



## Engage Resource Unit

Downtown Parking Strategy // What We Heard

2016-02-02

### Project overview

The City is reviewing the existing downtown parking strategy to address increasing demand for parking in new office developments. This strategy will look at the total amount of new parking provided, and how cash-in-lieu funds are collected and used. This includes options to build some parking at transit stations and main streets outside downtown, or not collecting cash-in-lieu payments at all.

### Engagement overview

The City held stakeholder workshops on November 17, 18 & 19 and December 21 and Public Open Houses on December 10 & 15 of 2015 to ask citizens and stakeholders for feedback on four scenarios that will help shape a revised downtown parking policy. For those who weren't able to attend the workshops or open houses, an online feedback form was posted from November 13 to December 29 of 2015 to allow citizens and stakeholder to provide feedback on the four scenarios.

### What we asked

At each event and online, the City asked for feedback on the four scenarios by asking participants to respond to three statements for each scenario. Specifically, participants were asked to respond to each statement as it related to that scenario, specifying whether they agreed or disagreed with the statement and why. They repeated this process for all four scenarios. The three statements that participants were asked to respond to for each scenario were:

- New developments would remain feasible and competitive against comparable markets.
- The projected number of stalls per employee for new developments is satisfactory.
- The short-stay parking supply is satisfactory.



## What we heard

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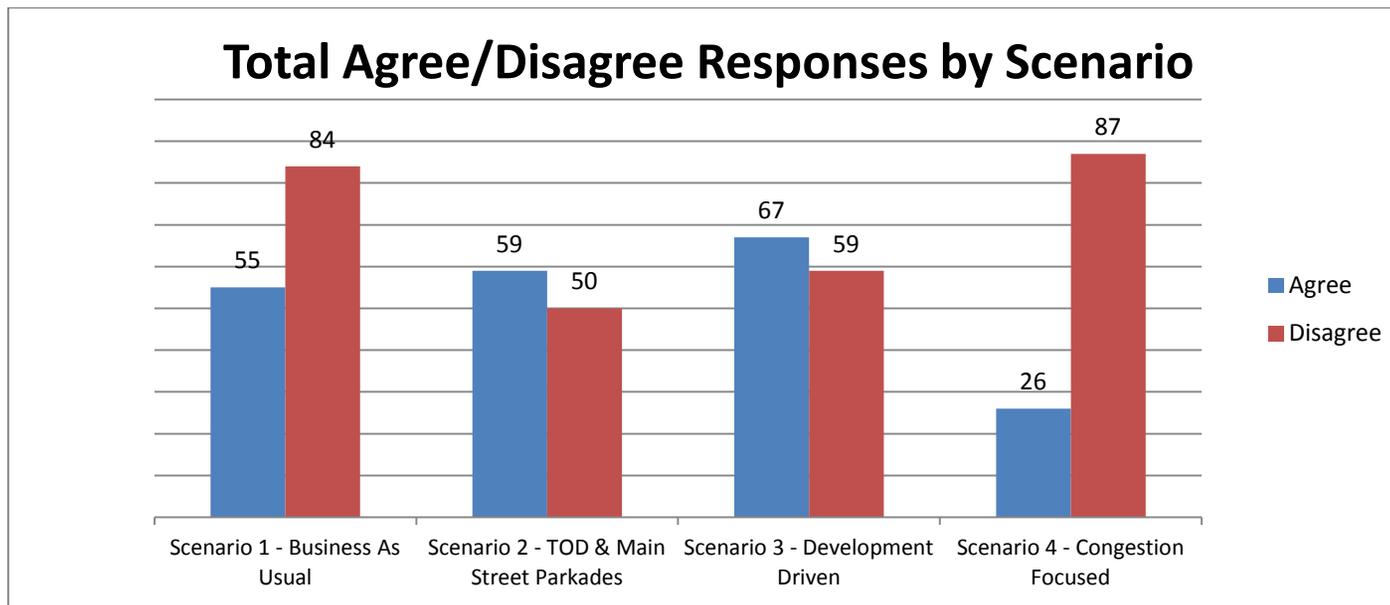
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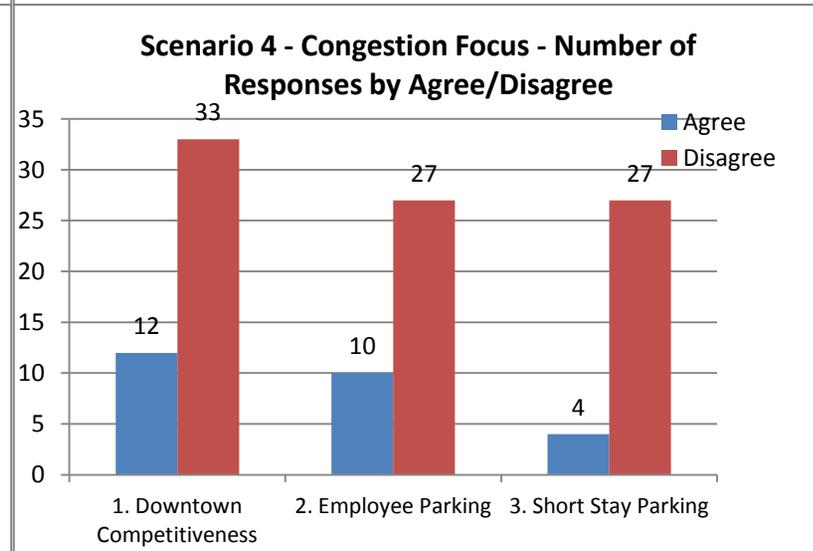
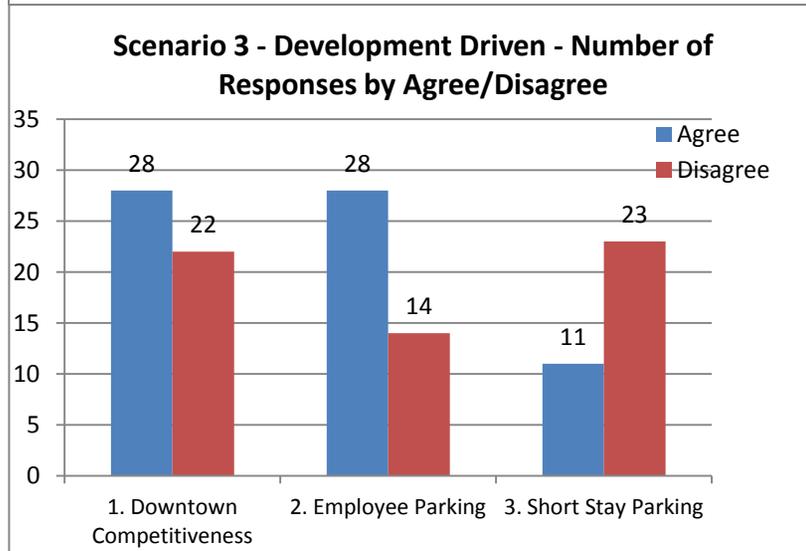
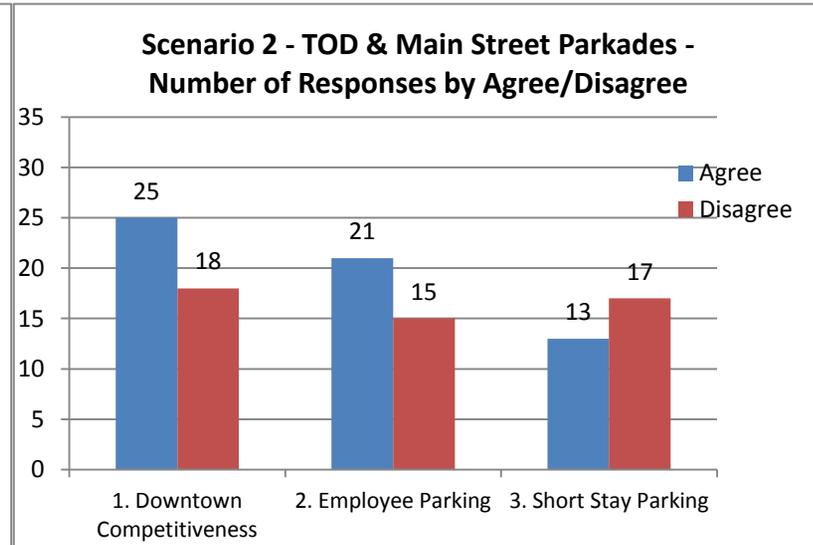
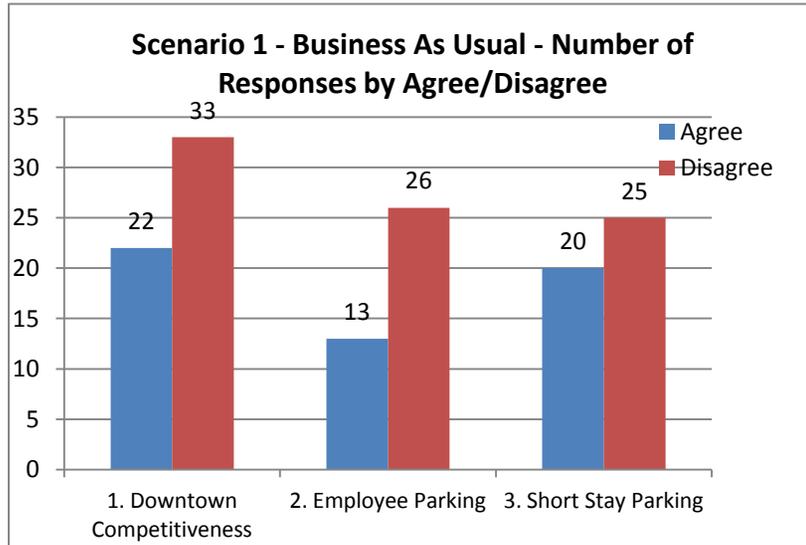
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The information presented here summarizes all of the input that was received throughout the engagement process. There were a total of 487 individual responses collected during the engagement process from in-person events and online. Charts are included to show:

- 1) the total number of agree and disagree responses by scenario; and
- 2) the total number of agree and disagree responses by statement by scenario.

The charts are a useful way to visualize the number of comments from respondents; however, it is important not to view these results as a “vote”.







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### Summary of Input

Responses throughout the engagement process were compiled and grouped into recurring themes. The themes that emerged included equity, financial, location, control, sustainability, parkade construction timing, parking ratio and general parking comments. Below are short descriptions of what these themes refer to.

- Equity: Existing versus proposed conditions and comparing two different market locations (e.g. downtown vs. Beltline).
- Financial: Any financial implications.
- Location: Actual location of parking facilities.
- Control: Control over the construction, provision, maintenance and operation of parking facilities.
- Parkade Construction Timing: The timing of construction of parking facilities.
- Sustainability: The environmental and social impacts associated with The City's sustainability direction.
- Ratio: The actual parking ratio (employees per square metre of office space) suggested in each scenario.

Please note that there were many general parking comments that agreed and disagreed with each statement in each of the scenarios that are not included in the themes summarized in this section. The overall numbers are captured in the What We Heard section of this report. The actual comments are reflected in the Verbatim Comments of this report.

Also, there were general comments that were made throughout the process that were not in response to any of the three statements in any of the scenarios. These comments are captured in the Verbatim Comments section of this report. The general comments were outside the scope of this engagement report, though the project team is aware of and looking at them.

The Summary of Themes by Scenario table below provides an overview of the themes that appeared in the feedback. The themes are listed by scenario and by the statements that participants were asked to respond to in relation to each scenario. The themes are ordered by the frequency of responses in that theme from most to least commonly occurring. Some themes were not mentioned in response to some statements, and so do not appear in the ordered list for that statement.



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Summary of Themes by Scenario								
Statement	Scenario 1		Scenario 2		Scenario 3		Scenario 4	
	<i>Agree</i>	<i>Disagree</i>	<i>Agree</i>	<i>Disagree</i>	<i>Agree</i>	<i>Disagree</i>	<i>Agree</i>	<i>Disagree</i>
1. New developments would remain feasible and competitive against comparable markets.	-Equity -Sustainability -Financial -Location -Control	-Financial -Equity -Parkade Construction Timing -Ratio -Sustainability	-Financial -Ratio -Sustainability -Equity -Location	-Financial -Sustainability -Equity -Ratio -Location -Timing	-Control -Financial -Sustainability -Equity -Location -Parkade Construction Timing	-Financial -Ratio -Sustainability -Control -Equity	-Sustainability -Financial -Equity	-Sustainability -Equity -Financial -Ratio -Control
2. The projected number of stalls per employee for new developments is satisfactory.	-Sustainability -Control	-Ratio -Sustainability -Financial -Location -Parkade Construction Timing	-Ratio -Equity	-Financial -Equity -Ratio -Sustainability	-Control -Financial -Ratio -Sustainability -Equity	-Sustainability -Equity -Ratio	-Sustainability	-Ratio -Sustainability -Financial -Equity
3. The short-stay parking supply is satisfactory.	-Control -Location -Financial	-Sustainability -Control -Financial -Parkade Construction Timing -Location	-Control	-Control -Financial -Equity -Location -Ratio -Sustainability	-Control -Financial -Location	-Control -Sustainability -Financial -Parking Construction Timing		-Control -Financial -Sustainability -Equity -Location



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The themes are listed in the tables below in order of frequency from most to least commonly occurring. The overview provides a summary of the feedback with sample responses identified for each theme. For a comprehensive list of responses, please see the Verbatim Comments.

Scenario 1 – Business As Usual				
Statement 1: New developments would remain feasible and competitive against comparable markets.				
	Theme – Agree	Sample Response	Theme - Disagree	Sample Response
Most Common ^ ^ ^ Least	Equity	Competitive with downtown market but does not reflect challenges with suburban developments	Financial	Parking costs to tenants in the downtown are too high
	Sustainability	Supports development projects with no parking	Equity	Would maintain the current system that puts downtown at a competitive disadvantage to other areas of the city, and other jurisdictions
	Financial	CPA being DT helps to lower parking rates in DT	Parkade Construction Timing	It takes so long for CPA to build a parkade (last one was Centennial; where as much \$\$ as possible was burned up on it)
	Location	Location of downtown office space is attractive	Ratio	Parking ratio not reflective of current and/future trends of intensification of use of this space (ie. more people / m2)
	Control	Controlled by developers as needed	Sustainability	Parking downtown strategy needs to consider transit goals and impact of suburban development vis-à-vis ease of use of transit to get to destination
Statement 2: The projected number of stalls per employee for new developments is satisfactory.				
	Theme – Agree	Sample Responses	Theme - Disagree	Sample Responses
Least Most Common ^ ^	Sustainability	Yes especially with investment in alternate modes of transportation into the downtown core	Ratio	1 stall / 140m2 is not sufficient given current office density; Should be 1 / 120m2
	Control	It creates options to parkers for who provides the service (ie. CPA, Impark, etc)	Sustainability	Future model of mixed use development doesn't meet needs



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			Financial	We need more available parking downtown at lower rates than is currently available
			Location	1/2 of the total stalls built are not under the buildings that are generating the demand
			Parkade Construction Timing	CPA lags development cycles
<i>Statement 3: The short-stay parking supply is satisfactory.</i>				
	<b>Theme – Agree</b>	<b>Sample Responses</b>	<b>Theme - Disagree</b>	<b>Sample Responses</b>
Most Common ^ ^ ^	Control	CPA providing short-term parking is important to the vitality of retail tenants and those coming downtown for meetings	Sustainability	Bike lanes have had a negative impact
	Location	Short stay close; A+C venue at night and evening is available	Control	Only if built by CPA
	Financial	AS LONG AS NEW CPA PARKADES ARE BUILT WITH THE DEVELOPERS MONEY	Financial	There is currently not enough short stay parking downtown and it is too expensive. Usually I try to schedule meetings outside of downtown to save other people the additional time and expense.
			Parkade Construction Timing	The CPA needs to miss its deadline commitments for developing new parking (waits too long)
Least			Location	We could have little more - probably best to be on street parking instead of structured



