy of long-stay parkers, similar to the short-stay price policy (9) as well as giving consideration to surrounding off-street parking rates. The annual change in total maximum price for the long-stay parking should not exceed \pm \$2 in magnitude and may be less than this amount.
9. Pricing should be introduced in a commercial area when an average occupancy exceeds 80 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 80 per cent over any parking management period.
 - c. During weekday periods, pricing will generally be considered only if the 80 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 an 80 per cent average occupancy
 - i. Administration will prepare an amendment to Appendix 1 of the policy 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 Calgary Parking Policies 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 80 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:
 - a. Carshare parking special zones are addressed in section 4.1.6.
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 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 will communicate directly with BIAs, communities and local businesses to inform them when changes to the on-street space are planned in accordance with the policies in the Calgary Parking Policies.
47. Stakeholders will also be directly engaged when new pricing areas or pricing in new parking management periods are proposed.





4.1.3 INTERFACE AREAS

Calgary's parking policies have typically provided for either a commercial-based or a residential-based parking management tool. However, many communities have significant commercial and residential uses that are closely intertwined. These can come in a variety of forms such as:

- Areas with many mixed-use buildings.
- Main street areas with a predominantly commercial main street but predominantly residential side streets.
- Activity centre areas with a predominantly commercial core that transitions to higher-density and then lower-density residential buildings.

Use of on-street parking is impacted by both commercial and residential properties and can vary significantly based on the individual businesses or dwelling types. Commercial and residential parkers also have different travel patterns that require different levels of parking throughout the day.

The City recognizes that in interface areas neither residential or commercial policy will completely address parking concerns. It is important in these situations to have policy in place that treats mixed-use areas in a way that reflects the transitional and mixed-demand nature of their parking needs.

Interface areas use appropriate policies from both the residential and commercial areas to allow for a more efficient parking solution that meets needs from both user groups.

Relationship between commercial and residential properties

If only residential and commercial policies are applied, interface areas do not incentivize efficiency. Where there is paid on-street parking, there is an incentive for people visiting both homes and businesses to park in free areas first. This can lead to a situation where on-street residential parking is highly congested, but on-street commercial parking is underused, even when it is more convenient. Where commercial areas are unpaid, the opposite can occur where residential parkers may monopolize spaces intended for short-term visits to businesses.

By overlapping policy in interface areas, parking can be made more convenient for both user groups, providing more commercial parking during business hours, providing more residential access during evenings and weekends, and removing incentives to cruise for parking instead using space that is more convenient and available.

Policies

The following policies support the efficient use of street space by providing benefits to businesses, residents and their visitors.

Establishing interface areas

1. In interface areas, commercial policies and residential policies in this document may coexist, subject to the additional policies of this section.
2. Interface areas are permissible when located in one or more of the following regions:
 - a. Within any Urban Main Street, Neighbourhood Main Street, Major Activity Centre or Community Activity Centre in the Municipal Development Plan and Calgary Transportation Plan, or within 250m these areas, or
 - b. Within a pricing area identified in Appendix 1 of the policy.
3. When residential areas are located within a pricing area identified in Appendix 1, an interface area exists, and the policies of this section shall apply.
4. When residential areas are located within a permissible area in Policy (2) but not within a pricing area identified in Appendix 1, a new interface area may be established using the following process:
 - a. If an interface area is desirable, Administration will prepare an amendment to the Calgary Parking Policies to establish a new interface area to be added to Appendix 1 of the policy.
 - b. Administration will engage with area stakeholders to explain the analysis and rationale for establishing an interface area.
 - c. Administration will bring the Calgary Parking Policies amendment to Council and present a report explaining the new proposed interface area.
 - d. Once the amendment is adopted the interface area is added to Appendix 1 and policies of this section shall apply.
5. Requests for the use of an interface area may be identified by Administration, Council, businesses (or their representatives) or the general public.
6. Where an area permissible in (2) but does not have either on-street paid parking, or a residential parking zone, the area will continue to be governed solely by the commercial or residential policy sections of this document. In this case a paid parking area and/or a RPZ should be pursued first.
7. Maps of interface areas are included in Appendix 1 of this document.

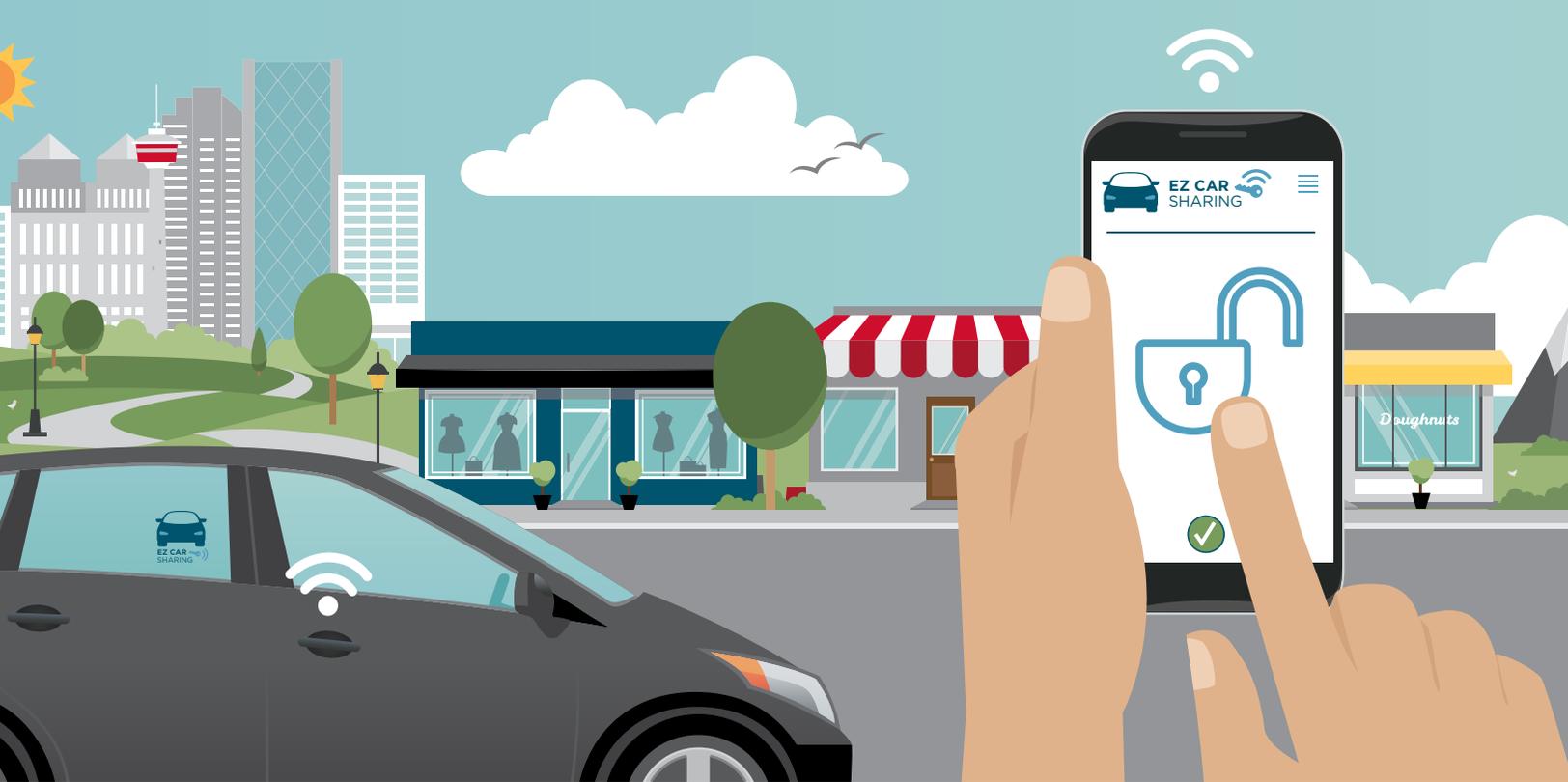
Management of the on-street space in interface areas

8. Where an interface zone exists, residential zones may be priced for short-term or long-term parkers.
9. When on-street parking is priced within an interface area, residential permit holders may be exempted from certain conditions, namely on-street hourly payment and maximum time restrictions.
10. For paid parking adjacent to permit-eligible residential properties:
 - a. Parking restrictions will exempt residential permit holders from required payment and maximum time restrictions.
 - b. Maximum time restrictions longer than four hours (long-stay) may be considered.
11. For paid parking adjacent to commercial properties:
 - a. Parking restrictions will not exempt residential permit holders and remain priced for all users.
12. Administration will attempt to keep signage uniform on a block as is practicable given policies (10) and (11).
13. Residential permit holders must adhere to all other parking regulations and restrictions.
14. Notwithstanding these policies, other restrictions that allow for accessible parking stalls, loading zones, taxi zones, bus zones, and other such limited uses shall continue to be permitted.

Managing parking supply

15. On-street space shall be priced in accordance with the commercial policies of section 4.1.2.
16. Prices shall be uniform across the interface and commercial area.
17. For the purposes of establishing the price of parking, the process in policy (10) of section 4.1.2 will be used.





4.1.6 CARSHARE PARKING POLICIES

Carsharing is a service where members have access to a fleet of shared vehicles distributed across the city, providing them with access to a car when needed, while reducing the need to their own vehicles. The popularity of carsharing in North America has expanded rapidly, growing from only 30,000 members in 2003 to almost 2 million members in 2016. Carsharing has proven to be a popular service for Calgarians, with over 140,000 members having registered with car2go while it operated in Calgary between 2013 and 2019.

Carsharing provides multiple benefits to citizens and The City of Calgary. Carsharing reduces or eliminates the upfront cost of buying private automobiles for members, while continuing to provide the ability to travel by car when needed. Studies have shown anywhere from 10 per cent to 30 per cent reductions in vehicle ownership for members. Each one-way carshare vehicle has been shown to take up to 11 private vehicles off the roads, while each round-trip carshare vehicle takes between seven to 13 private vehicles off the roads. Carshare members also tend to reduce the total amount of driving they do by up to 40 per cent. Since carshare vehicles are often more fuel efficient than the average privately owned vehicle, this also helps to reduce greenhouse gas emissions generated by carshare trips. While reducing automobile use, studies have demonstrated that carshare members tend to increase their use of walking, cycling and carpooling. There tends to be no net change in the amount of transit use by carshare members, though there is some indication that carsharing and light rail transit (like Calgary's CTrain) can work effectively together.

Carsharing currently represents less than one percent of all travel in Calgary. As a result, the changes in travel behavior will be small compared to all of the travel activity in the city. The benefits of carsharing, even on a small scale, contribute directly to achieving the goals of the Municipal Development Plan and Calgary Transportation Plan. This includes goals to increase transportation choice and increase use of more affordable and sustainable modes such as walking and cycling. With regards to parking policy, Section 3.9 of the Calgary Transportation Plan explicitly identifies carsharing vehicles as 'preferred parkers' that should be given access to high-quality parking options because of the benefits carsharing provides.

Along with the many benefits, the rapid growth of carsharing in Calgary has created several challenges in the downtown and some residential areas. Some businesses and residents have expressed concerns about one-way carshare vehicles clustering together on some streets adjacent to major employment or educational centres. Standard parking enforcement activities have highlighted that a minority of oneway carshare vehicles remain parked in excess of posted time restrictions. Although these situations are intermittent, the markings on carsharing vehicles make such events highly visible to business owners and the public.

The purpose of the carshare parking policies is to allow citizens and The City to enjoy the benefits of carsharing, while effectively managing carshare parking activity. The carshare parking policies focus on on-street parking as off-street parking arrangements do not have the same impact on the general public, and can be addressed through individual contractual arrangements. The policies also provide The City with guidance on how to engage with carsharing organizations (CSOs), citizens and businesses in a consistent and transparent manner. The policies are consistent with the following five principles:

- Facilitate access to carshare services for citizens of Calgary.
- Treat all CSOs equitably, while acknowledging the differences between roundtrip and one-way carshare services.
- Allow ease of parking for CSO members, to facilitate the use of carsharing and more fully benefit from the financial, social and environmental outcomes carsharing provides.
- Effectively manage low turn-over and clustering of carshare vehicles in congested parking areas, when and where this activity occurs.
- Allow portions of existing or new parking space to be dedicated to carshare parking in commercial and residential areas.

Policies

One-way carshare parking and specially-reserved one-way carshare spaces

1. CSOs operating one-way carshare services must select from one of the three following tiers for their one-way fleet to establish the on-street locations at which their vehicles may be parked.
 - a. Tier 1: Unpriced areas and residential.
 - i. All unpriced spaces with posted time limits of one hour or greater.
 - ii. Blocks with posted RPP restrictions.
 - b. Tier 2: Priced areas outside the downtown core, and residential.
 - i. All priced spaces with posted time limits of one hour or greater (peak hour restrictions apply), in areas as defined by the Director of Mobility.
 - ii. All unpriced spaces with posted time limits of one hour or greater.
 - iii. Blocks with posted RPP restrictions.
 - c. Tier 3: All priced areas, and residential.
 - i. All priced spaces with posted time limits of one hour or greater (peak hour restrictions apply).
 - ii. All unpriced spaces with posted time limits of one hour or greater.
 - iii. Blocks with posted RPP restrictions.
2. Posted time restrictions of one hour or greater do not apply to one-way carshare vehicles. Carshare vehicles will be subject to all other posted and unposted parking restrictions which would apply to privately operated passenger vehicles (e.g. peak hour restrictions) as outlined in municipal bylaws and provincial legislation for private passenger vehicles.
3. The City may, at its discretion, allocate portions of on-street curb space in public right-of-way as reserved one-way spaces. These spaces may be used by all CSOs offering one-way carshare services, as long as the CSO vehicles meet any requirements set out by The City. No time restrictions apply, and The City shall provide enforcement to ensure that only eligible CSO vehicles use the spaces. Hourly public parking rates for the nearest ParkPlus zone shall apply when using the spaces.
4. Hourly public parking rates for privately owned vehicles, including any special rates (e.g. small car discounts) also apply to one-way carshare vehicles parked in on-street parking spaces open to the general public. The City may implement reduced parking rates for one-way carshare vehicles in specific locations to encourage the use of underutilized street space or reserved one-way spaces.

5. In order to maximize the efficiency of on-street parking supply, CSOs will be required to redistribute one-way carshare vehicles when numerous vehicles are repeatedly parked within the same ParkPlus zone or residential block with posted RPP restrictions. CSOs should also proactively move vehicles parked in locations with applicable parking restrictions (e.g. blocks with peak hour parking restrictions or spaces with time restrictions less than one hour).
6. The City will coordinate with CSOs to establish options and fees for reserved one-way spaces in municipal parking facilities, as well as park and ride lots, while considering other parking demands at those facilities.

Round-trip carshare parking and dedicated carshare parking spaces

7. Round-trip carshare vehicles will be treated the same as the general public when not parked in a home space.
8. At The City's discretion, on-street home spaces may be provided for the exclusive use of a single CSO, for a period of one year before the space must be renewed, transferred or relinquished. Both round-trip and one-way carshare providers may request home spaces.
9. The City may allocate up to three percent of available on-street parking space to home spaces in commercial areas, including the downtown core. the amount of space that may be allocated to home spaces in residential areas shall be at the discretion of The City, with due regard to local context.
10. The City will establish a process for periodically allocating and reviewing on-street home spaces to one or more CSOs, with the aim of ensuring equitable distribution between CSOs. The City reserves the right to deny location requests.
11. Home spaces should not be located on blocks with time-of-day restrictions, or immediately in front of single-family dwellings.
12. The City may temporarily close an on-street home space at its discretion. The City will make best efforts to provide reasonable notice of closures.
13. The City may permanently revoke a permit for an on-street home space at any time in the event of public need, lack of use by the CSO, or failure of the CSO to comply with City policy or bylaws. In the event a space is permanently revoked for public need, and more than six months remains in the current allocation period, the impacted CSO may apply to The City for an alternate location or for a pro-rated rebate of the rental value.
14. The City will coordinate with CSOs to establish options and fees for home spaces in municipal parking facilities, as well as park and ride lots, while considering other parking demands at those facilities.

Carshare parking enforcement

15. Parking violations for carshare vehicles parked in areas not included in the tier selected by that carshare organization (per policy 5.1.6.1) will result in fines being issued to directly to the carshare organization, unless the driver of that vehicle has paid the required parking fee.
16. Carshare vehicles parked on a designated snow control route, including in home spaces or reserved one-way spaces, must be moved when a snow event is declared. Carshare vehicles must also be removed when street sweeping bans are in place.
17. CSOs are responsible for paying all fines and towing fees.
18. On-street home spaces and reserved one-way spaces can be temporarily closed by The City at its discretion (e.g. for construction, street fairs, emergency repairs, etc). The City will make best efforts to provide reasonable notice of closures.
19. The City shall enforce parking restrictions for on-street home spaces or reserved one-way spaces, including ticketing and towing of unauthorized vehicles, when infractions are identified by The City or CSOs and their members.