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Scenario 2 – TOD & Main Street Parkades				
Statement 1: New developments would remain feasible and competitive against comparable markets.				
	Theme – Agree	Sample Responses	Theme - Disagree	Sample Responses
Most Common    ^	Financial	Allows greater stalls to drive greater revenue	Financial	Developers still paying costly fees to build parking without financial return
	Ratio	This is an improvement over the existing policy with increased parking ratio and greater opportunity for on-site parking	Sustainability	Promotes development in TOD and makes TOD more appealing to motorists
	Sustainability	Agree - more likely to commute downtown via transit not too far from core	Equity	Puts new development at a disadvantage
	Equity	Bylaw allowable parking consistent with Beltline	Ratio	60/40 still doesn't match parking stalls with the source of the demand
	Location	If your goal is to force development of offices outside of the core, then this policy of increasing density will be successful in doing that and is a more realistic number to use for current employees per square foot calculations	Location	This is a better option, but parking stalls need to be convenient. I don't want to park blocks away from somewhere and have to walk the rest of the way!
^			Timing	Disagree. The cash-in-lieu program continues to prejudice the downtown building in terms of accessibility and ready access to parking for employees. Uncertainty over construction timing of new City parking facilities is a major hurdle.
Least				



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<i>Statement 2: The projected number of stalls per employee for new developments is satisfactory.</i>				
	<b>Theme – Agree</b>	<b>Sample Responses</b>	<b>Theme - Disagree</b>	<b>Sample Responses</b>
Most Common	Ratio	Ratio of 1:90m2 is more reflective of tenant demand	Financial	Supply is inadequate; Cost for users per stall remains too costly
	Equity	It may allow for more parking availability globally that accomodates overall city growth	Equity	Needs to be shared use parking facilities
	^		Ratio	what is the goal for employees per stall? This looks like the ratio would be about 10:1
	^		Sustainability	This increase in stalls per employee would induce demand and lead to further congestion. Trips should instead be shifted to other modes to meet City policies. New parking facilities outside of the Downtown may induce more transit trips, but this would be more than offset by increased Downtown parking.
Least	^			
<i>Statement 3: The short-stay parking supply is satisfactory.</i>				
	<b>Theme – Agree</b>	<b>Sample Responses</b>	<b>Theme - Disagree</b>	<b>Sample Responses</b>
Most Common	Control	Short stay parking demand is typically reverse of business use (evenings & weekends plenty of available parking) ; Do not manage or control, let the market respond	Control	More short stay stalls should be provided in existing CPA facilities.
	^		Financial	Unless some CPA funds are used in downtown
	^		Equity	Needs to be shared use parking facilities
Least	^		Location	Not sure if it's a good idea to pull the focus away from downtown, when it is just starting to become more vibrant. Some TOD/main street development is OK, but I think it



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			should be balanced with providing enough parking to keep people coming downtown.
		Ratio	The ratio of short-stay stalls shared be at least maintained
		Sustainability	too many stalls taken by cars2go and cycle track

### Scenario 3 – Development Driven

*Statement 1: New developments would remain feasible and competitive against comparable markets.*

	<b>Theme – Agree</b>	<b>Sample Responses</b>	<b>Theme - Disagree</b>	<b>Sample Responses</b>
Most Common ^ ^ ^ Least	Control	Plan is market driven. Private developers are better positioned to respond to market needs	Financial	Increased stall cost upfront may be too high (may still need cash-in-lieu sometimes)
	Financial	More revenue to property	Ratio	Disadvantage would be if you had to build out 100%, may not be feasible or practical.
	Sustainability	Although this might have an impact on traffic congestion, I believe with better traffic light coordination and proper planning of CT Train traffic at intersections this is a viable option	Sustainability	Could be a penalty for leed consideration
	Equity	More competitive in beltline TOD if these areas remain as-is without a CIL provision in them	Control	No public policy control (congestion / modal split)
	Location	This is definitely the best option. I want to be able to park at my destination! Traffic congestion wouldn't be a problem if lights were synchronized properly, and road systems were designed properly	Equity	Old developments built under restrictions would not be competitive with new developemnts
	Parkade Construction Timing	agree due to the lack of public parking being developed in the downtown area		



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<i>Statement 2: The projected number of stalls per employee for new developments is satisfactory.</i>				
	<b>Theme – Agree</b>	<b>Sample Responses</b>	<b>Theme - Disagree</b>	<b>Sample Responses</b>
Most Common ^ ^ ^	Control	Short stay parking management is an opportunity	Sustainability	Public parking policy should provide parking along transit lines
	Financial	Short term accessibility ; Additional revenue generation through increased stall availability	Equity	Ratio of stalls should be reflected in suburban as well as downtown to keep both areas competitive
	Ratio	1/105m2 is closer to market VS 1/140m2	Ratio	Parking ratio still inadequate to service demand - parking lots fill today at 1/140m
	Sustainability	Maintains number of new stalls downtown while encouraging people to commute downtown by alternative means		
	Equity	Agree. This will provide fewer stalls than suburban locations but within acceptable tolerances for tenants weighing pro/cons of location/access/central to all quadrants of employees.		
Least Common				
<i>Statement 3: The short-stay parking supply is satisfactory.</i>				
	<b>Theme – Agree</b>	<b>Sample Responses</b>	<b>Theme - Disagree</b>	<b>Sample Responses</b>
Most Common ^ ^	Control	The market will determine the appropriate supply of short stay ; on addition the City has imposed short stay requirements upon new developments	Control	Downtown strategy needs to include allowance for private developers to provide short stay parking
	Financial	Opportunity for pick-up revenue	Sustainability	Access and egress issues are becoming more challenging as traffic lanes are removed to accommodate transit alternatives (bike lanes)
	Location	Eliminate the zones downtown for short stay parking, not cars on streets during rush hour	Financial	This model could drive up cost and/or reduce opportunities for short-stay parking in Centre City.
Least Common				



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			Parking Construction Timing	As with all three scenarios portrayed by the three questions asked by the Calgary parking authority (or whomever created this questionnaire) none of the three situations addresses the short term parking situation as there are not enough parking stalls in the interior core of downtown because the Calgary Parking authority has not kept up with their own proposed mandated standards and they have completely failed to build any parking structures on the outskirts of the downtown core
<b>Scenario 4 – Congestion Focused</b>				
<i>Statement 1: New developments would remain feasible and competitive against comparable markets.</i>				
	<b>Theme – Agree</b>	<b>Sample Responses</b>	<b>Theme - Disagree</b>	<b>Sample Responses</b>
Most Common ^ ^ ^	Sustainability	Encourage public transit / alternate modes of transportation into/out of core. Tenants continually conditioned to accept tight parking and "forced" to consider not driving	Sustainability	The concept of minimized congestion is flawed given the density of development that can be achieved long term in the core
	Financial	Much better parking competitiveness (for) employee, consumers	Equity	New downtown developments would continue to be at a disadvantage to suburban locations, unless similar restrictions are placed on them
	Equity	This improves the economics of suburban developments	Financial	Will decrease potential parking revenue for existing landlords
Least			Ratio	No because parking is pushed out of core; Existing buildings with greater parking ratios would get better rates



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			Control	Parking is tenant driven. Landlords respond to tenant needs + build accordingly. Developers may therefore be disadvantaged in securing lease commitments. Combined with long time frames for CPA to build new parkades to accommodate parking demand, and tenants may seek alternate locations
<i>Statement 2: The projected number of stalls per employee for new developments is satisfactory.</i>				
Most Common ^ ^ ^ Least	<b>Theme – Agree</b>	<b>Sample Responses</b>	<b>Theme - Disagree</b>	<b>Sample Responses</b>
	Sustainability	As the City emphasizes TODs and alternative means of transportation into downtown, this plan will encourage people to leave their cars at home	Ratio	Tenant density has increased with demand for parking exceeding current 1:140m2
			Sustainability	Parking in TOD and main street areas does not satisfy demand from tenants in downtown that occupy the development
			Financial	Stall capacity is inadequate; Stall cost still too high
			Equity	No, not compared to recent developments
<i>Statement 3: The short-stay parking supply is satisfactory.</i>				
Most Common ^ ^ ^ Least	<b>Theme – Agree</b>	<b>Sample Responses</b>	<b>Theme - Disagree</b>	<b>Sample Responses</b>
			Control	Restrictions on parking stall construction by developers will see the downtown visitor underserved with open parking stalls.
			Financial	Inconvenient; Minimal revenue generation from turnover traffic
			Sustainability	Transit is not always an option
			Equity	This would only help short-stay public parking in specific downtown and suburban areas
		Location	I think it is important to provide some degree of convenient parking to keep people coming downtown outside of business hours.	



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### Next steps

Next steps in the process include:

- sharing the What We Heard Report with the public and stakeholders;
- project team will consider the feedback in the project to make some project decisions;
- a Final Engagement Report that will include how the feedback was used in the project;
- it is anticipated that the project report will be presented to the Standing Policy Committee on Transportation and Transit in spring of 2016.



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### Verbatim Comments

<b>Scenario 1 – Business As Usual</b>	
Given the scenario presented, please indicate whether you agree or disagree with the following statements and why.	
<i>New developments would remain feasible and competitive against comparable markets.</i>	
Agree	Disagree
Because this is the way things are now. The market will remain the same.	New developments downtown would not have similar parking ratios to existing stock
Convenience of short stay parking	It takes so long for CPA to build a parkade (last one was Centennial; where as much \$\$ as possible was burned up on it)
Cash flow opportunities	Not competitive with existing buildings that provide higher parking ratios
Controlled by developers as needed	Parking ratio not reflective of current and/future trends of intensification of use of this space (ie. more people / m2)
Since there is no change, new developments would have the same advantages and disadvantages as current ones	Cash-in-lieu is a change on development that is not directly tied to that particular development (ie. weak nexus between change and benefit)
Yes, competition in keeping with current approvals	Not the highest and best use of downtown lands
Competitive with downtown market but does not reflect challenges with suburban developments. TOD would need similar restrictions	Developers/owners are still funding projects that may not benefit them directly
Does contribute to greener opportunities	Parking in suburbs is stronger and cheaper (huge cost for tenants)
Location of downtown office space is attractive	More people need per sq. ft. now
Agree	Parking costs to tenants in the downtown are too high
Agree	Most existing buildings were built under exceptions to the cash-in-lieu rule
The CPA can partner with BRT's and other civic partners to enable availability outside office tower business hours	Parking in the buildings is insufficient given the increasing people loads in the buildings. Occupancy / SF has been increasing since its policy came in
Supports development projects with no parking	Would maintain the current system that puts downtown at a competitive disadvantage to other areas of the city, and other jurisdictions
CPA being DT helps to lower parking rates in DT	Developers lose ability to generate a return from parking component - inhibiting profitability
The current parking policy functions well and is used as an	New developments need to attract tenants. Tenants dictate (to a degree)



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effective example in other cities.	parking to retain/attract employees. CPA would need to step up sooner to build parkades to offset the reduced parking in new buildings.
AS LONG AS NEW CPA PARKADES ARE BUILT WITH THE DEVELOPERS MONEY	Parking downtown strategy needs to consider transit goals and impact of suburban development vis-à-vis ease of use of transit to get to destination
Yes	Ignores the market requirements which deters building downtown
yes	Strategy has led us to the highest parking rates in North America; Doesn't make Calgary cost competitive
Agree	Potentially not as competitive with developments and parking in the beltline
agree	The existing scenario limits the advantage of being a downtown business or landlord. Higher parking rental rates and limited supply is a higher cost for employees and employers. Lots of people don't want to work downtown because of parking costs.
It's difficult to answer this question without knowing the parking rates in comparable markets. However, I would think that there are other benefits to being located downtown that can be weighed against a comparative shortage of parking. Developers can be creative if they need to and focus on other incentives like the proximity to transit and other downtown amenities.	cost to park in the core is prohibitively high, tenants already look for relief outside the core
Model has worked for many years, if congestion increased by adding new stalls developments might not be as competitive	The majority of developments require parking facilities and will continue to do so.
	Disagree. Suburban locations offering superior parking ratios attract more tenants every year for reasons of accessibility, lifestyle and family logistics.
	Already not competitive against suburban developments and with 2nd highest parking rates in North America, not competitive with other markets.
	We need more available parking downtown at lower rates than is currently available
	Disagree
	There are already too few parking stalls per office tower and apartment buildings
	The system is rigged
	Companies are leary about building projects when they are not allowed to provide enough parking stalls
	the number of stalls should be increased. this will increase building revenue



	<p>allowing for offsets in direct tenant costs</p> <p>The number of stalls provided in the current scenario is too low for the number of employees that are in typical office environments. As an Engineer directly involved in the planning of high-rise downtown office buildings, the number of parking stalls per office worker has steadily declined each year due to increase in density required to meet competitive business use of space. Also, while the Commercial properties continue to expand, the Calgary parking authority is not building parking structures to keep pace nor are they building them within the exterior perimeter of the downtown core along transit lines as they proport to do. The result is fewer parking stalls per employee each year that drives up costs for employees and has made Calgary one of the most expensive cities to park in within North America. A recent trip to SanFransisco and Vancouver allowed me to find easier parking for less money, then paid in Calgary and their traffic problems are worse than ours, but only outside of the downtown core..... where roads are choked.... so the argument that decreasing commuter traffic by increasing cost of parking is not working in Calgary and does not exist in other cities where populations are greater and space is more of a premium than it is in Calgary. What Calgary needs is more parking structures built in the beltline along LRT stations that then allow free transit into the downtown core if they want to match the "proported requirements" of the parking strategy.... but the Parking authority has utterly failed in this endeavor.</p>
	<p>What are the boundaries for cash in lieu stalls, is it all of downtown, there seems to be the opportunity to move the needle, not all developments are equal</p>
	<p>I am not sure what this means - if it is referring to the the current regulations or the proposed change but if it is referring to the proposed change I disagree</p>



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<i>The projected number of stalls per employee for new developments is satisfactory.</i>	
Agree	Disagree
This would supply some stalls downtown	Current parking strategy doesn't adequately address parking demands. Maintaining status quo offers no new solutions
We have room	There are not enough stalls per employer, this scenario provides no improvement
It creates options to parkers for who provides the service (ie. CPA, Impark, etc)	No, because currently there is not enough supply in the core to meet demand
More trips need to shift to transit and active modes. Increasing the number of stalls does not achieve this.	This does not allow for more stalls to provide for more density
Agree	All scenarios should be 1 stall / 90m2
YES	1/2 of the total stalls built are not under the buildings that are generating the demand
Yes	1/3,500 is insufficient because office population density has changed 1/350/SF → 1/225/SF
yes	Why designate the ratio @ 1:1,500 ? Let's make it a range
Yes especially with investment in alternate modes of transportation into the downtown core.,	CPA lags development cycles
Agree	Transit is operating at a close to maximum capacity at the peak hours
Sure. Everyone has to make compromises to live in the city they want to have.	Stalls provided in new developments is inadequate
Yes	Future model of mixed use development doesn't meet needs
	Not reflective of real number of employees
	Current calculation is not reflective of the typical density in offices today
	1 stall / 140m2 is not sufficient given current office density; Should be 1 / 120m2
	Doesn't reflect change in number of employees per square foot
	it is too low
	Calgary is a growing City and will continue to grow in the future requiring more people to come downtown.
	Disagree. Corporate densification is constantly increasing. Calgary's historically low density in the Oil patch companies is changing with more companies each year moving to open plan work stations with more



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	employees per 1,000 sq.ft.
	Second highest rates in North America would lead one to think that the supply is inadequate under the existing.
	We need more available parking downtown at lower rates than is currently available
	There are already too few parking stalls per office tower and apartment buildings
	It is inadequate
	New developments do not currently provide enough parking stalls for their tenants and clients. The inadequacy of parking stalls in the downtown core has resulted in unacceptably high costs for those wishing to park their vehicles downtown
	This needs to be increased to accommodate the number of people working downtown with longer commutes
	The density of employees continues to rise in new buildings and yet the Calgary parking authority has not kept up to even the outdated density numbers that it reports to use from decades ago, so the Parking authority has completely failed to meet its own targets and that doesn't even take into account that their targets are far below the Economic reality of modern density figures that should be used..... therefore the number of stalls per employee is way too low and Calgary parking needs to increase parking spaces immediately if it wants to even start to keep up with demand as new buildings come online in the downtown core over the next few years
	no should be higher
<i>The short-stay parking supply is satisfactory.</i>	
<b>Agree</b>	<b>Disagree</b>
Because it increases short term stay parking	Does not ↑ short stay term enough
Short stay is generally looking after itself	This would not help with short stay supply enough
CPA providing short-term parking is important to the vitality of retail tenants and those coming downtown for meetings	Only if built by CPA
I've always found it easy to find a stall	Current short stay parking is not sufficient. This option may help to improve that.
Agree!	Short-stay supply could be increased by selling CPA surface lots to private