Fees

20. For each tier available to one-way CSO services, The City shall assess the following annual fee per one-way carshare vehicle:
 - a. Tier 1: \$450 per vehicle.
 - b. Tier 2: \$840 per vehicle.
 - c. Tier 3: \$1440 per vehicle.The City will apply a 50 per cent discount to the annual fees for fully-electric carshare vehicles.

21. For on-street home spaces, The City shall assess the following charges to the CSO:
 - a. A non-refundable application \$50 processing fee to review each space request from the CSO for the forthcoming application period.
 - b. Costs for changes to signage and markings for each allocated space.
 - c. Cost for the rental of the street space when the home space is located in a commercial area or on a block with posted RPP restrictions.
 - i. Rental cost for full-sized vehicles of \$1,000 per year, or the value of lost revenue, whichever is greater.
 - ii. Rental cost for small vehicles (e.g. smart cars) of \$500 per year, or the value of lost revenue, whichever is greater.

Carshare contracts

22. Each CSO operating in Calgary must enter into a contract with The City in order to allow trips to be ended on-street in public right-of-way. The contract must align with the carshare parking policies, and include the following:
 - a. An agreed-upon arrangement for paying parking fees.
 - b. Mechanisms to redistribute carshare vehicles when repeated vehicle clustering occurs.
 - i. CSOs are required to be proactive and reduce or prevent vehicle clustering where it is reasonably possible.
 - ii. The City will notify the CSO, in writing, when vehicle clustering has been repeatedly observed.
 - iii. The City will focus enforcement of clustering in the following areas:
 1. In the Tier 3 Carshare Zone:
 - A. CSO vehicles shall not exceed 25 per cent of available space in an individual ParkPlus zone, averaged over a month (excluding Reserved One-Way Spaces, Home Spaces or other permit-restricted spaces).
 - B. Should the 25 per cent threshold be exceeded for a second consecutive month after initial notification, The City will apply a \$50 penalty charge for the second and each consecutive month that the threshold is exceeded. The penalty will apply to each vehicle in excess of the threshold in that location.
 2. On residential blocks with posted RPP restrictions where complaints are repeatedly received and total occupancy exceeds 60 per cent.
 - A. CSO vehicles shall not exceed 20 per cent of available space on a block with posted RPP restrictions, averaged over a month (excluding reserved one-way spaces, home spaces or other permit-restricted spaces).
 - B. Should the 20 per cent threshold continue to be exceeded for a period of six consecutive months after notification of the issue, The City may revoke access to the individual RPP zone for all of the CSOs vehicles, until such time as The City and CSO arrive at a mutually acceptable solution to the issue.
 - c. Provision of the following documentation from the CSO:
 - i. Annual proof to The City of appropriate insurance.
 - iii. Reports to The City, at least quarterly, on:
 1. Major origin and destination areas and duration of stay (to be kept confidential by The City) to track impacts on the transportation network and to monitor vehicle clustering.
 2. The size of the CSO fleet.
 3. Membership levels (active and total).
 - d. Circulation to the CSO membership of annual City surveys to track changes in member automobile ownership, demographics, and changes in member use of walking, cycling, transit, shared mobility and private automobiles.



4.2 OFF-STREET PARKING MANAGEMENT STRATEGIES

4.2.1 PARKING IN ACTIVITY CENTRES, CORRIDORS AND OTHER TRANSIT-ORIENTED DEVELOPMENT AREAS

Zero parking or significant parking reductions for multi-residential residential buildings

The Calgary Transportation Plan and Municipal Development Plan encourage increased use of affordable and sustainable modes of transportation such as walking, cycling and public transit, while reducing the amount of travel by private automobiles (MDP Section 2.5, CTP Sections 1.5 and 3.1). The provision of some multi-residential residential buildings with significantly reduced or no parking can contribute to this goal, while increasing market choice and housing diversity (MDP Section 2.3.1). In areas of the city where the transportation system provides convenient access to high-quality travel options (including walking, cycling, transit and carshare), in close proximity to a diverse range of amenities and services, The City may consider significantly reduced or no parking provision in multi-residential residential buildings during the review of a development permit, land use amendment or subdivision application.

Policies

1. Applications for new multi-family residential buildings that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when all of the following criteria are met. The determination of which proposed reductions are 'significant' is at the discretion of the development authority.
 - a. The building is located within the centre city, a major activity centre or directly on an urban corridor as defined in Map 1 of the Municipal Development Plan, and LRT or other primary transit service (as defined in the Calgary Transportation Plan) is currently provided within 300 metres actual walking distance of the building.
 - b. Publicly accessible surface or structured parking is located within 300 metres actual walking distance of the building. The parking must be accessible to the public, twenty-four hours a day, seven days a week.
 - c. The building is located in or adjacent to areas where parking management practices are in place, including time restrictions, paid parking or permit-restricted parking. In areas where such parking management practices are not in place, a study should be conducted by the applicant to evaluate whether the potential offsite parking impacts would be unacceptable for the area in question.
 - d. The developer must actively facilitate at least one alternative travel option for residents (including, but not limited to, monthly or annual transit passes, additional onsite bicycle parking, onsite carshare spaces, carshare memberships, live-work units, etc.) to the satisfaction of The City. Provision of multiple high-quality options is strongly encouraged.
 - e. The applicant has completed a parking study to determine any potential short stay parking impacts, due to any proposed reductions in on-site visitor parking supply, when the building is located within or physically adjacent to a Business Improvement Area or other commercial area. The development authority may recommend against reductions to visitor parking if it is determined by the authority that on-street impacts, or visitor accessibility, would be unacceptable.
2. Residents of multi-residential residential buildings with no parking, or with significant parking reductions, are not eligible for Residential Parking Program (RPP) permits. This restriction will be implemented by The City at the subdivision or development permit phase.





5. Area specific parking strategies

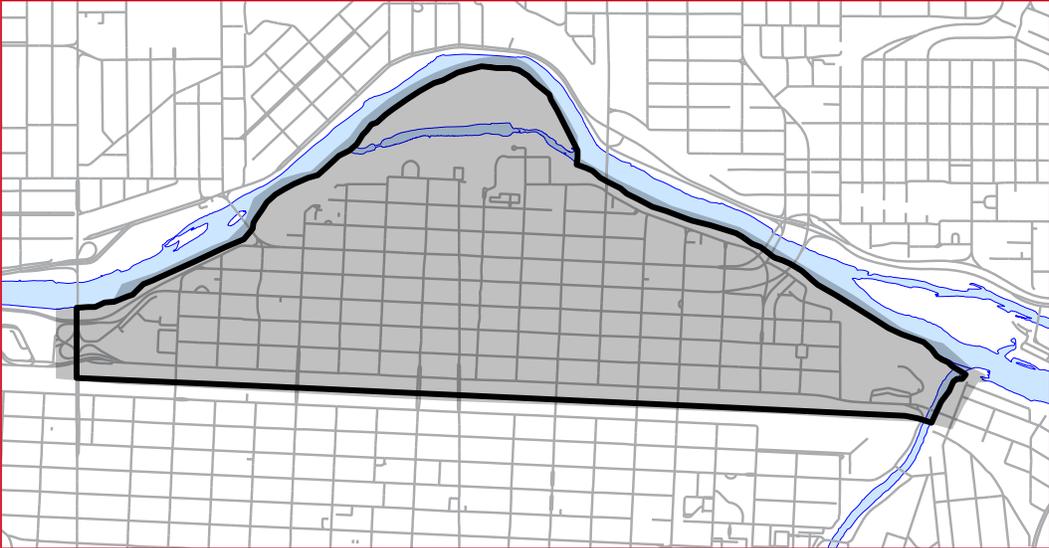
5.1 DOWNTOWN PARKING STRATEGIES

5.1.1 PURPOSE OF THE DOWNTOWN PARKING STRATEGIES

In addition to the city-wide strategies for the provision of parking, the unique nature of downtown requires additional policies and strategies to achieve an economically healthy and vibrant downtown. 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 lead 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





5.1.2 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 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 supporting services are also highly recommended to generate evening, as well as daytime, activities.

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**).

TABLE 1 – Downtown travel changes – 1996 to 2016

Method of travel	Number of trips, AM peak period (two hour)		
	1999	2006	2016
Walk	2,400	4,600	4,200
Cycle	530	1,100	1,600
Transit	15,000	26,700	26,900
Auto driver	22,500	21,700	19,300
Auto Passenger	5,200	4,500	3,200
Auto Total	27,700	26,200	22,500
Employment	157,000	161,000	156,000
Population	10,400	15,500	18,100

Sources: Transportation Planning and Calgary Growth Strategies Business Units

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

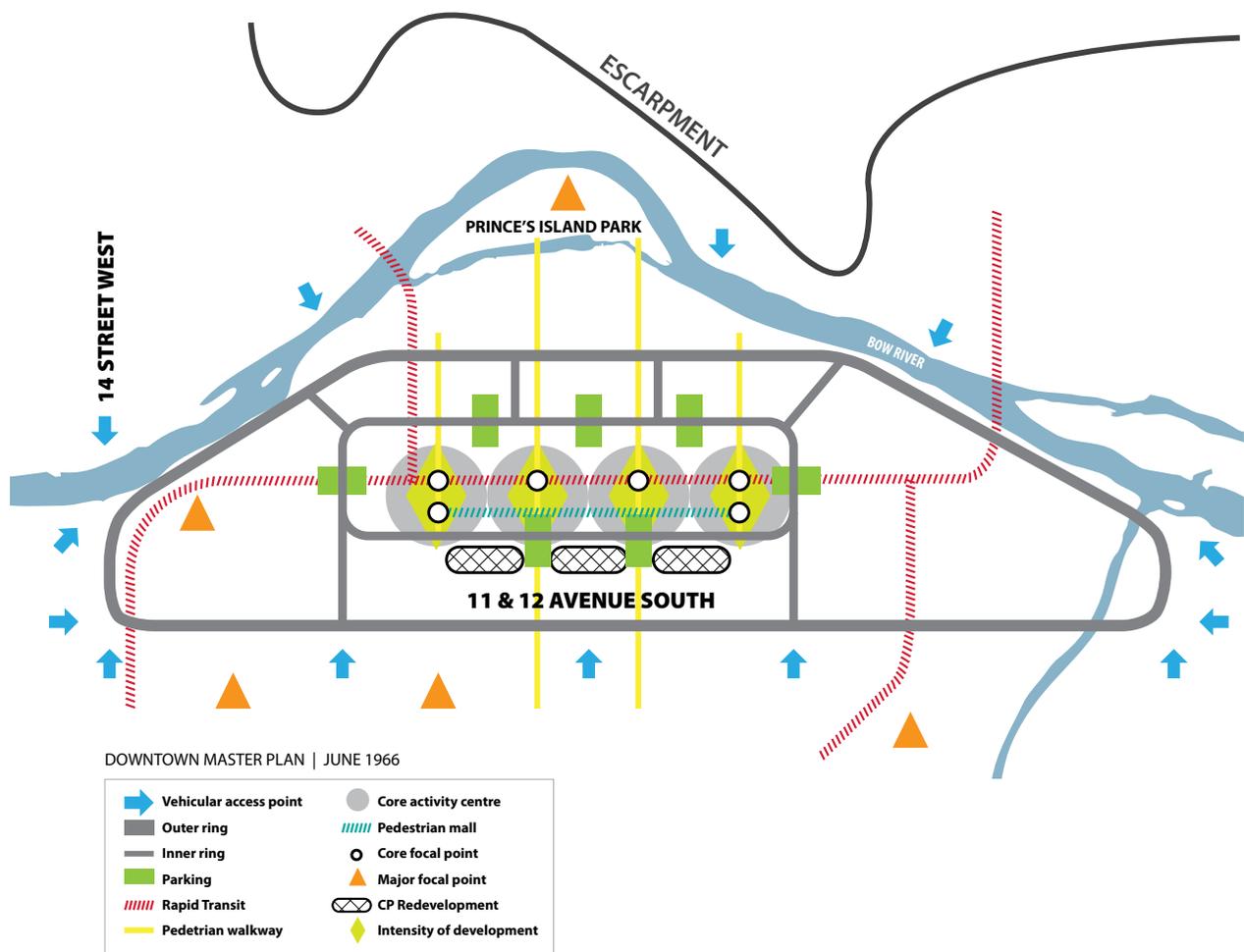
Ultimately, the Downtown Parking Strategy must support the economic health and vitality of the central core, while balancing parking supply and demand, overall parking cost, and impact on the environment with the ability to serve the majority of users.

5.1.3 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, including the downtown restricted parking area. Within this area, the bylaw revised the parking requirements for commercial/office developments to be one stall per 140 square metres of net floor space (was previously 1 stall per office/workstation – about 1 per 50 square metres). Developments were only permitted to provide a maximum of 20 per cent 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 closely analyzed 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 per cent of the parking requirement (allowing the remaining 50 per cent to be provided on-site). The restricted parking area was also reduced to allow for full on-site parking 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 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 per cent 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 found a strong relationship between the ratio of long-stay parking stalls and employees. To achieve a 50 per cent 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. Other areas surrounding the downtown core (primarily south of the CPR tracks) were monitored to ensure they did not experience the same spill over phenomena.

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 per cent (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 per cent of trips into downtown by transit 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 from heritage sites to other developments to support heritage preservation were introduced.

The Calgary Transportation Plan, adopted in September 2009, reaffirmed 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.



A Parking Policy Framework for Calgary was created and approved in June 2011 as part of the review of the Calgary Parking Authority. This was the first time that the Downtown Parking Strategy was summarized and contained in a single Council policy. While the existing policies were reviewed at a high level no significant policy changes were proposed at that time.

In 2014, Council directed Administration to review the Downtown Parking Strategy with respect to the amount of workplace square footage per employee. The main concern from industry was the parking supply had not increased to reflect the changes in workplace behaviour. The timeliness of provisioning parkades using cash-in-lieu funds was also a concern. Administration was interested in exploring the opportunity to use cash-in-lieu funds outside of the downtown to support Park and Ride. The idea was that this money could construct parking structures that would enable existing surface lots to be used for transit oriented development. This formed the basis for the exploration of an Integrated Downtown/TOD Parking Strategy and was the starting point for the 2016 review.

In the 2016 review, four strategy scenarios were looked at, ranging from no adjustments to the 2011 strategy, moving cash-in-lieu funded parking away from downtown to TODs and Main Streets, maximizing the amount of parking built by developers in downtown, and focussing on minimizing the downtown congestion. A summary table of the details of these four scenarios is provided in **FIGURE 4**. The following ten success measures were developed with input from industry to evaluate the four scenarios:

- 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 and 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.

FIGURE 4 – Scenarios evaluated in 2016 Downtown Strategy Review

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 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.
- Offices 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 build 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.

Through stakeholder engagement and analysis of the four scenarios, Administration developed a hybrid recommended scenario which was based on the following considerations:

- Managing traffic congestion into the downtown by maintaining the current bylaw parking requirement for office uses.
- Responding to industry concerns with respect to the amount of parking they can provide on-site.
- The existing public parking supply is likely sufficient for evening and weekend uses over the long term.
- It will likely be several years before new office development occurs in the downtown due to economic conditions. This meant any subsequent cash-in-lieu parking facilities would be a decade or more in the future, whether provided in the downtown or at transit station areas. This would potentially delay redevelopment at transit station areas.
- Predictions around the timing and use of autonomous vehicles will have significant impacts on the Downtown Parking Strategy and these changes may begin to occur prior to construction of new cash-in-lieu parking facilities.

As a result Council approved the following principles, which form the basis of the current parking strategy:

1. Continue to use the downtown parking policies to manage traffic congestion and encourage transit, walking and cycling as other desirable travel options to the downtown.
2. Maintain the current bylaw parking ratio of 1 stall per 140 square-metres of gross usable floor area for office uses within the Restricted Parking Area. This ratio is a maximum requirement, based on mitigating traffic congestion coming into the downtown. The bylaw parking requirements for all other uses will remain unchanged.
3. Conclude the current cash-in-lieu program once the necessary land use bylaw changes come into effect. This will allow developers to build 100 per cent of the required office parking on-site in new developments after this date.
4. Consider parking relaxations of up to 50 per cent below the maximum bylaw requirement for all uses in the Centre City (except residential, which is governed by separate parking policies). In these cases, the development must make a financial contribution for each stall not provided on-site. Contributions shall be allocated to the Centre City Mobility Program capital fund to facilitate walking, cycling, transit and City-provided parking within the Centre City or at LRT stations.
5. Ensure rules and regulations help downtown office parking managers to increase access to underused parking stalls for off peak or after hours parking.
6. New privately-owned parking in office developments should be designed to allow easy public access after hours, should parking managers later choose to offer public parking.
7. Continue to prohibit new standalone surface parking lots or structures. All new parking should be provided as part of an associated use consistent with the bylaw parking requirements.
8. Upon completion of the East Village parkade, maintain approximately the current amount of publically owned parking in the Restricted Parking Area on a go-forward basis. In particular, maintenance of publically-owned structure parking supply fulfills previous cash-in-lieu commitments for existing office developments.

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 5** 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. As of 2016, the ratio of stalls per employee is at 0.34.

As part of the 2016 Downtown Parking Strategy review, it was found that the parking scenarios evaluated all would generally result in a 50 per cent mode split to transit for travel into the downtown. The parking rate in Land Use Bylaw, Bylaw 1P2007, for office of 1 stall to 140 square metres generally results in maintaining the ratio of 1 stall per 3 employees over time. Voluntary developer parking reductions and the absorption of surface parking have the potential to increase the transit mode share to above 50 per cent over time. 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 realized 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 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 alternative modes of transportation. Using contributions from developer parking reductions to support alternative modes of transportation into the downtown will further improve the attractiveness of these options. Continuing to encourage residential development downtown will also assist in achieving these goals.

FIGURE 5 – Historic long-term parking spaces to employees ratio

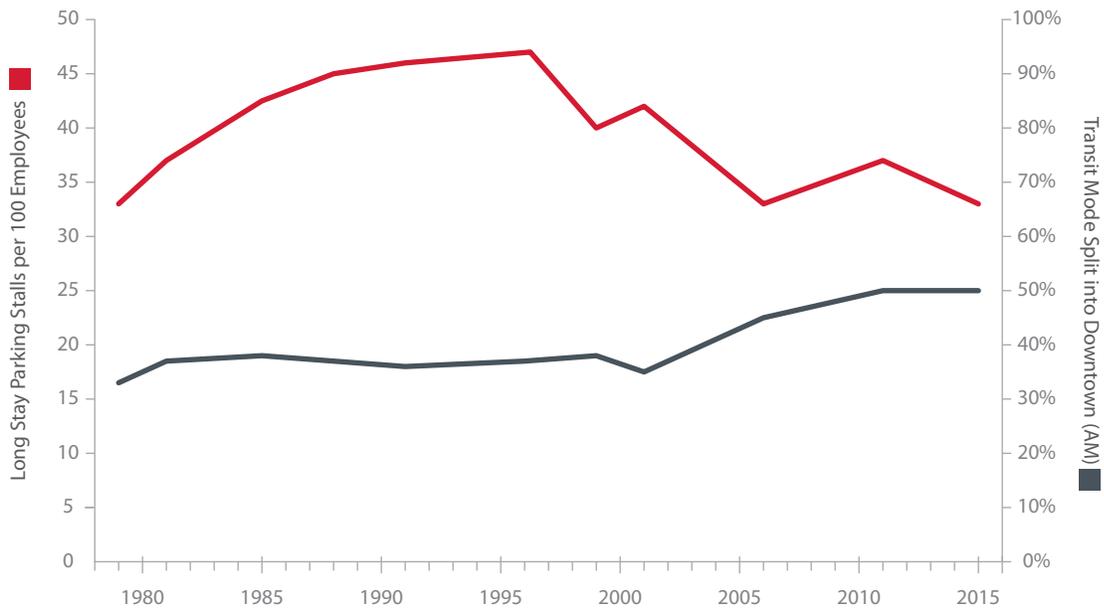
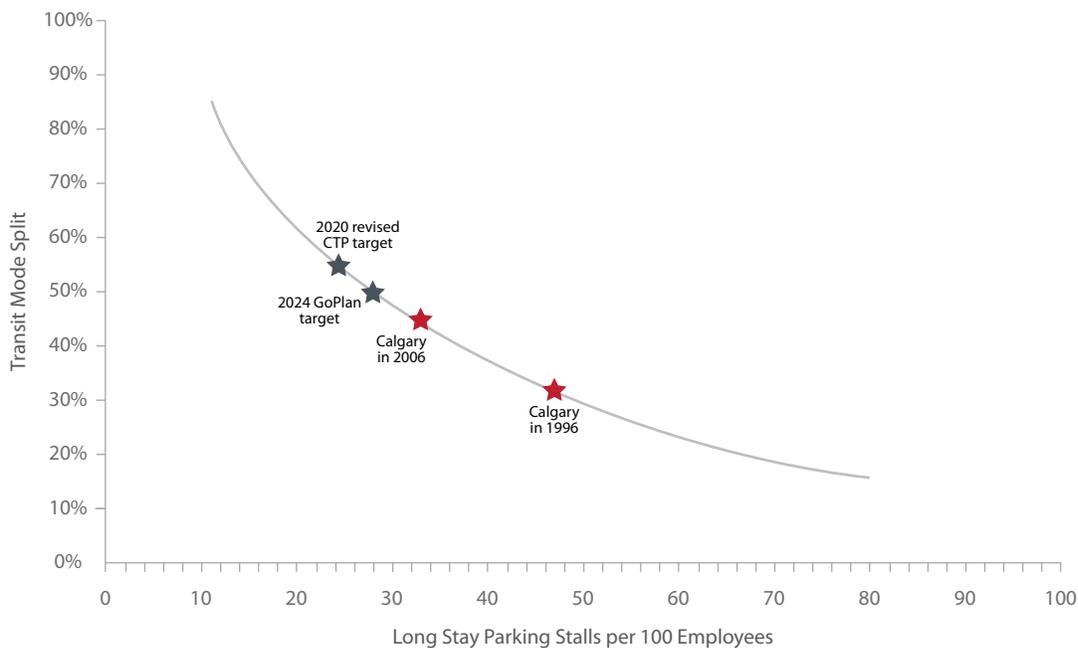


FIGURE 6 – Relationship between downtown parking supply and transit use



The 2016 approved principles conclude the cash-in-lieu program which had been in place for several decades. Its main objective was to provide shared, public parking for all downtown users. Shared, public parking can be made available outside of the business day, supporting cultural, recreational and retail uses after business hours. As a result of this program, over 4,500 shared parking spaces have been constructed in cash-in-lieu built facilities since 1979. This, coupled with roughly 2,800 on-street spaces, will continue to provide roughly 7,300 public parking stalls in the downtown. It is felt that this supply of public parking is sufficient to meet evening and weekend parking demand. The final cash-in-lieu facility, Platform Parkade in East Village, exhausted all remaining funds that have been collected under the cash-in-lieu program. The existing inventory of stalls built with cash-in-lieu funds will be maintained in the downtown to serve retail, art and cultural consumers and fulfill the previous cash-in-lieu commitments. This will be achieved through maintenance of existing facilities or construction of replacement facilities in alternate locations in the downtown.

With the conclusion of the cash-in-lieu program, The City is no longer increasing off-street public parking supply. The private sector is encouraged to improve the public access to their parking facilities to improve utilization and the efficiency of the overall parking supply in downtown. New developments will be required to be designed to allow for easy public access afterhours. This will further support the supply of parking for all downtown users. Because of the conclusion of the cash-in-lieu program, Calgary Parking Authority's role was again transformed by the evolving parking landscape. In 2021, Council disestablished the CPA, fully integrating operations into The City, but the transformative work of the organization and the cash-in-lieu program continue to have a deep impact on Calgary's landscape.

The Land Use Bylaw supports transit mode split and MDP goal in the long term by maintaining strict parking maximums. While the majority of parking rates in the Land Use Bylaw for commercial uses were removed in 2020, rates were retained for downtown districts to keep the well-established maximums in place. Since the downtown is the best-served multi-modal location in Calgary, combined with existing public parking supply, the level of parking in downtown for these uses is sufficient. As 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 gross usable floor area as a primary tool to manage congestion in the downtown and inner city communities.

There is a growing probability that a significant proportion of automobiles could be autonomous in the medium-term future, potentially by 2040, and the effects of this on the parking landscape are unknown. Privately owned autonomous vehicles may be able to drive themselves to other areas outside of the downtown to find parking, and shared autonomous vehicles could drop off passengers and pick up new passengers without the need to park. However, some owners of autonomous vehicles may choose to continue to pay for parking in or near the downtown. The risk of wide adoption of autonomous vehicles is that parking structures may become underutilized. To mitigate this risk, it is important that newly built parking be adaptable to a different future use to ensure the initial parking infrastructure is being used to the fullest potential for its entire life cycle. Additionally, The City will encourage existing parking infrastructure to be more efficiently used in locations where it is currently being underutilized.

In the 2016 Downtown Parking Strategy, developers are permitted to build 100 per cent of their maximum bylaw requirement for parking, with The City able to consider reductions of 50 per cent of this amount. This will not change the total number of stalls that could potentially be built in downtown, but will change the control of the stalls from public to private control. This will maintain a new developments' competitiveness with other buildings that have built and retained 100 per cent of their required parking on-site.

If a development chooses to voluntarily relax up to 50 per cent of their required parking, it will be required to contribute a per stall fee towards alternate modes of transportation in the Centre City and LRT parking. This fee is to support investments in alternate travel options as it is recognized that with less parking built on-site due to the parking reduction, users of the development will be travelling via these alternative travel modes to visit the development. The contribution recognizes that the cost of building the relaxed stalls is being saved by the developer. However, unlike the previous cash-in-lieu model, The City will not be building and retaining parking revenues from downtown parkades, so the fee should be reflective of the fact that the investment is a onetime investment and the fee will not generate future revenues from downtown parking. This needs to be balanced with setting the fee at a level where it is not so high as to deter industry from choosing the reduction, as less parking built in the downtown supports The City's multi-modal goals. The calculation method for the parking reduction fee can be found in Appendix 2.

As of 2021, there are more than 13,000 City-owned Park and Ride stalls along the CTrain 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. A portion of parking reduction contributions will be dedicated for Park and Ride use to acknowledge this relationship. The per stall reduction contribution to alternative transportation modes in the Centre City and LRT parking will be based on the morning mode split into the downtown excluding auto trips. In 2016, 10% of non-auto trips into the downtown were from Park and Ride users.



5.1.4 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 not a time limit. The most typical use of long-stay parking in the downtown is that of employees commuting to work and leaving vehicles parked for the duration of the day. As of 2016, there are approximately 53,500 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 amount of public parking provided by The City.
- 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) environments.

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 City, manages only 13 per cent of the supply, and prices parking at about 80 per cent of comparable 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 and the private parking operators. Until such time as further policy is developed, this should continue to be the case.



5.1.5 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 by maintaining the current Land Use Bylaw requirement of one parking stall per 140 square metres of gross usable floor area for office uses, and this rate must be treated as a maximum.
2. Except for office and residential uses, uses located on the ground or second floor have no parking requirement.
3. The Approving Authority may consider parking reductions of up to 50 per cent below the maximum bylaw requirement for all uses in the Centre City with the exception of residential uses, provided the development makes a financial contribution for each stall not provided on-site.
4. 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.
5. The final cash-in-lieu parkade built in the East Village will conclude the cash-in-lieu program and exhaust the funds collected under the cash-in-lieu program. Upon completion of this parkade, The City should maintain approximately the current amount of City-owned parking downtown on a go-forward basis. This will ensure previous cash-in-lieu commitments continue to be fulfilled for previously built office structures and continue to support retail, art and cultural amenities in the downtown. This can be achieved through maintaining current structures or providing replacement structures in alternate downtown locations.
6. 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.
7. New developments should demonstrate how they have incorporated the potential for easy public access to parking.

5.1.6 DOWNTOWN SHORT-STAY VEHICLE PARKING STRATEGY

Short-stay parking is defined as parking provided for vehicles for stays of four 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 establishes how on-street space is used and 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.
- Encouraging more efficient use of underutilized private parking supply.

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 on 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. The commercial on-street parking policies (section 4.1.2) provide guidance for downtown on-street parking.

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

A further 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 the development as those original developments are completed.

On-street space should be prioritized for short-stay parking activity. The provision of long-stay parking should be facilitated off-street. Long-stay parking on-street may be considered in areas where there is not short-stay demand with the expectation that it is provided as an interim use that will transition back to short-stay parking as short-stay demand increases through redevelopment.

5.1.7 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 specific user groups (guided by section 4.1.2).
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. The provision in the Land Use Bylaw for new developments to provide additional stalls above their parking requirement for short-stay parking should continue to be supported.
5. 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.
6. Options should be explored to utilize the pricing of short-stay off-street parking to achieve vitality related objectives in the downtown.





5.1.8 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 three 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 tripled in the past ten years, and is expected to continue to grow over time. From 2011-2016 the number of people cycling to work city-wide doubled. The Calgary Transportation Plan states that “bicycle parking should be provided at destinations in activity centres, corridors, TOD sites, employment centres and parks and open spaces.” The Centre City plan also states 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 and should be provided at grade or at the first level of the parkade in the downtown. 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. Additionally, if there are more than twenty-five class 1 stalls provided in an office development, the development must also provide change rooms, showers and a bicycle maintenance area. Density bonuses for providing additional bicycle stalls and secure bicycle stations which are for use by third party public users should be encouraged in the downtown.

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.

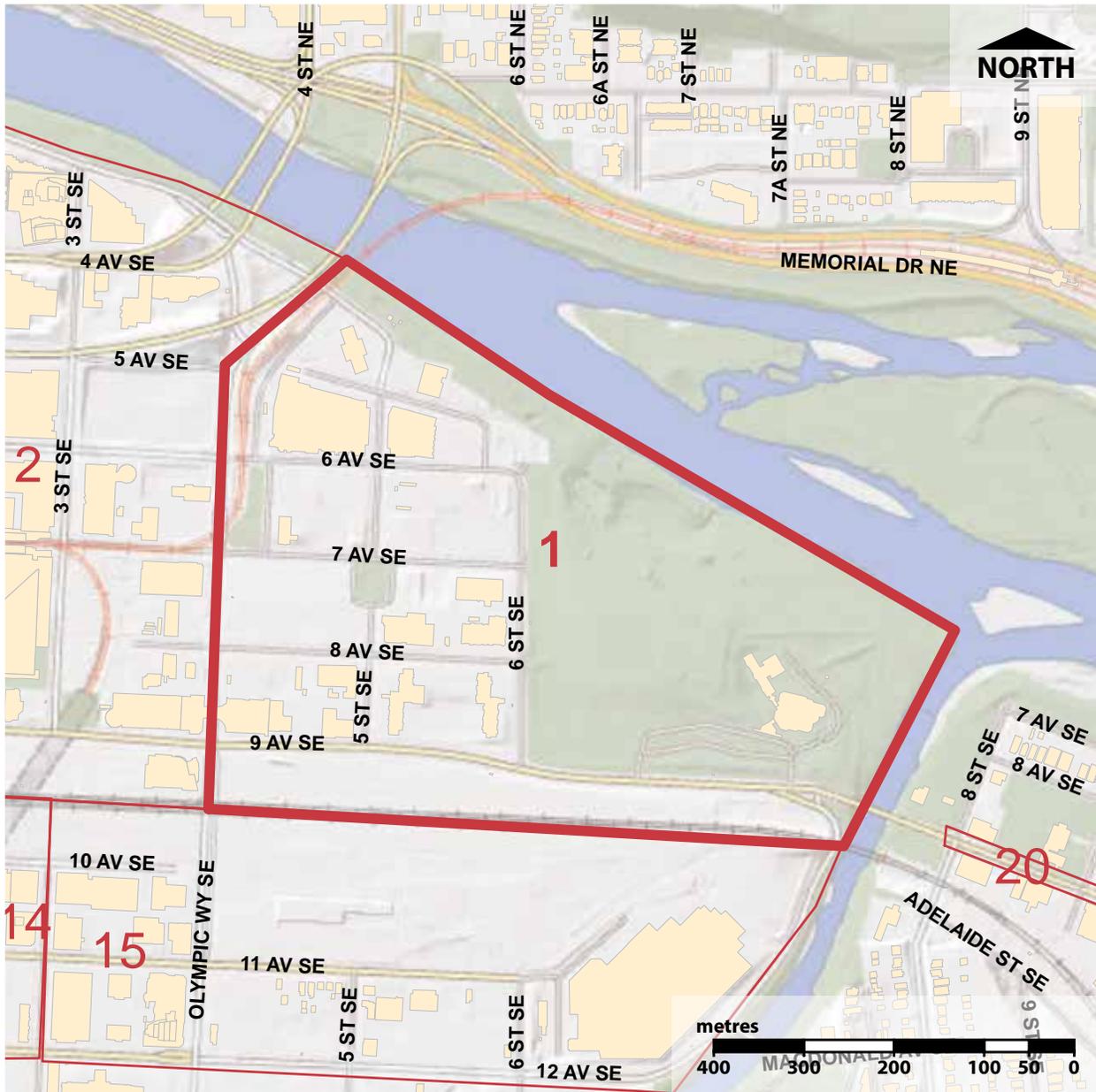
Appendix 1

Pricing and interface areas

Zone 1 Downtown – East Village	52
Zone 2 Downtown – East core	53
Zone 3 Downtown – Chinatown	54
Zone 4a Downtown – Core A	55
Zone 4b Downtown – Core B	56
Zone 4c Downtown – Core C	57
Zone 4d Downtown – Core D	58
Zone 5 Downtown – Eau Claire	59
Zone 6 Downtown – West core	60
Zone 7 Downtown – West end	61
Zone 8 Beltline – West end	62
Zone 9 Beltline – West core	63
Zone 10 17th Avenue – West long-stay	64
Zone 11 17th Avenue – West	65
Zone 12 Beltline – Centre	66
Zone 13 17th Avenue – Centre	67
Zone 14 Beltline – Macleod	68
Zone 15 Beltline – East end	69
Zone 16 Mission	70
Zone 17 Kensington – Centre	71
Zone 18 Kensington – 10th Street N.W.	72
Zone 19 Kensington – West	73
Zone 20 Inglewood	74
Zone 21 Bridgeland	75
Zone 22 Centre Street North	76
Zone 23 Riley Park	77
Zone 24 Research Park	78
Zone 25 Britannia	79