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	developers and taking back stalls within that development / or CPA-managed short-stay parking
Short stay close; A+C venue at night and evening is available	Short stay parking being used by Car-2-go is not addressed in current policies
We have lots of short stay	Short stay parking provided by the CPA theoretically good, but need to actually continue to build
Allows City to adjust to short stay demands from the market	Car-to-go has had an impact
Short stay / shared parking for downtown retail stores + restaurants	Bike lanes have had a negative impact
More control over short term stay parking which is positive for downtown	More required for tele-commuters (in office shorter / off hours - transit less viable)
I seem to always find a spot	Never enough short-stay for transactional business
Partially agree. Regular downtown visitors learn of parking opportunities. Infrequent visitors have a difficult time finding parking stalls on street or in non-time restricted zones (ie rush hour tow-away).	My tenants report that their clients during busy hours do not have enough short stay parking
Agree	The CPA needs to miss its deadline commitments for developing new parking (waits too long)
AS LONG AS NEW CPA PARKADES ARE BUILT WITH THE DEVELOPERS MONEY	There is currently not enough short stay parking downtown and it is too expensive. Usually I try to schedule meetings outside of downtown to save other people the additional time and expense.
this seems adequate currently.	One of the reasons that citizens are not coming to downtown to attend events and visit restaurants is that there is not enough reasonable parking available
Yes	Short stay could be expanded within existing Calgary Parking Authority structures.
yes	too many Car 2 Go vehicles using up on street parking.
Yes there is sufficient short stay parking. The CPA should eliminate all the zone in downtown and treat it as one zone. That would permit a bit of flexibility and you could get rid of all the sign pollution cluttering the streetscape	We need more available parking downtown at lower rates than is currently available
We need to continue growing the short-term parking supply throughout the Centre City	too many short stay spots are consumed by cars2go and cycle track
	It is not



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	Short-stay parking is NOT satisfactory, and long term isn't either!
	Not even close to being satisfactory as the Calgary parking authority has not built any significant parking structures in years and even when they did build them, they were using outmoded and incorrect density calculations. Combine that with bike lanes and other activity which has decreased onsite temporary parking spaces, we are worse off now than we have ever been for short stay parking..... the only saving grace is private parking that is on temporary empty lots, but those are over priced (some are \$45/2hrs) and most are unsafe due to temporary surfaces that fill with water that freeze and are dangerous to walk on..... totally unsuited to fill in the huge gaps in parking demand vs supply and has resulted in calgary being one of the most expensive cities to park in for all of North America
	I do not agree. Trying to find a space for a downtown meeting is challanging
	Can be difficult to find during regular working hours - both on-street and in parkades in some locations (e.g. City Hall).
	We could have little more - probably best to be on street parking instead of structured
	no should be higher
<i>General Comments</i>	
<b>Agree</b>	<b>Disagree</b>
Does the City know what it wants the downtown to look like in the future? What are we investing in?	Business as usual isn't the way forward
Supports CPA's long term future in DT ; Return to City	General "people" loading zones required VS can share taxi, delivery truck
No increase in congestion	Lack of parking downtown for buses / large vehicle short + long stay
Like - supports non traditional uses (library/NMU/N3), etc ; Provides certainty of future CPA operations	Need traffic measures for inner city communities
Limits number of stalls. A lot of work has gone into industry 'accepting' these standards, don't go backwards in terms of policy/supply	Cash-in-lieu stall locations (if intent is to reduce congestion and perhaps increase transit, place stalls in strategic locations to intercept drivers and reduce traffic downtown + feeder roads)



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<b>Scenario 2 – Office, TOD and Main Street Parkades</b>	
Given the scenario presented, please indicate whether you agree or disagree with the following statements and why.	
<i>New developments would remain feasible and competitive against comparable markets.</i>	
Agree	Disagree
I think this would be good because it would allow the few large sites remaining to build a lot more stalls	Developers still paying costly fees to build parking without financial return
Properties would be competitive in leasing as tenants like to maximize parking; increased stalls improves leasing	Puts new development at a disadvantage
Typical office density (tenant population) has increased, so a corresponding increase in parking stalls would be beneficial	Cash from core supports TOD & US
This is an improvement over the existing policy with increased parking ratio and greater opportunity for on-site parking	Promotes development in TOD and makes TOD more appealing to motorists
Allows greater stalls to drive greater revenue	60/40 still doesn't match parking stalls with the source of the demand
The ratio is aligned with current statistics (ie. employees/m <sup>2</sup> ); the 60/40 cash-in-lieu split is better but it still doesn't address the issue of the nexus between this development change and the benefit to the development	60% developer in stall insufficient: competitive disadvantage to existing projects; developer still loses revenue on 40% of stalls
60% below the buildings is also good; once a building is built, the opportunity is lost, so 60% to be built on-site is better	Need to have consistent fees for TOD/Transit - don't make it confusing (deter from coming downtown)
Increased parking stalls for developers	Double the cost (transit/TOD) and commute times for home → transit TOD)
Increasing efficiencies and accessibility to transit can afford a quick ride in/out of the core for people to get to work/meetings via quick walk from LRT platforms and/or +15 links, thereby reducing traffic congestion	It won't help retain or attract visitors downtown to support non-office businesses outside of business hours (limits 24 hour city opportunity)
Only if paid parking at TOD	RISK: could increase congestion inside core



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Agree - more likely to commute downtown via transit not too far from core	Downtown park and ride at TOD stops competes with local residential and commercial potential
More competitive - more opportunity for short stay	Disagree. The cash-in-lieu program continues to prejudice the downtown building in terms of accessibility and ready access to parking for employees. Uncertainty over construction timing of new City parking facilities is a major hurdle.
Agree	This option is likely to increase automobile traffic into the Downtown, which produces congestion and reduces the competitiveness of the Downtown.
More stalls in developments	We need more available parking downtown at lower rates than is currently available
This may maintain availability of short stay parking & not adversely impact it	there may still not be enough stalls given the lack of stalls built over the past 30 years
Bylaw allowable parking consistent with Beltline	It is rigged
This would help	This is a better option, but parking stalls need to be convenient. I don't want to park blocks away from somewhere and have to walk the rest of the way!
Improves competitiveness	Parking stalls in high-rise office towers are more expensive than purpose built structures therefore creating more parking stalls in the office towers will increase their overall cost as they will have to dig down further thus making them too expensive to build in the first place and this type of policy will likely make any more development in the downtown core too expensive.....
this is a better option than #1	
Yes	
yes	
If your goal is to force development of offices outside of the core, then this policy of increasing density will be successful in doing that and is a more realistic number to use for current employees per square foot calculations.... and by forcing development outside of the downtown core, it will make office space cheaper and more affordable, but it will take away from the synergy of people being in the downtown core..... However, our heavy reliance on downtown as being the only location for high-rise towers is not good for the transportation and population as a	