Zone 1

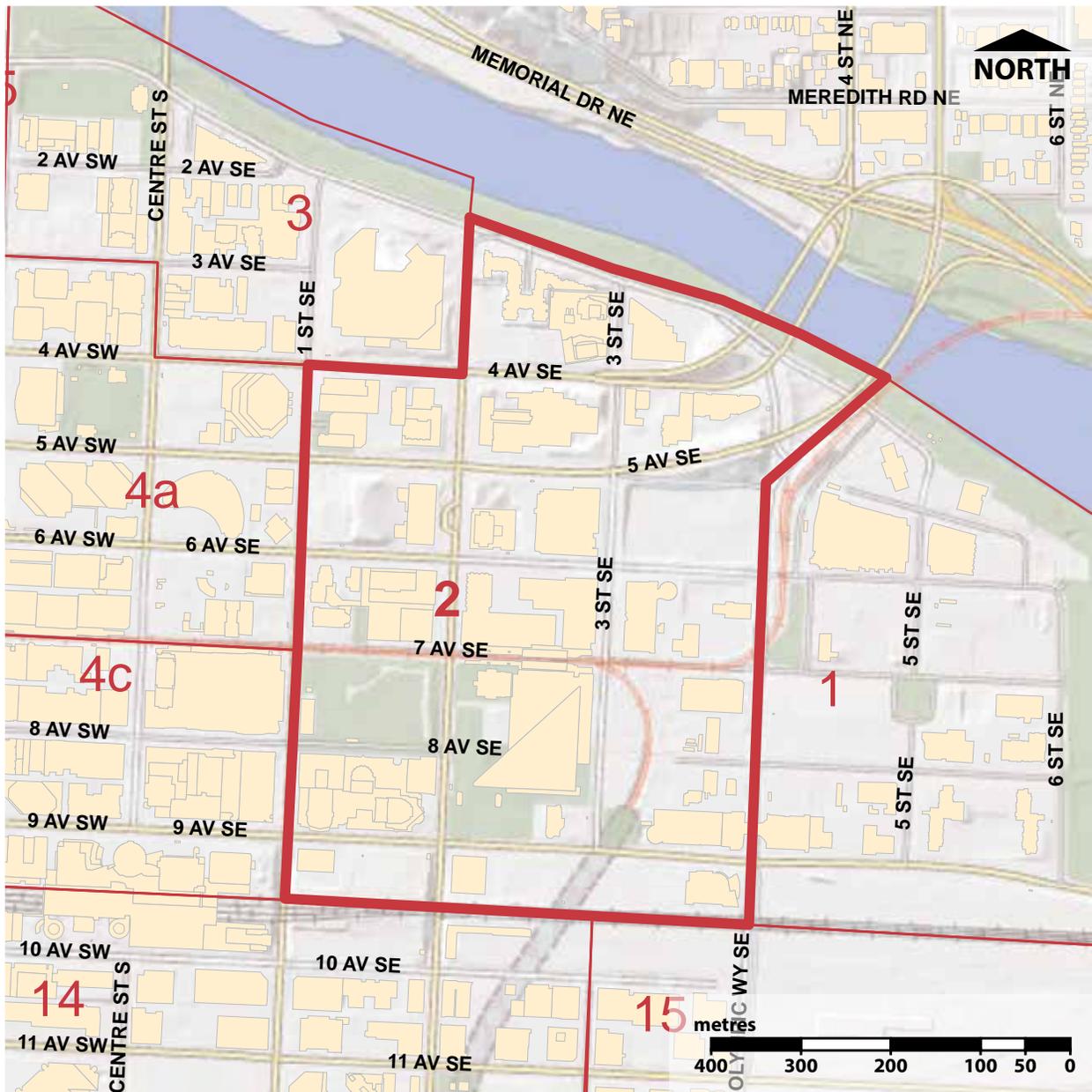
Downtown – East Village



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 2

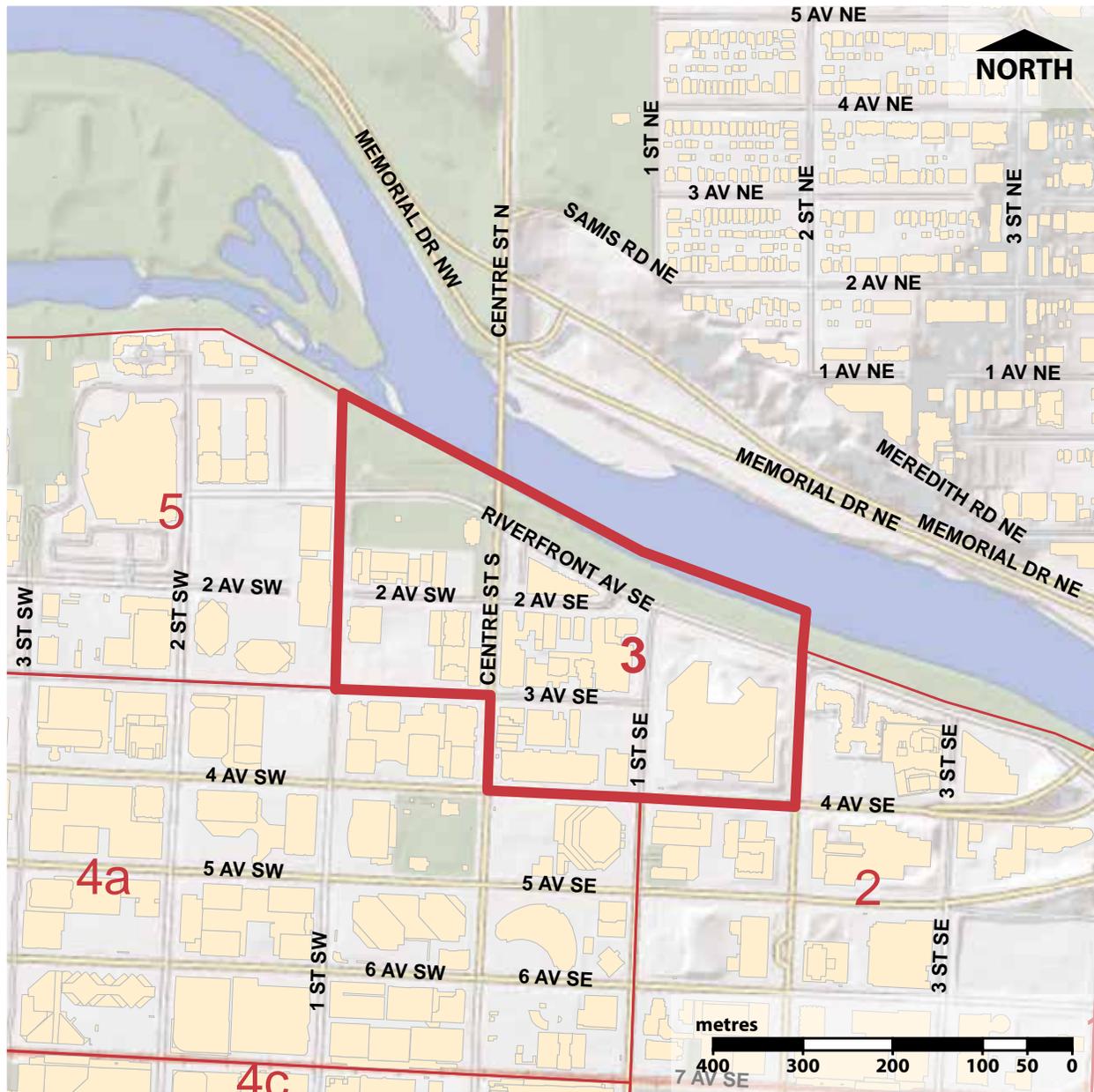
Downtown – East core



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

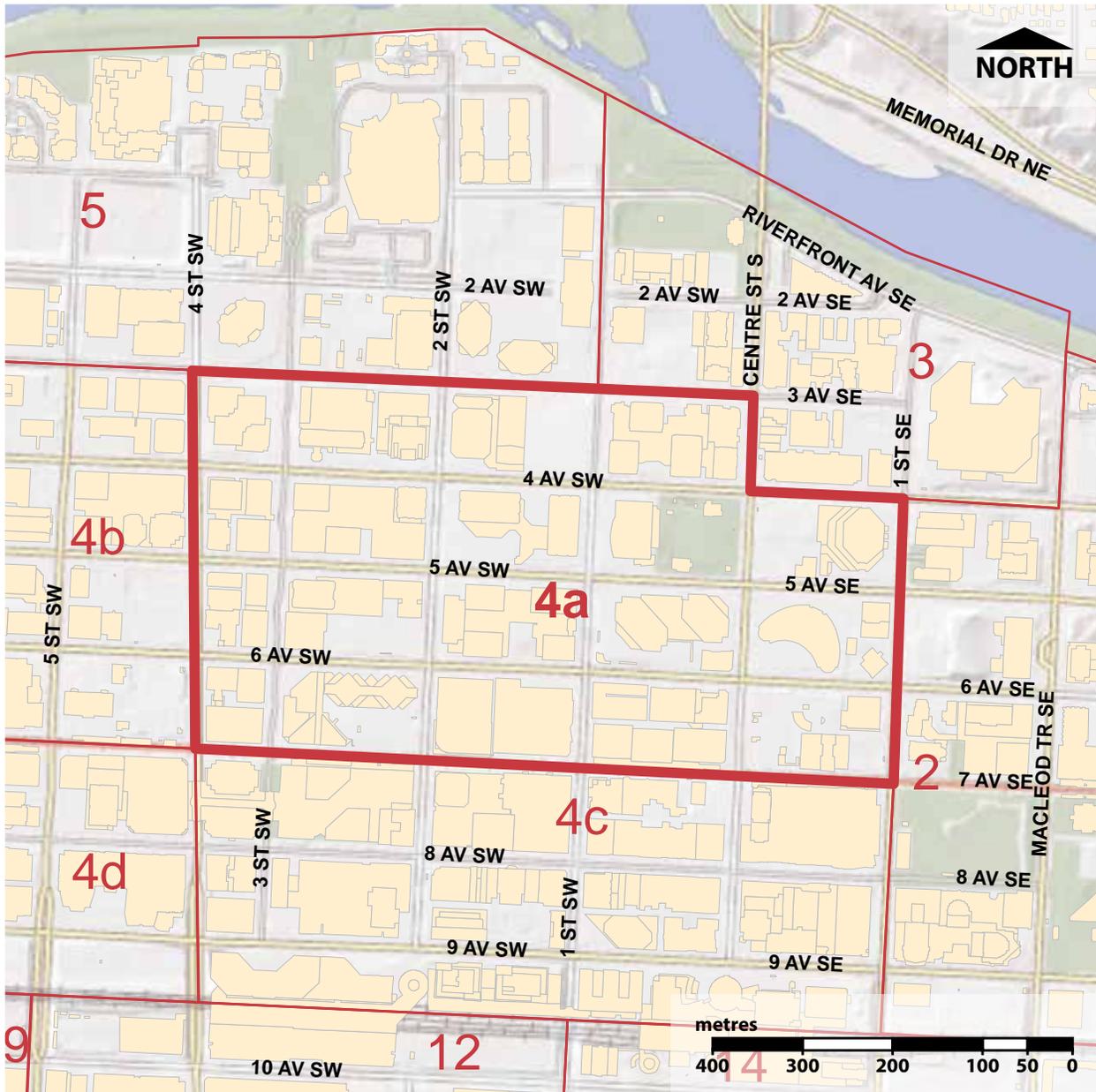
Zone 3

Downtown – Chinatown



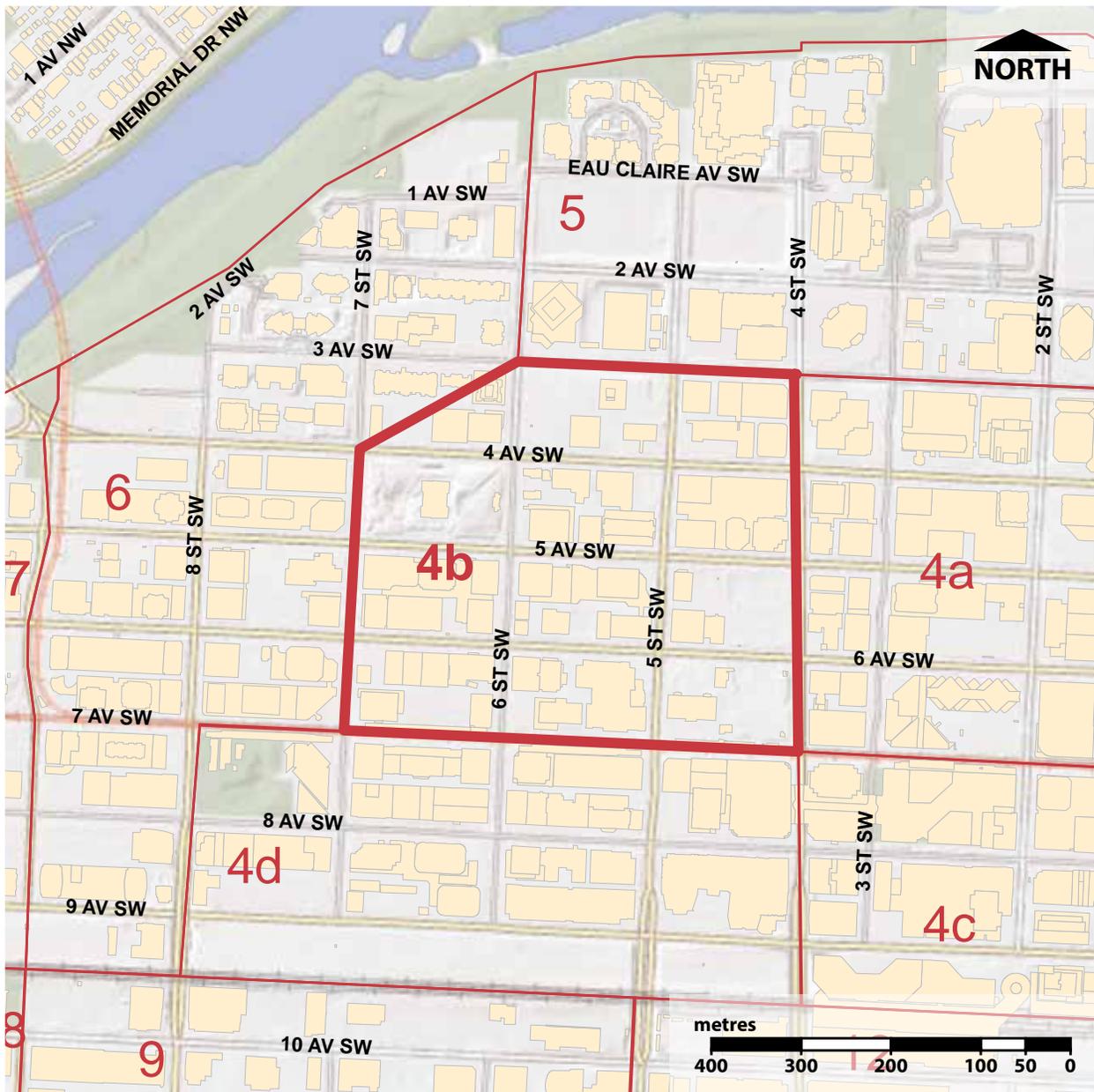
Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 4a
Downtown – Core A



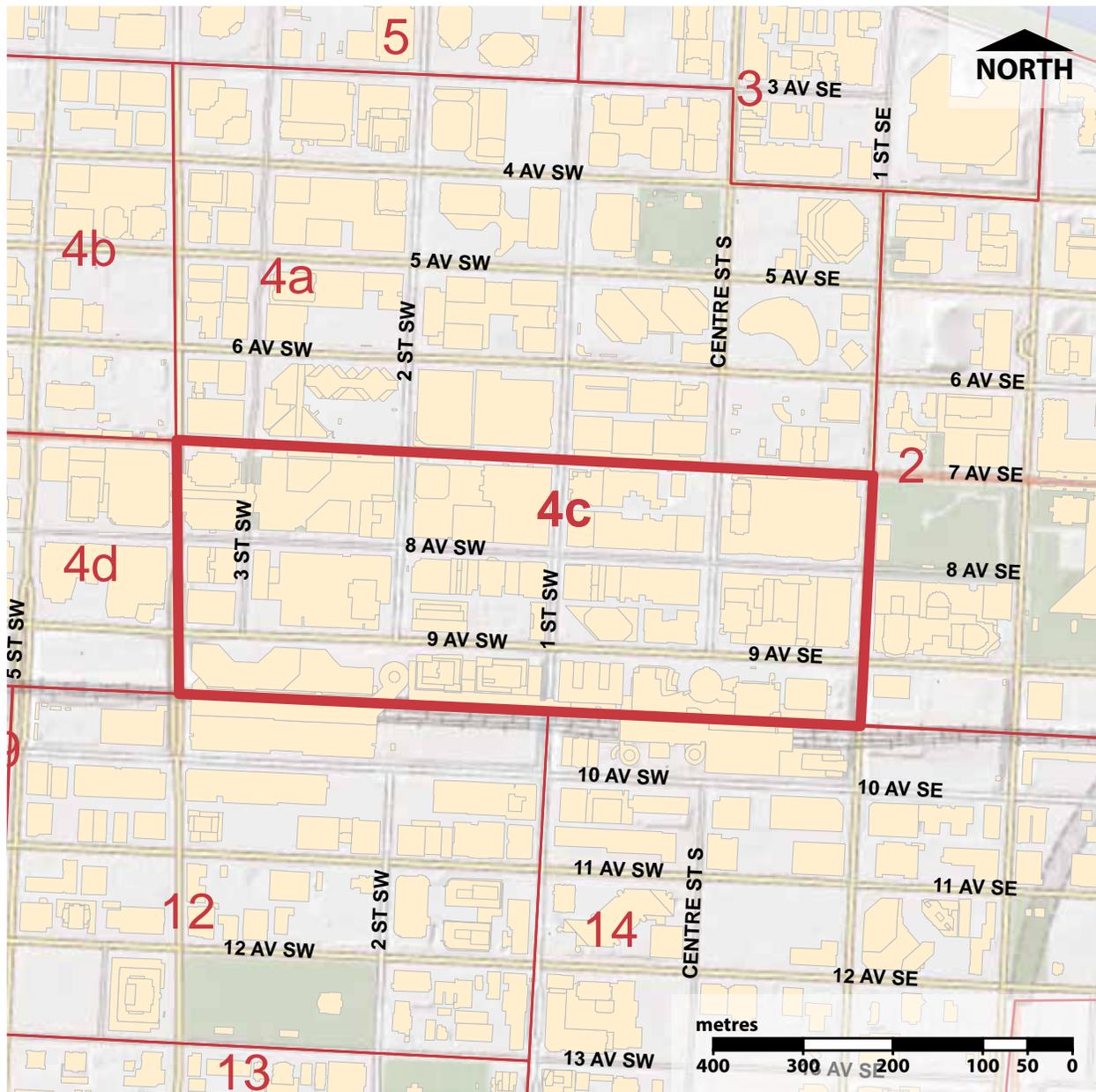
Weekdays	Saturdays	Sundays and holidays
07:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 4b
Downtown – Core B



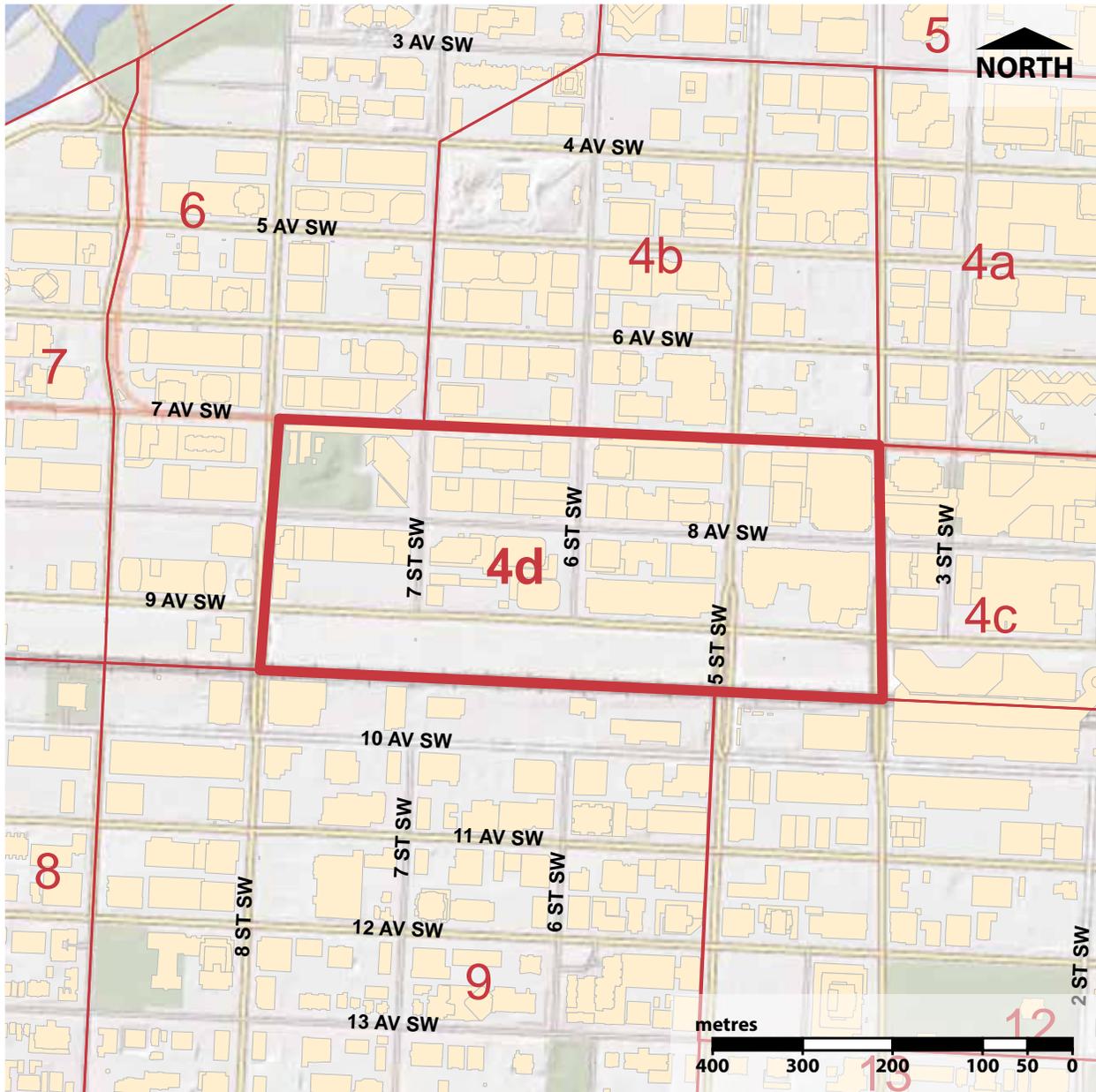
Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 4c
Downtown – Core C



Weekdays	Saturdays	Sundays and holidays
07:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

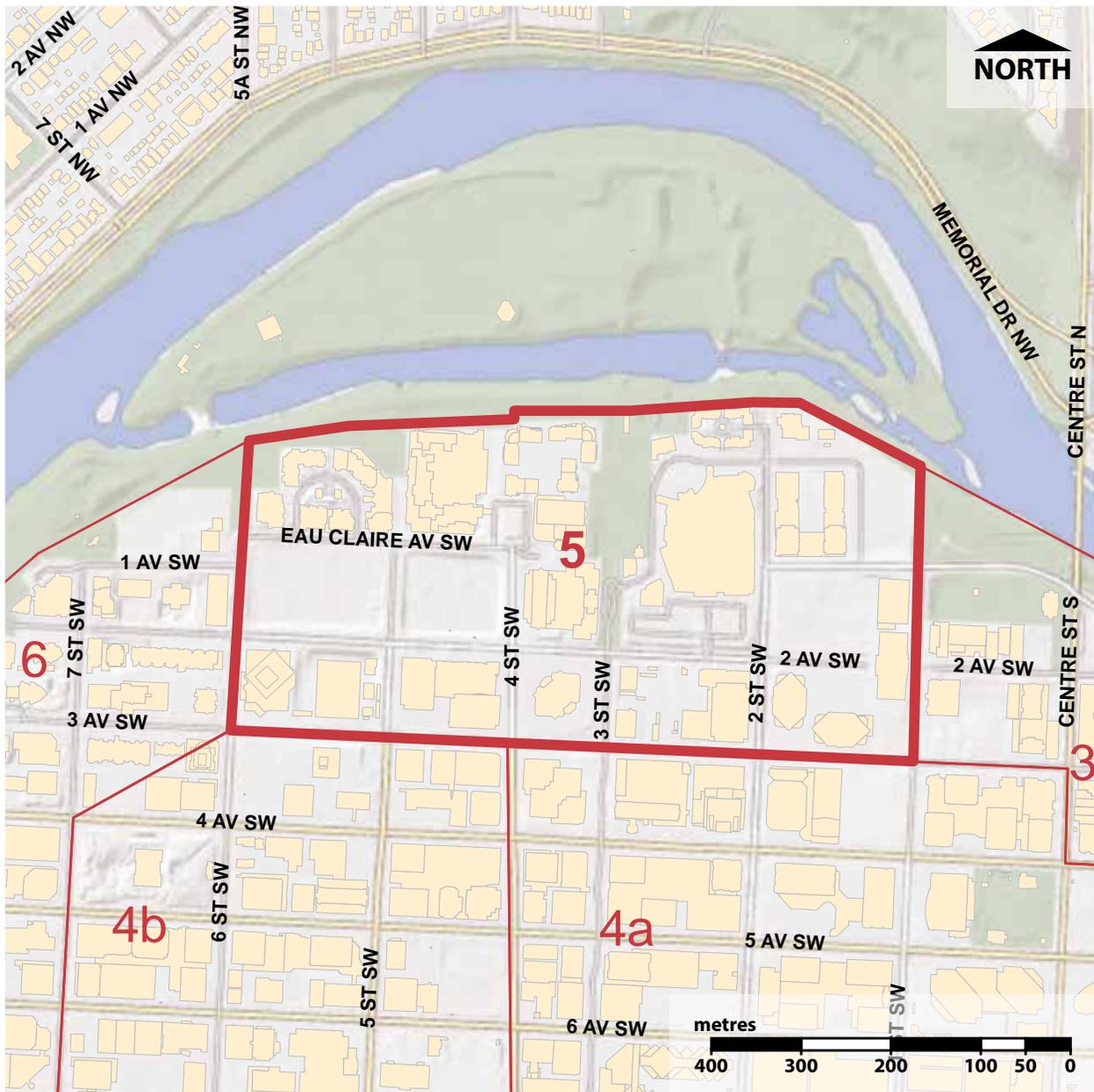
Zone 4d
Downtown – Core D



Weekdays	Saturdays	Sundays and holidays
07:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 5