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whole, so I support this action, even though it will make building in the downtown core more expensive and less competitive. We need Calgary to become more diversified in location of office buildings in order to make it healthier to live here and decrease commuting distances... we should have a plan to create islands of offices scattered throughout the city, rather than one large centre of commerce....	
This is a much fairer solution	
Agree	
Presumably this option is better for developers, but again, it's hard to say without any numbers for comparison.	
<i>The projected number of stalls per employee for new developments is satisfactory.</i>	
<b>Agree</b>	<b>Disagree</b>
50% increase in overall density of stalls is an improvement (it's the split that is the problem)	Supply is inadequate; Cost for users per stall remains too costly
Ratio is based on current markets	Increasing the number of stalls per m2 could add significant costs to development
This would help downtown developments provide stalls for the employees	Chose this colour to highlight the fact that number of stalls is often a tenant-driven demand in order for landlords to attract the best tenants; landlords respond to tenants
The employee ratio 1/90m2 is better. In line with market.	Not enough short term stalls to accommodate needs during peak periods in the downtown core
Yes - this increases the amount of stalls in any given development	Less parking available inside downtown for commuters
Increase in supply will help meet demand	Needs to be shared use parking facilities
Projected employee stalls would increase	Disagree. Number of available stalls will still not match densification.
Ratio of 1:90m2 is more reflective of tenant demand	This increase in stalls per employee would induce demand and lead to further congestion. Trips should instead be shifted to other modes to meet City policies. New parking facilities outside of the Downtown may induce more transit trips, but this would be more than offset by increased Downtown parking.
More reflective of actuals	We need more available parking downtown at lower rates than is currently available
More stalls	what is the goal for employees per stall? This looks like the ratio would be



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	about 10:1
Agree	Nope
Increase parking rate to 1 stall per 105m2 would promote development; Keep CPA flexibility to build downtown parking	Again, this is a better option, but still not good enough
It may allow for more parking availability globally that accomodates overall city growth	Not sure
More stalls based on ratio	This value is only valid if Calgary parking authority actually does what it says it will do, which is to building more parking structures in the outskirts of the downtown core..... I'm not aware of any parking structures built along LRT routes in the outskirts of downtown that they have ever built..... so they are not following their own mandate, and increasing the desnity calculations won't improve the situation if the Calgary Parking Authority doesn't get off their "Duff" and start building new structures as is their policy and their proported responsibility
i think this is moving in the right direction, there will always be an appetite to drive to your own office building. Especially in this city where there are so many HQs and smaller companies with highly paid C-level employees (meaning they can afford to cost of parking)	disagree.
Better case scenario	
i think this is more in line with market needs	
yes	
this is a more realistic value based on current density use for office towers in the downtown core but Calgary parking authority is not keeping up in building new parking structures to match the new office buildings that are under construction, so even though the number is better..... Calgary parking has to stop being the problem and start building more structures	
This would help keep the cost of parking in the downtown core a bit lower without a tremedous impact on new vehicles	
I guess so?	
<i>The short-stay parking supply is satisfactory.</i>	
<b>Agree</b>	<b>Disagree</b>



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Moving stalls out of downtown has a negative impact on short term parking; Short term is critical for visitors to buildings as well as retailers; A mechanism needs to be established to allow private developers to provide additional short stay as well as monthly parking stalls	Short term parking is a red herring. This can be done tomorrow by bylaw. All agree.
Although City wouldn't be building short-stay parkades, a more creative solution can be found through engagement with building owners and developers to provide short-stay parking within their buildings, which would potentially increase the supply and dispose it throughout the core	The ratio of short-stay stalls shared be at least maintained
Short stay parking demand is typically reverse of business use (evenings & weekends plenty of available parking) ; Do not manage or control, let the market respond	Unless some CPA funds are used in downtown
This seems to strike a good balance between increasing development parking but allowing for new CPA short stay	Hard to react to changes in on-street supply (ie. bike lanes) without public provided off-street parking
Short stay will actually go UP if private parking lots can be used for "parking-structured" in land use	Needs to be shared use parking facilities
AGREED!	On-street or developer provided only for local business/residential needs
Agree	More short stay stalls should be provided in existing CPA facilities.
More opportunity - model needs to change	Does not address short stay in Downtown
agreed. new development offer parking for short stays too.	We need more available parking downtown at lower rates than is currently available
Agree if on street parking remains available.	too many stalls taken by cars2go and cycle track
this is fine as long as it increases with the overall work population downtown	Nope
Yes eliminate the multiple zones downtown to allow short stay parkers a bit of mobility	Still not good enough
It is important to start planning for growth of commerce and activities in TODs and Main Streets. We need to strategically start investing in parking infrastructure in these areas.	Possibly not
	no
	Even with the increase in parking stalls per meter in downtown buildings, this does not offset the problem of temporary short term parking as the



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	buildings are not normally open to the public enough to make a difference and on street parking continues to decrease as bike lanes and other uses for parking space decrease over time. combined with losses in temporary parking stalls on empty lots... there will not be enough short term parking in the near future as new buildings continue to increase and use up what few empty lots are open for parking.
	Disagree
	Not sure if it's a good idea to pull the focus away from downtown, when it is just starting to become more vibrant. Some TOD/main street development is OK, but I think it should be balanced with providing enough parking to keep people coming downtown.
<i>General Comments</i>	
<b>Agree</b>	<b>Disagree</b>
Conceptually, moving stalls for cash-in-lieu to TOD sites makes sense: lower cost to build; reduce congestion on bridges / in core; increase modal split to transit	Parking needs to tie into the overall development. 200 stals downtown vs 2500 in Quarry Park
In TOD parking would be safer - more people	This would ↑ traffic problems downtown
Is there a way to incentify this to developers? Creative finance options?	Park TOD pricing wars?
More transparency between City and developers	May be a slow death for CPA (no ↑ in revenue); Best is status quo in revenue
CPA has a role to manage parking in the core. Developers want this	Reduced certainty of CPA revenue & revenue growth
What does council think?	RISK - TOD parking would have to be cost recovery; Charge parking (not fee)
PRO - Reduces congestion outside of core	No, because no opportunity to share parking in other way
Would get more value if develop surface lots and not structured (high costs given potential future changes in car use), could cash-in-lieu be used to buy land for surface lots?	Reduced certainty of CPA revenue & revenue growth
Identify non-TOD or park and ride stations for parking. Less/stall to build. Either surface or functional parkade design. Capture transit riders closer to home.	RISK - TOD parking would have to be cost recovery; Charge parking (not fee)
Positive in terms of intercepting some traffic before hitting downtown.	No, because no opportunity to share parking in other way



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Focus on TOD and non-TOD locations to place parking. Combine strong public transit with TOD, average public transit with park and ride	Parkades at Main Street TOD stations should be first and foremost for local use
	TOD and main street parking lots will get ground down by TIA and actually disadvantage transit-supportive development (Commercial and residential)

<b>Scenario 3 – Development Driven</b>	
Given the scenario presented, please indicate whether you agree or disagree with the following statements and why.	
<i>New developments would remain feasible and competitive against comparable markets.</i>	
Agree	Disagree
Yes, developments would remain competitive in the market / compared to other markets	Money/cost of stalls likely to remain too high
Plan is market driven. Private developers are better positioned to respond to market needs	In hot markets private developers can change (↑) parking rates quickly. This can disadvantage casual parking rates controller privately. CPA has a more moderate approach to increasing / changing parking rates.
Enables developer to weigh risk of demand vs supply for stalls	Old developments built under restrictions would not be competitive with new developemnts
More competitive than scenario 1 & 2, so positive!	Requirement to build 100% may be onerous on developer. Better for a range of number of stalls, for instance if they focus on alternate transit
:)	Could be a penalty for leed consideration
You maximize (by market demand though, not regulation) the opportunity beneath each building being built	Possible increase in congestion; Worse than lack of parking
New private developments should remain competitive despite higher development costs but owners would retain greater control over parking and revenue for on-site stalls.	Increased stall cost upfront may be too high (may still need cash-in-lieu sometimes)
Downtown parking rates are uncompetitive - big issues with tenants - so being able to develop 100% of the parking on site should help to correct this policy-driven inflation of the price for	Proforma for new development could become prohibitive