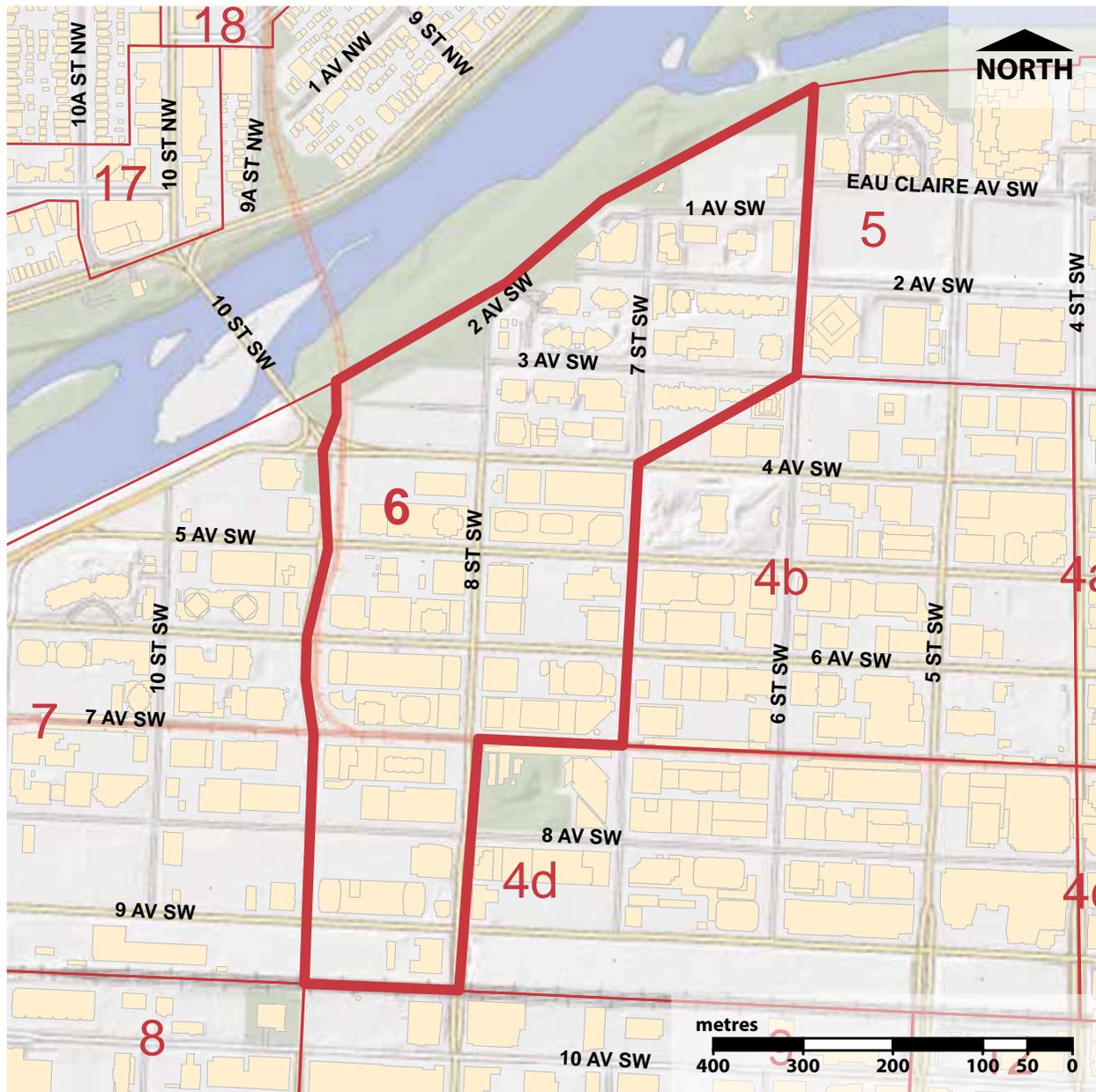
Downtown – Eau Claire



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 6

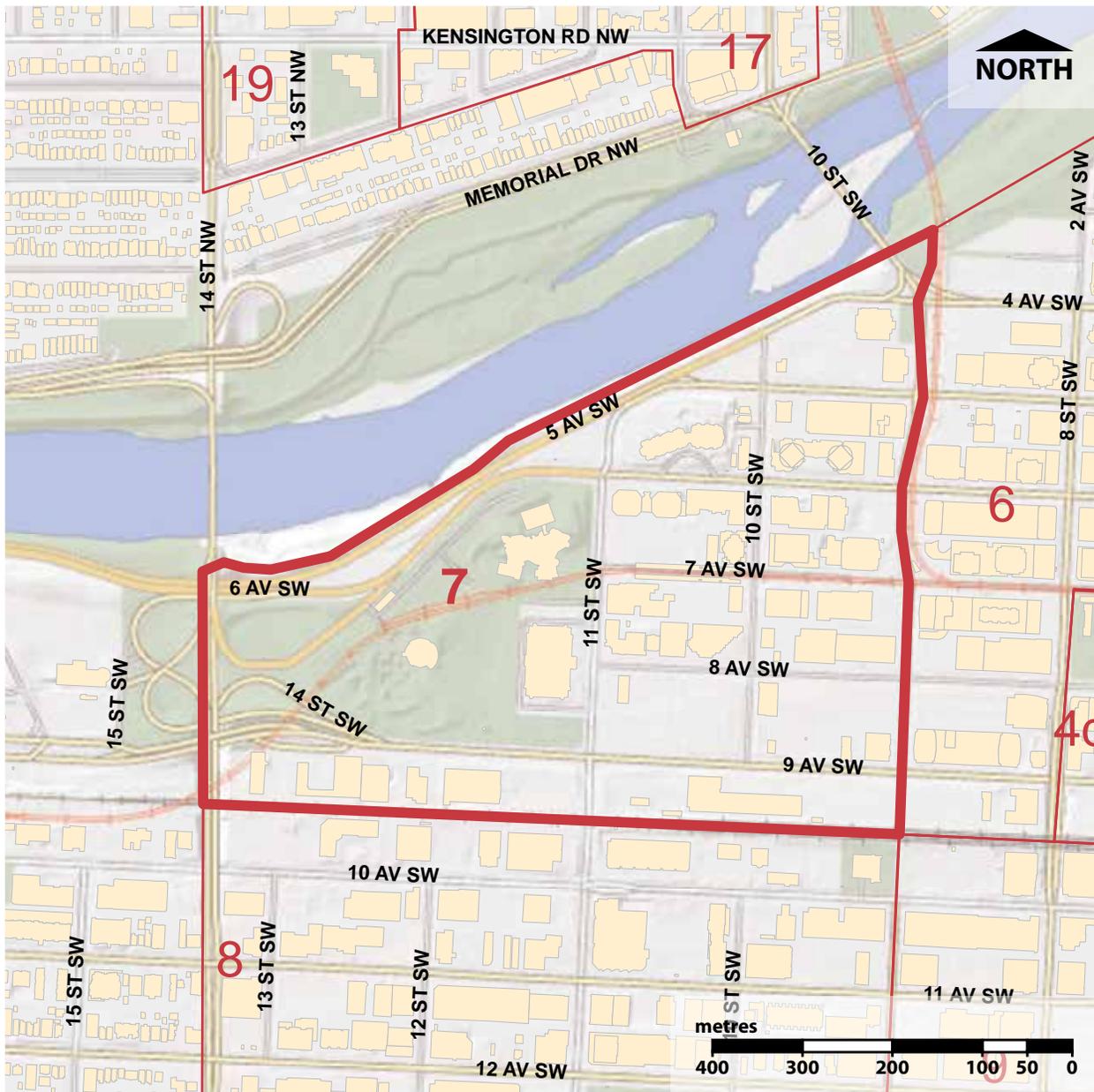
Downtown – West core



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 7

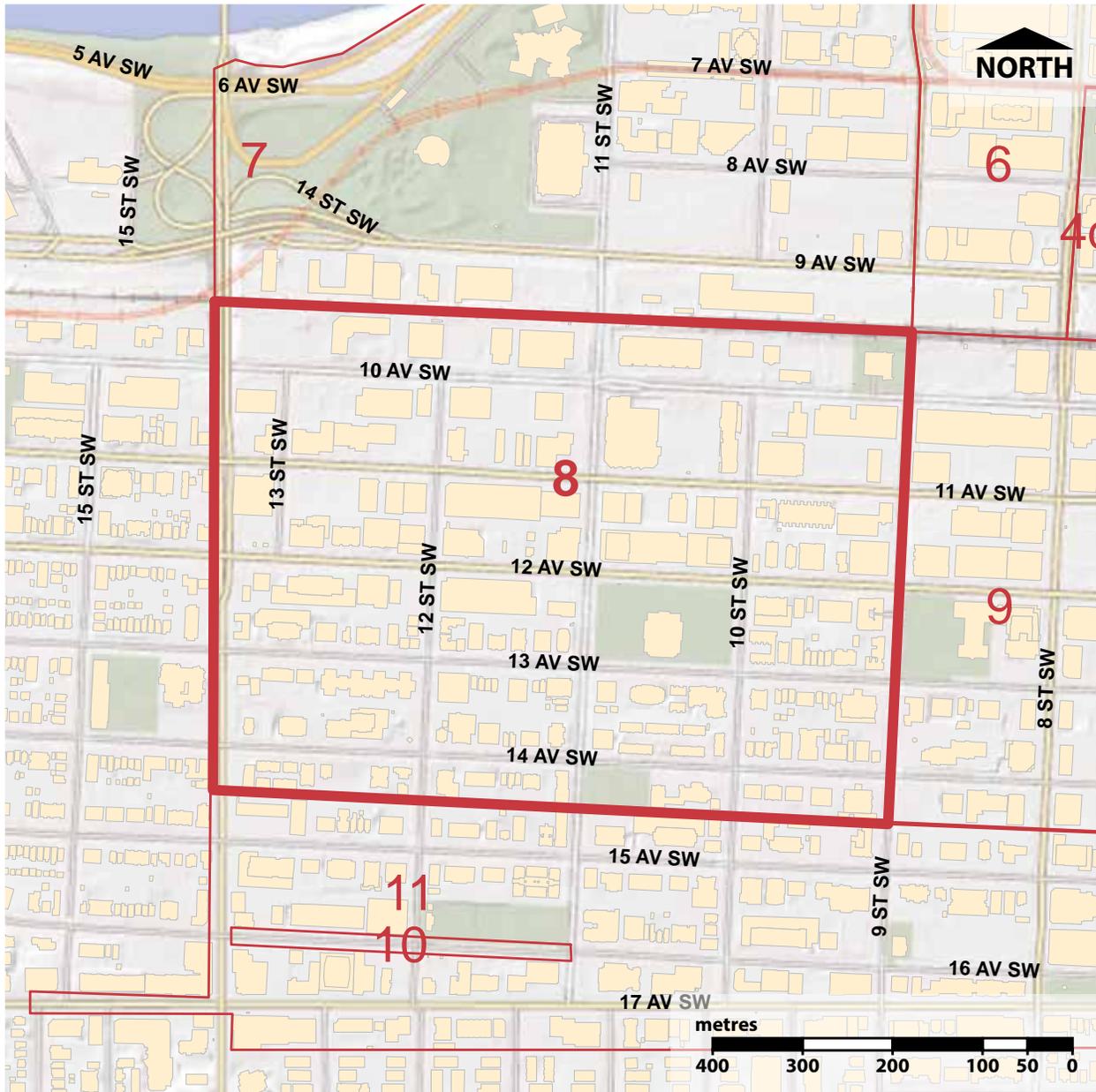
Downtown – West end



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

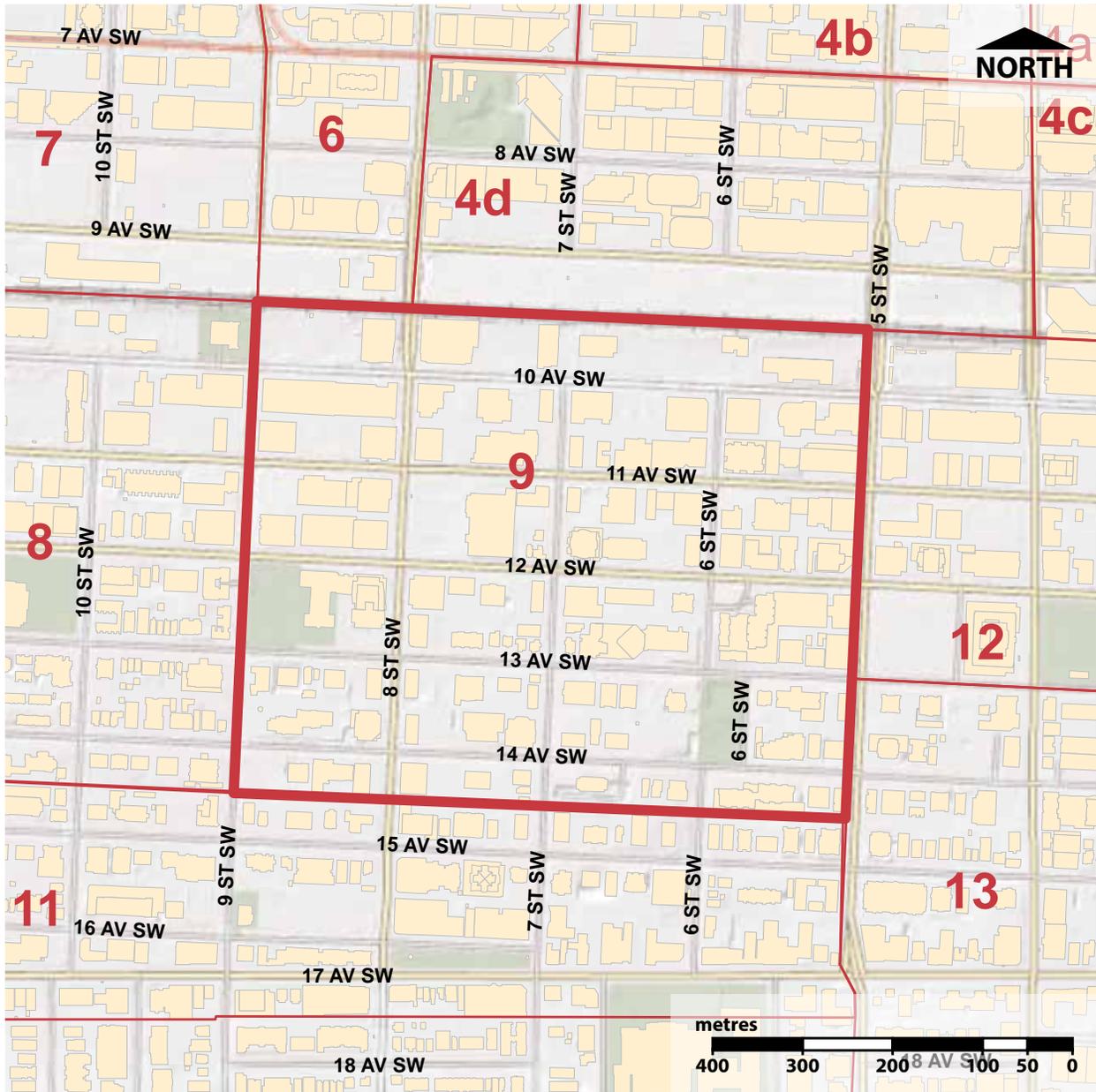
Zone 8

Beltline – West end



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 9
Beltline – West core



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 10

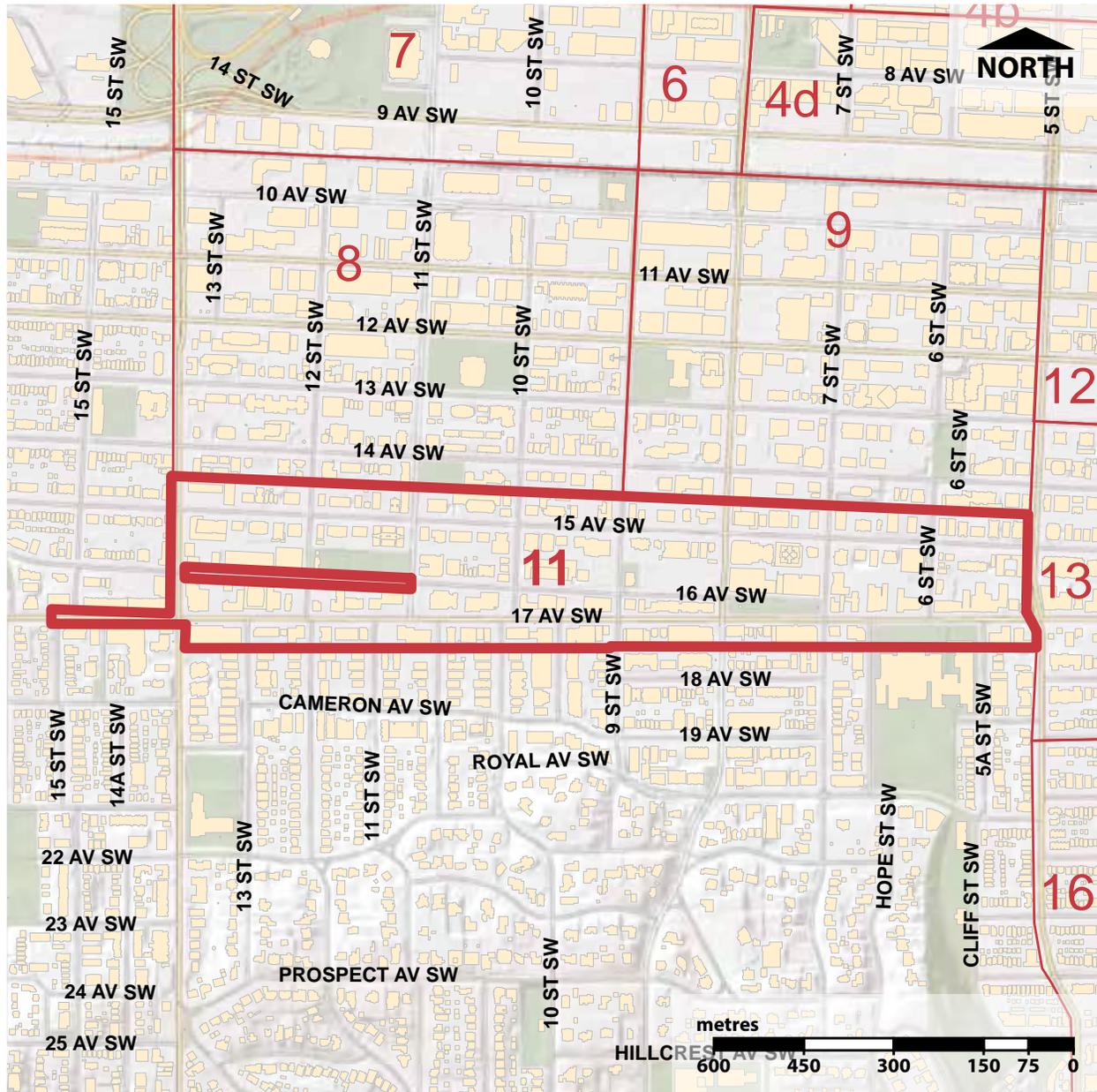
17th Avenue – West long-stay



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

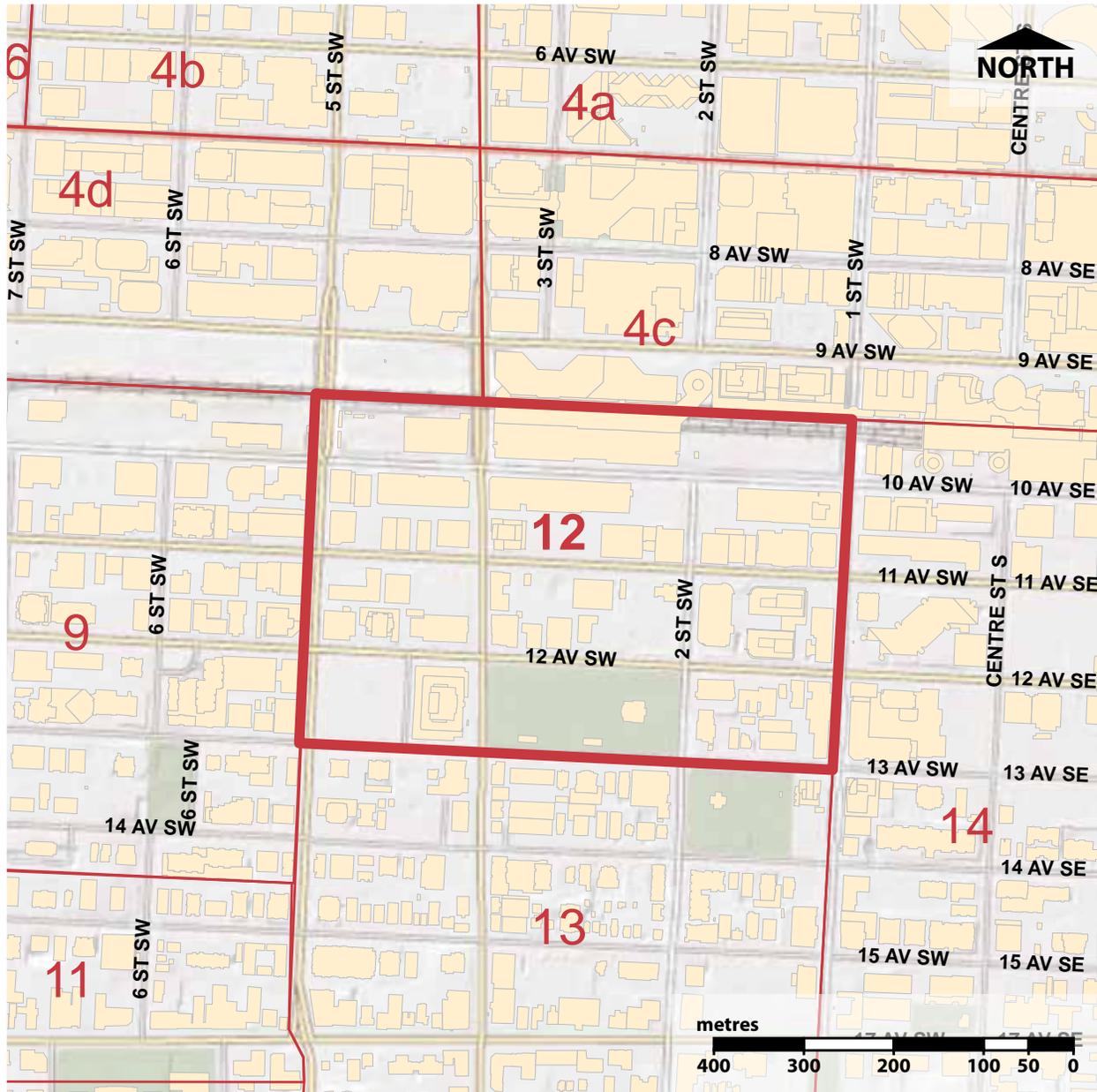
Zone 11

17th Avenue – West