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downtown parking	
It keeps the government out of private industry	Congestion; Price wars
More stalls revenue	...more volatility in parking rates
More revenue to property	Incremental shift/increase ; Not enough capacity based on demand
It is market demand driven	No public policy control (congestion / modal split)
It is not taxpayer funded	Competitiveness → Rates down with CPA stalls
Would encourage private (new) development	Unable to provide parking for new civic uses (ie. library, parks, etc) which are unable to provide themselves
More "market" control of parking rates but...	Crazy - does not address shared + short-stay parking
More competitive in beltline TOD if these areas remain as-is without a CIL provision in them	No return to City
Offers the most freedom and choice for new developments and existing businesses to locate downtown. Will need to work solutions for traffic congestion into this scenario.	Disadvantage would be if you had to build out 100%, may not be feasible or practical.
yes	this is worse than the 1 stall per 90m2
Agree. Market driven dynamics will see developers building adequate numbers of stalls with immediate results while also providing short stay parking of necessity to meet the needs of their tenants.	downtown building will become too expensive to build as the cost to dig deeper into the ground for parking is exponential in cost for the developer and thus this policy would likely prevent any new high-rise buildings from going up in the core
This option would significantly increase automobile traffic in the Downtown, resulting in increased congestion and a less competitive/attractive Downtown.	This just creates more congestion in on an already taxed road system. This does not make development feasible with other nodes in the city
Better than existing but is it good enough?	disagree
Although this might have an impact on traffic congestion, I believe with better traffic light coordination and proper planning of CT Train traffic at intersections this is a viable option	I don't know if this would be physically possible with more developments - developers may be forced into a situation where they cannot physically provide the amount of parking required onsite.
Yes	
This is definitely the best option. I want to be able to park at my destination! Traffic congestion wouldn't be a problem if lights were synchronized properly, and road systems were designed properly	
agree due to the lack of public parking being developed in the downtown area	



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Probably	
yes	
Because costs for parking in the downtown will increase significantly in the actual building (because they have to dig deeper) more private parking structures may be built, which will be ugly (like the old bay parking structure) and or will force buildings to be placed outside of the downtown core which will mean that office space outside of the core will become more competitively priced, thus moving office space out of the City core.... thus decreasing the need for people to travel to the core for business reasons	
<i>The projected number of stalls per employee for new developments is satisfactory.</i>	
Agree	Disagree
1/105m2 is closer to market VS 1/140m2	Parking ratio still inadequate to service demand - parking lots fill today at 1/140m
Ratio is better but 1/90m2 better reflects the market	There never seems to be enough supply to meet parking demand. Not all can make public transit work due to personal/family demands before and after work
While they could be increased, this is the best ratio in buildings that most satisfies the increased employment density in the buildings	Ratio of stalls should be reflected in suburban as well as downtown to keep both areas competitive
The 1/105m2 ratio would be satisfactory especially when combined with the developer's ability to build 100% of the parking requirement on-site	Lack of TOD-oriented parking and significant increase in stalls downtown seems counterintuitive to City's Go Plan
Maintains number of new stalls downtown while encouraging people to commute downtown by alternative means	Public parking policy should provide parking along transit lines
Short term accessibility ; Additional revenue generation through increased stall availability	City needs to recognize link between base of transit and need for parking - tenants relocating outside of core much greater demand
Provide incentives for owners/developers to participate in short stay parking; Will provide opportunities as market dictates needs; Do not mandate short stay requirements	The City's approach to access via road networks may not support this
More revenue from parking comes to developers which pay the cost	The proposed number of stalls is excessive and would induce more automobile trips to the Downtown. This scenario is not consistent with



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	Calgary's Transportation or Planning policies.
It lets the demand drive the market	this is worse than the 1 stall per 90m2
Parking is tenant demand driven. Landlords respond to tenant needs. Market forces determine whether a landlord has to / should build maximum parking allocations. Private industry can respond more quickly to supply/demand needs	Need more
This has the best opportunity to respond to market parking demand	No. Too much parking downtown.
Market responds to tenant demand for parking; As tenant density increases, so does need for stalls	It will be too high
The projected numbers of on site stalls will increase dramatically - greater revenue and options for tenant parking	disagree
Agree regarding more stalls	I don't care for the idea of encouraging so many people to drive downtown when we are trying to get more people on transit and sustainable transportation modes (aren't we?).
More stalls	
Short stay parking management is an opportunity	
Would encourage leasing to capacity of building	
Developers likely wouldn't build full parking under by-laws; Could possibly still retain CIL for lack of full parking provision	
OK if we hold developers to building full number of stalls	
Shifts future risk to developers and away from City	
yes	
Agree. This will provide fewer stalls than suburban locations but within acceptable tolerances for tenants weighing pro/cons of location/access/central to all quadrants of employees.	
Barely enough	
Probably	
This is a much better option	
X	
yes	
The number of stalls would match the current industry standards, but does not take into account any changes to technology and/or	



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<p>cultural changes as the roads become so congested that more people rely on transit and/or request offices to be built outside of the core.....this entire line of question is inflammatory and poorly worded which shows the bias of the calgary parking authority which is trying to maintain their chokehold over the money being poured into their hands, without any accountability and without having to fulfill their own mandate, which is to build more parking structures outside of the city core (which they have completely failed to do)</p>	
<p><i>The short-stay parking supply is satisfactory.</i></p>	
<p><b>Agree</b></p>	<p><b>Disagree</b></p>
<p>The market will determine the appropriate supply of short stay ; on addition the City has imposed short stay requirements upon new developments</p>	<p>Short stay parking demand (downtown) generally inverse of business demand, so supply will be fine; REF → short stay bullet</p>
<p>Agreed</p>	<p>For short stay parking, let the private owner operate it if it's part of their own buildings → encourage more short stay</p>
<p>Opportunity for pick-up revenue</p>	<p>Downtown strategy needs to include allowance for private developers to provide short stay parking</p>
<p>Market has to ensure short stay stalls available, or find CPA or on-street parking, or, take transit in</p>	<p>Short stay public parking will decrease unless owners are mandated (or through buy-in) to provide parking to the public within private developments</p>
<p>Yes, I believe that private companies will maximize this just fine.</p>	<p>This could be an issue because all new parking in downtown would be in private developments. However. It is already common practice to have (probably as a voluntary DP condition) public short stay parking in private downtown buildings. The preference would be to keep this voluntary</p>
<p>Agree. Developers will of necessity provide customer parking to meet demand.</p>	<p>Short stay issue is EASILY fixed by removing bylaw restriction on "parkade-structure" and let private be rented out.</p>
<p>Probably. Change the building policies, to require that the buildings provide a percentage of their parking for short term stay</p>	<p>Short term parking can only be resolved by bylaw</p>
<p>Yes</p>	<p>Reduced unless short-stay is mandatory</p>
<p>I think the short-stay parking supply will sort itself out. It should be up to individual developers to provide enough parking for their buildings, and up to the CPA to provide lower cost parking where</p>	<p>Most likely will severely cut short stay</p>



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they can.	
X	Access and egress issues are becoming more challenging as traffic lanes are removed to accommodate transit alternatives (bike lanes)
Eliminate the zones downtown for short stay parking, not cars on streets during rush hour	Short stay would be too "market driven". If providing to building tenants more profitable, short stay suffers. Still would always be a need for short stay.
	City has no control of short stay parking
	Unable to react to changes in short term supply without public owned off-street parking
	Could impact short term parking as City can't guarantee
	Short-term stalls should be provided in CPA facilities.
	Why not allow private developers build or provide short stay.
	too many stalls taken by cars2go and cycle track
	Probably not
	no
	As with all three scenarios portrayed by the three questions asked by the Calgary parking authority (or whomever created this questionnaire) none of the three situations addresses the short term parking situation as there are not enough parking stalls in the interior core of downtown because the Calgary Parking authority has not kept up with their own proposed mandated standards and they have completely failed to build any parking structures on the outskirts of the downtown core.... thus forcing all people to take transit all the way or to have to park in the downtown core.... thus taking up any possible short term stay spots..... therefore, the problem isn't so much the value and/or requirement of the parking stalls per meter, but a complete failure of the Calgary Parking Authority to do their job..... if Calgary Parking authority was effective and responsible, they would do what they have said they would do..... and build more parking structures along the LRT routes immediately outside of the downtown core.
	disagree
	The short-stay parking supply already seems limited enough, I don't think we need to restrict it further.
	This model could drive up cost and/or reduce opportunities for short-stay



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	parking in Centre City.
<i>General Comments</i>	
<b>Agree</b>	<b>Disagree</b>
TRUST	Not enough balance between public and private demand
Developers have more flexibility in this scenario	"Required parking" only works here if MARKET (not Council) decides what is required
App for available parking stalls	Traffic issues would be significant
How do you "uber-ize" parking availability?	Drives wrong behaviour (less transit)
	More CO
	CPA's role diminished as instrument of public policy (environment, rates, modal/spli, etc)

### Scenario 4 – Congestion Focused

Given the scenario presented, please indicate whether you agree or disagree with the following statements and why.