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

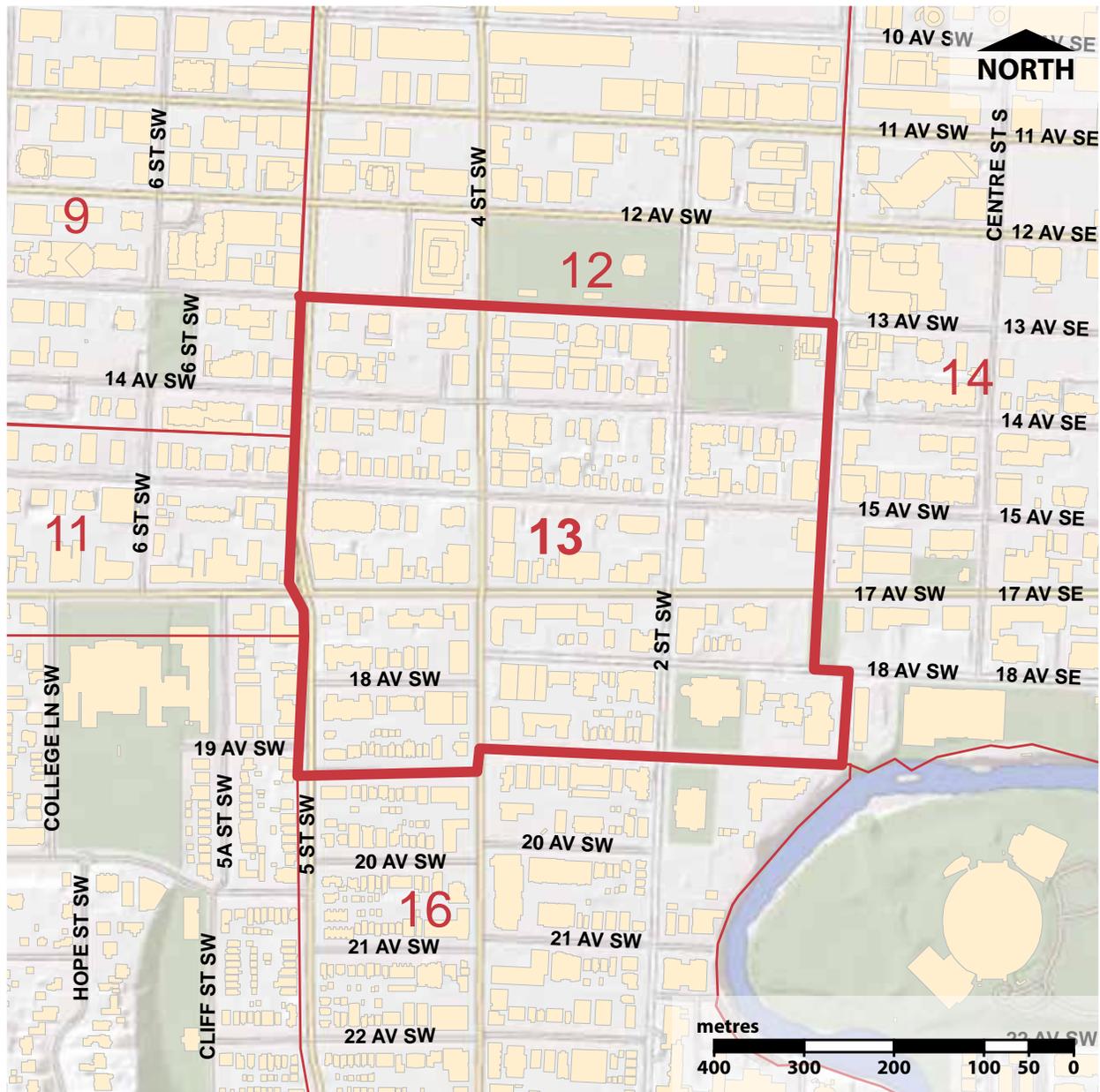
Zone 12
Beltline – Centre



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

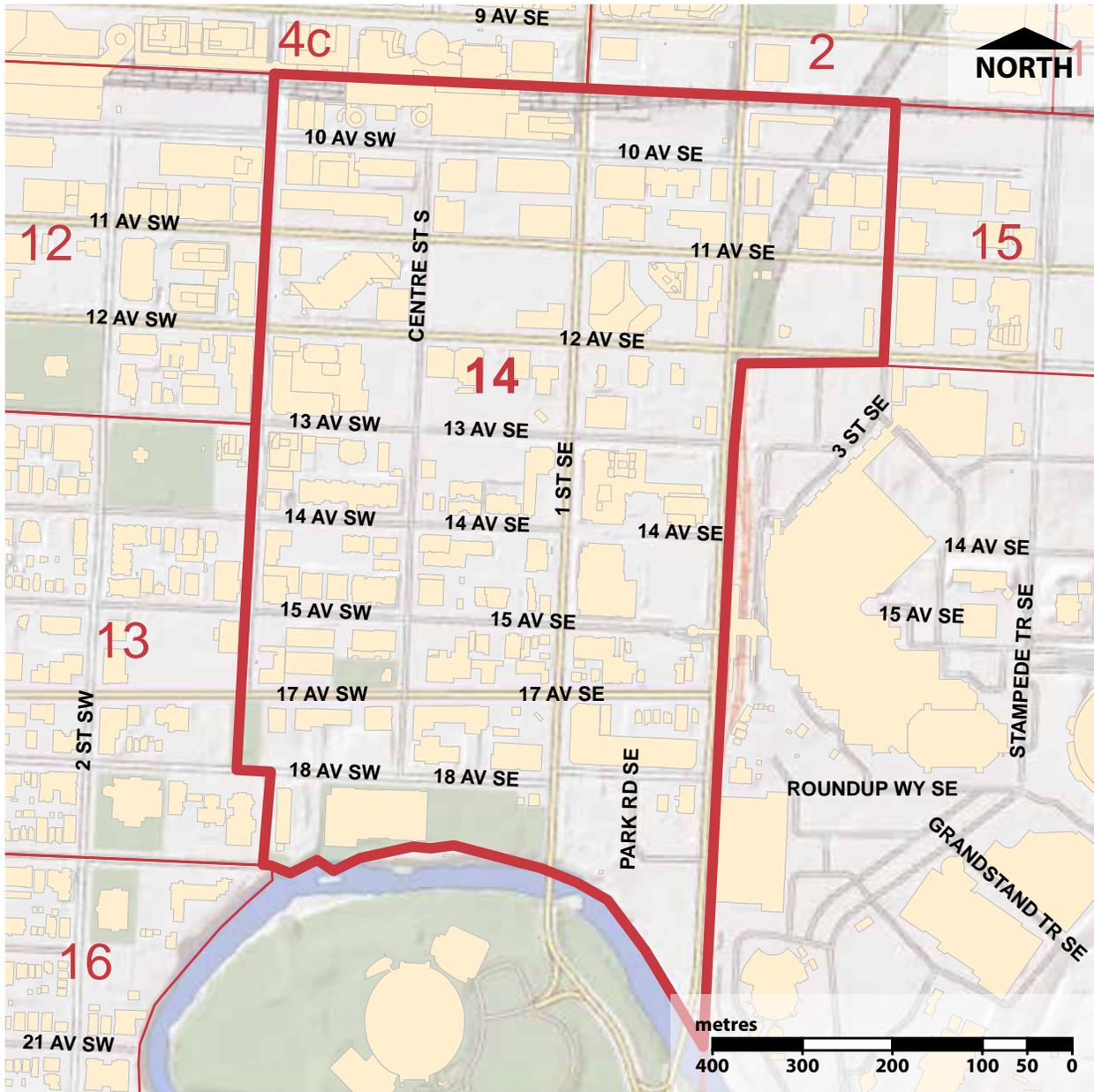
Zone 13

17th Avenue – Centre



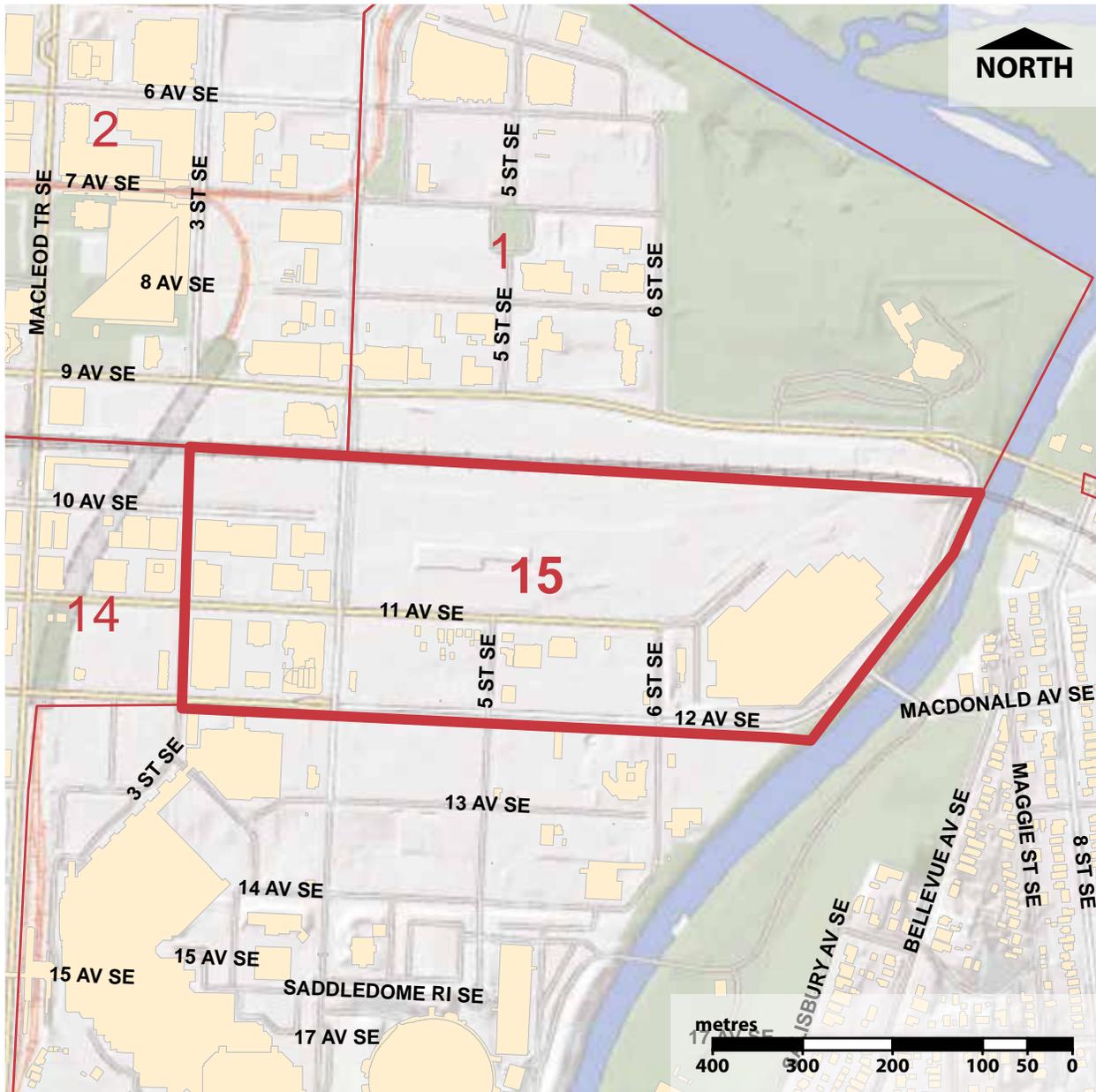
Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 14
Beltline – Macleod



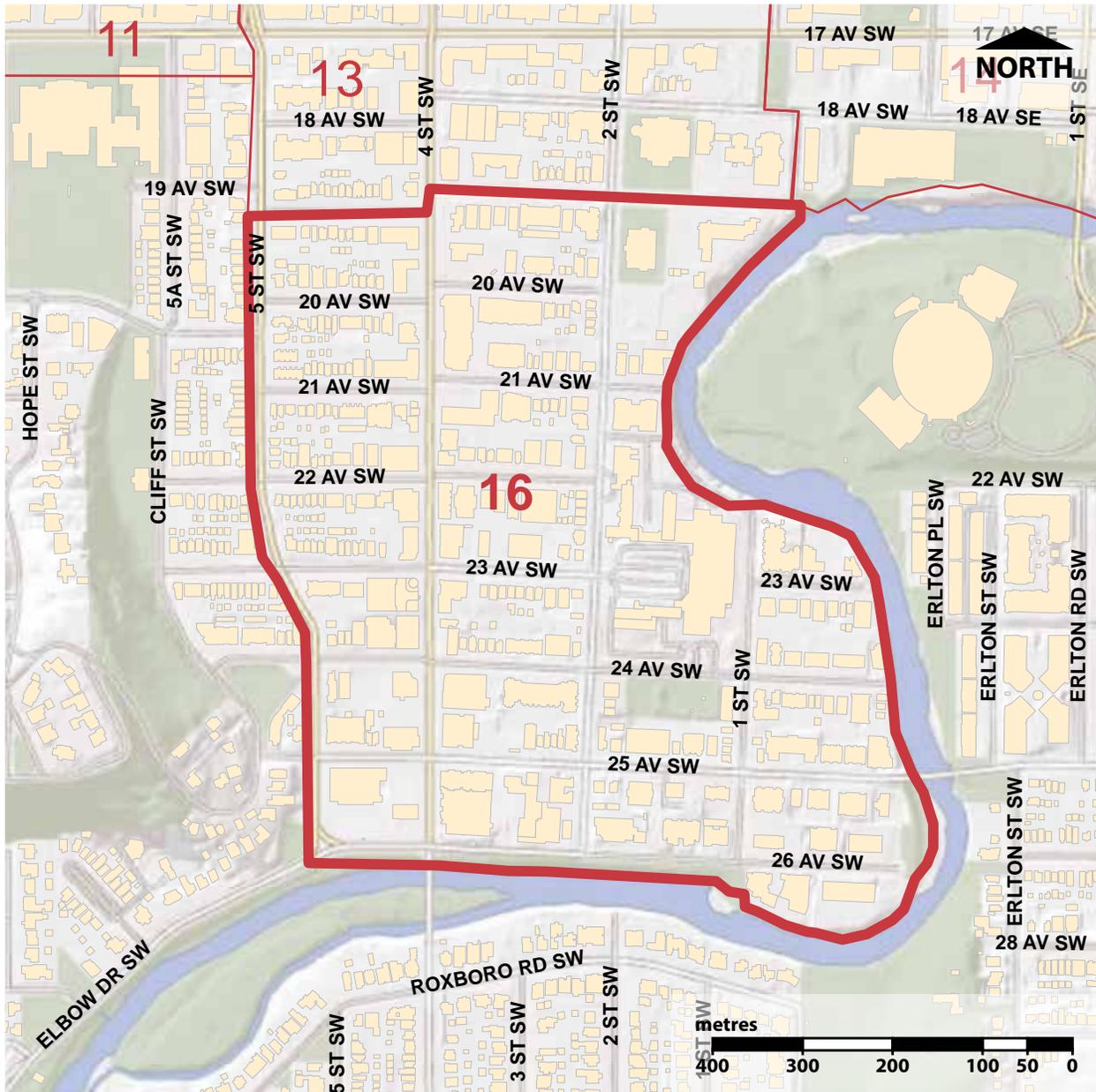
Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 15
Beltline – East end



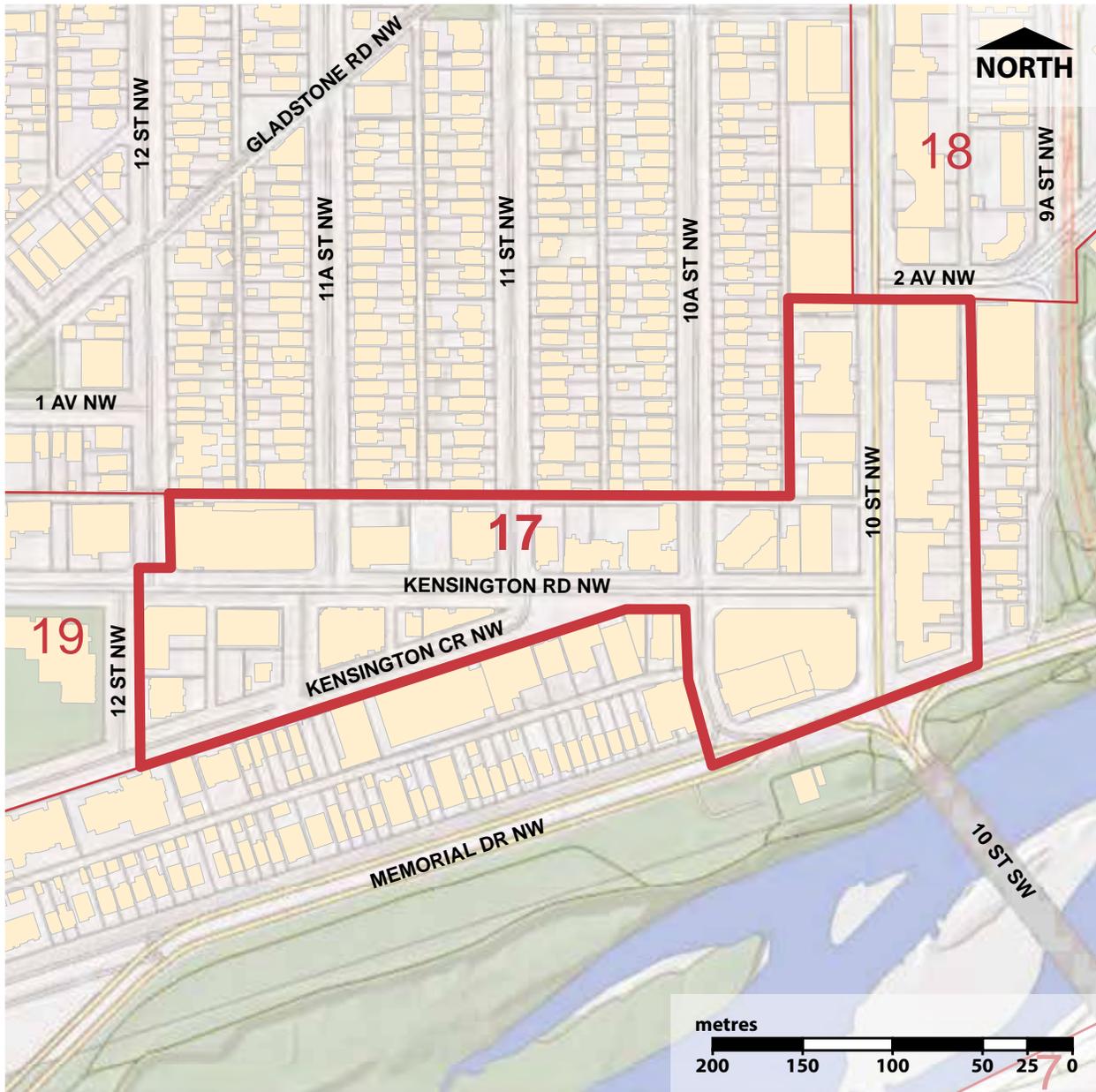
Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 16
Mission



Weekdays	Saturdays	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



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 18

Kensington – 10th Street N.W.



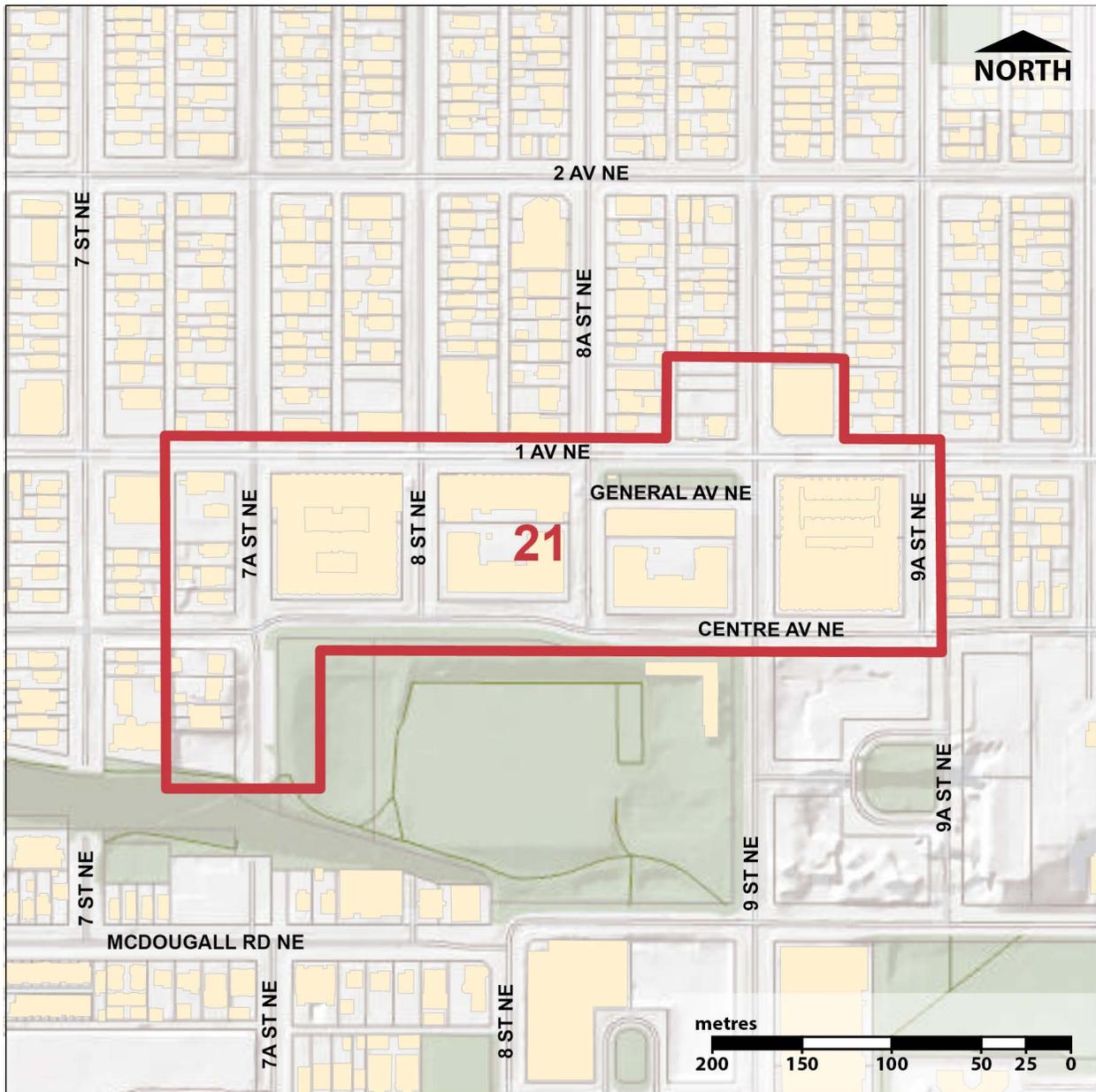
Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 19
Kensington – West



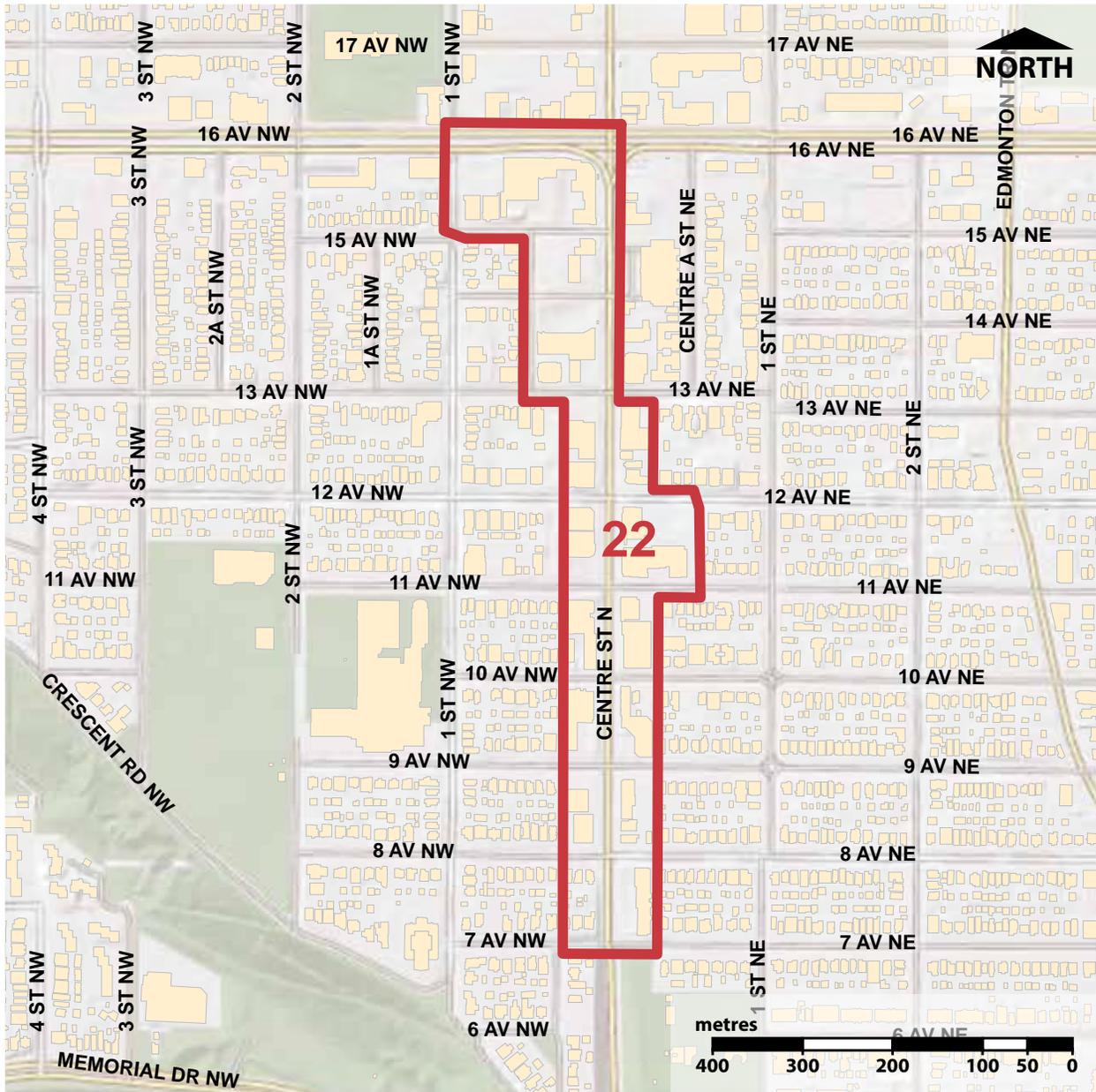
Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 21
Bridgeland



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 22
Centre Street North



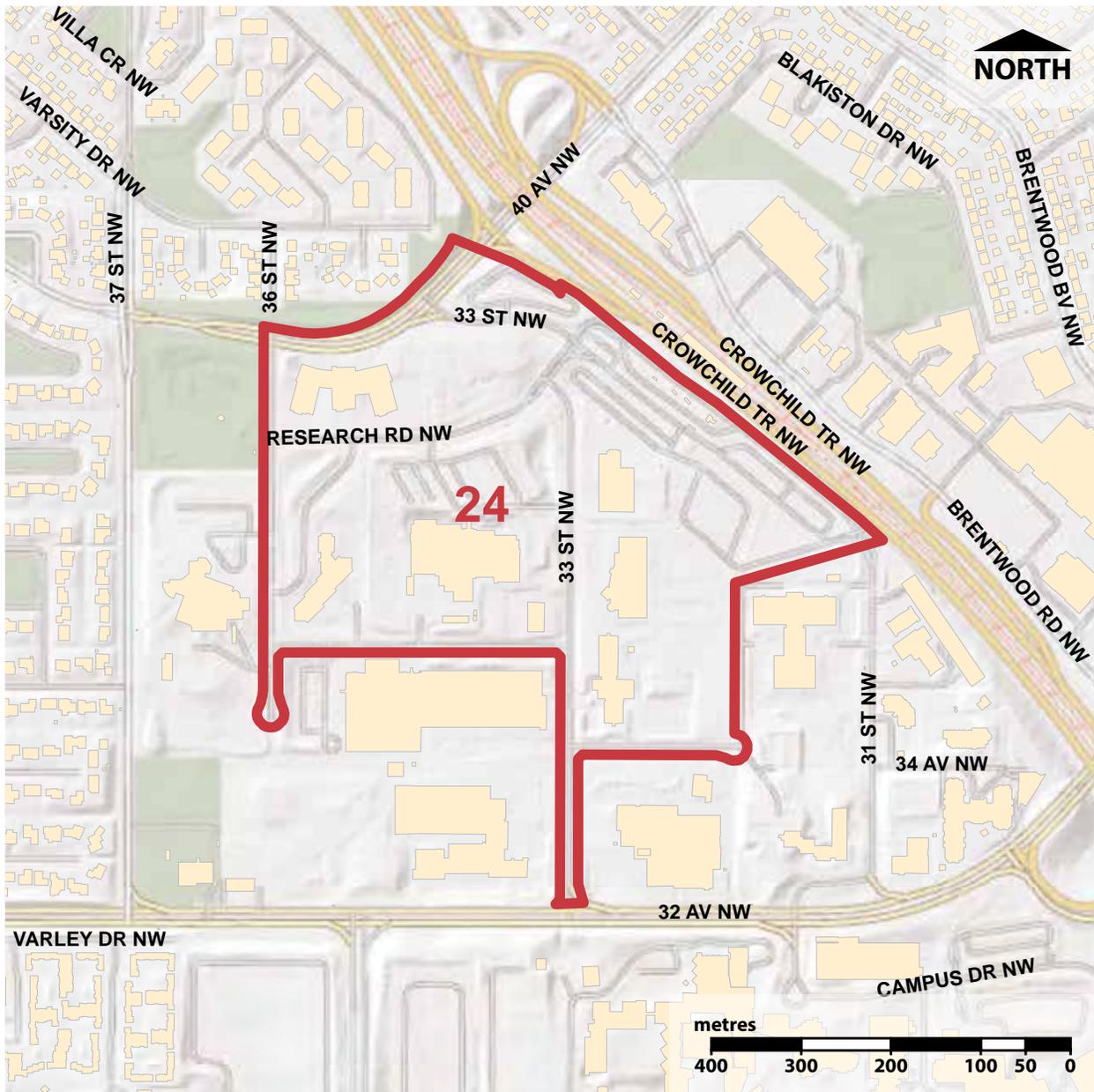
Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 23
Riley Park



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 24
Research Park



Weekdays	Saturdays	Sundays and holidays
09:00 – 11:00	09:00 – 18:00	
11:00 – 13:30		
13:30 – 15:30		
15:30 – 18:00		

Zone 25
Britannia



Weekdays	Saturdays	Sundays & Holidays
09:00 – 11:00	09:00 – 12:00	
11:00 – 13:30	12:00 – 18:00	
13:30 – 15:30		
15:30 – 18:00		

Appendix 2

Parking reduction fee per stall
for Downtown Parking Policy

The purpose of the per stall reduction fee in lieu of providing downtown parking is to fund improvements to other travel options that would be used instead of driving. The objective is to determine a fee rate that considers the cost savings to the development, provides a meaningful contribution to other travel options and is not prohibitively high as to discourage this option. While each building has unique site characteristics, an average cost approach over several scenarios has been used.

To determine the per stall reduction fee for downtown parking stalls, Administration analyzed the per stall costs of three different sized underground prototypical parkades. The goal of the analysis is to isolate the cost of providing an additional parking stall to a development. To do this, it has been assumed that there is no development above the parking.

Three different sized underground prototypical parkades were analyzed (quarter block, half block and full block) to determine the costs. Additionally, costing was analyzed for all levels between one and seven to determine how the fee varied with the depth of the parkade.

For 2016, the range of incremental costs for the three differently sized prototypical parkades are illustrated in the below chart. In general, it was found that cost efficiencies were achieved the deeper the parkade was constructed.

Parkade level	¼ block development	½ block development	Full block development
P1	\$67,100	\$51,000	\$45,700
P7	\$52,400	\$40,300	\$37,300

The average cost of the above scenarios is \$48,967. This value will form the basis of the per stall reduction fee amount.

As the parking reduction fee is meant to provide a meaningful contribution to alternative modes of transportation in the Centre City or LRT parking while still being an economical option for a development, the fee will be set at 90 per cent of the calculated average cost of an additional stall to a development.

Combining the above, for 2016, the per stall parking reduction fee is \$44,070 (90 per cent x \$48,967).

The reduction fee per stall will be indexed to the Calgary Construction Cost Index annually. The reduction fee per stall will be reanalyzed and updated every five years with changes being approved from the General Manager of Transportation.

For example, if the Calgary Construction Cost Index increased by 2 per cent in 2017, the fee would be adjusted as follows:
 Previous year fee x Per cent change in Calgary construction cost index = Current year fee

For this example:
 $\$44,070 \text{ (2016 Fee)} \times 1.02 = \$44,951.40 \text{ (2017 example fee)}$.

The division of the per stall reduction fee contributions between alternative modes of transportation infrastructure in the Centre City and LRT parking is calculated using the mode split information into the downtown during the morning peak. For 2016, the division is 90 per cent to the Centre City and 10 per cent to LRT parking. This shall be recalculated and updated every five years in conjunction with the reduction fee recalculation.

For more information visit calgary.ca
or contact 311.