*New developments would remain feasible and competitive against comparable markets.*

<b>Agree</b>	<b>Disagree</b>
This improves the economics of sururban developments	All scenarios should be 1/90m2
The ability to get downtown to a concentrated business focused community is still maintained by providing parking at transit stations	No because parking is pushed out of core; Existing buildings with greater parking ratios would get better rates
Parking facilities @ TOD makes transit a more compelling option for those travelling downtown	I don't believe that new projects would be competitive against older projects (especially non-cash-in-lieu) already built
Encourage public transit / alternate modes of transportation into/out of core. Tenants continually conditioned to accept tight parking and "forced" to consider not driving	Will decrease potential parking revenue for existing landlords
Parking rates would be at an all time premium \$\$	New developments downtown would now be cash-in-lieu towards facilities that are outside the core. Might not affect competitions but wouldn't help.
Stall amounts maintain(ed)	New developments will not remain competitive with existing as they will not be able to provide parking to customers - although understand principal - will ultimately push people out to TOD/main and promote developments



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	there.
Much better parking competitiveness (for) employee, consumers	Could spread congestion to suburbs
<p>I have spent the last 4 years studying transit oriented developments throughout transit oriented cities in North America. It is no surprise to a developer that the cost of underground is a major impediment to economic development. The most economic projects of any built form are those that maintain revenue projections without providing parking. Ironically this can only be achieved with aligned and disciplined public policy. In my opinion Calgary has done a brilliant job of establishing public policy many years ago and held consistent to it allowing one of the most spectacular transit oriented downtowns in North America. The policy of connecting the buildings by above ground walkways and creating rapid transit bisecting the city center has led to one of the highest transit utilizations on a per capita basis of any major city in the world. This was not an accident, it was because of public policy and strong economic drivers coensigning within one city's. Notwithstanding this achievement we paradoxically remain one of the most auto oriented city's in the world as other parts of our public policy have permitted the balance of our built form to be a mile wide and an inch deep. Thankfully public policy is changing to encourage development oriented to transit and all levels of government are investing heavily into this publicly sported move to a simpler and less expensive lifestyle. I cannot emphasize enough the difficulty I have had in changing the paradigm and mindset of designers, engineers, marketing people, and others as we design for a consumer that clearly wants less reliance on the car. I am often forced to ponder what is worse? Building too little parking or building too much parking. After much study, consideration, and heated discussion I have concluded that contrary to common developer opinion it is worse to build too much parking in a transit oriented environment like the</p>	<p>Parking is tenant driven. Landlords respond to tenant needs + build accordingly. Developers may therefore be disadvantaged in securing lease commitments. Combined with long time frames for CPA to build new parkades to accommodate parking demand, and tenants may seek alternate locations</p>



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<p>downtown core. Allowing greater parking in the downtown will harm those developers that are attempting to sell the benefits of transit oriented development and transform our city from auto orientation. The major grievance I can see from the development community is highlighted in the pros and cons listed for Scenerio 4, that being the lack of short term parking during peak periods at the place where it is needed. This can be solved by a bylaw amendment to permit building owners to manage their garage by allowing public parking on an hourly or even monthly to users that are not tenants in the building. Any parking specialist will tell us that parking management is the answer to parking problems not building more stalls. Calgary Parking Authority should be allowed to manage all these garages for a fee for service because there again we have an industry leader in barrier free license plate recognition technology. The envy of any city I have visited. The answer to the complicated question is as simple as changing the bylaw to allow public parking within private garages providing it is managed by CPA. Cash in Lieu should be used to build garages at the end of the transit lines and inner city transit stations. Comprehensive mixed use, pedestrian oriented, complete communities that make car use optional.</p>	
<p>Not sure</p>	<p>New downtown developments would continue to be at a disadvantage to suburban locations, unless similar restrictions are placed on them</p>
<p>Yes</p>	<p>Future development will not be competitive with all existing 1/1550SF development built on DC sites and other exceptions</p>
<p>Yes this is a viable solution but main street locations should not include downtown or east village</p>	<p>The construction of parking components in a new office development hurts investment returns → ie: paying for the construction of parking stalls (somewhere else) without income to offset that cost</p>
<p>Yes, if other amenities downtown are highlighted.</p>	<p>Still issue of parking ltos (CIL) lagging by 5-8 years</p>
	<p>Not enough parking in core; Buildings not competitive with existing buildings</p>
	<p>Cash-in-lieu payments hurt development returns and future investment</p>
	<p>:(</p>
	<p>Would discourage new downtown development</p>



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	The concept of minimized congestion is flawed given the density of development that can be achieved long term in the core
	DOWNTOWN RETAIL SLOWLY DIES with long term impact on DT vitality
	Further turns people off from coming downtown (day and night)
	Look of parking and cost of parking downtown is an issue and I am certain that this option would address that.
	If goal of downtown parking policy is to lessen impact on innercity communities and number of lanes into downtown, then need to intercept traffic weel outside downtown
	Close, convenient and 'cheap' parking and good, comfortable transit to downtown will be competitive
	yes
	Disagree. Existing ratios of parking stalls already presents a competitive disadvantage. The solution to higher public transit usage is providing better public transit service. Current high costs of parking is a significant deterrant to any employee that does not need to drive.
	Less access to CPA facilities may be a challenge for short-term and long-term stays. Increased traffic along targeted Main Streets may also reduce the competitiveness/attractiveness of those areas.
	All the cost goes against downtown developments to the benefit of properties outside - how can this be competitive?
	We need more available parking downtown at lower rates than is currently available. The current transit system is horrible. To get from my neighborhood in Valley Ridge to downtown, I either have to walk 6 blocks to a stop at 6:30 am in the morning and then transfer to the CT train in Brentwood. I might make it to the office by 8:00 am but rarely. I can drive directly downtown, park near my building and be at work in less than 30 minutes, always on time. So a 30 minute trip vs a 90 minute trip....hmm which would you choose???
	this is the worst option, we need more parking not the same or less
	Not a chance
	Very poor option. I prefer to drive downtown for convenience. Buses take too long to get downtown, LRT is too congested, unreliable, and there



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	usually in no place to park at LRT stations, unless you arrive very early. If you are arriving that early, why not stay in your car and continue downtown??
	City transit is lagging in capacity. This will be drive business away from Calgary
	This is the worst plan of them all.....
	Disagree
<i>The projected number of stalls per employee for new developments is satisfactory.</i>	
<b>Agree</b>	<b>Disagree</b>
It provides parking along transit lines which encourage transit	The number of stalls built / person would fall because no new parking would be built downtown beyond the 50% on-site
It discourages traffic downtown	This scenario would take stalls away from the core, developments with a need for parking on site would have fewer options
May encourage transit use and discourage auto-use by single occupants (but not a strong like)	Employee/m2 ratio is not reflective of current office densities; More parking required simply because this change in intensity of use of office space; Cash-in-lieu is a policy-driven feature that decreases competitiveness to those developers it has been applied to. The policy has been unevenly applied
As the City emphasizes TODs and alternative means of transportation into downtown, this plan will encourage people to leave their cars at home	Funds are moved outside core. Benefits are not directly contributed to developer/owner.
TOD / main street parkades is a good idea. Relieves congestion downtown and creates demand for goods + services around TOD locations	Supply of enough stalls continue to be a challenge under the current scenario
The number is consistent with the current policy and is more than sufficient.	Tenant density has increased with demand for parking exceeding current 1:140m2
Yes	Transit is at capacity anyway at peak hours
yes	Parking ratio does not meet demand in downtown area
yes	No, not compared to recent developments
Yes.	Stall capacity is inadequate; Stall cost still too high
	Parking in TOD and main street areas does not satisfy demand from tenants in downtown that occupy the development
	This option has not adjusted for increased office population densities at all.
	Doesn't reflect today's office densities



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	Transit will never have enough capacity to fill the void for commuters
	What is the long term effect of this?
	Might not be enough parking for all (ie. employees + consumers)
	As surface lots (cheap downtown parking) disappear, this option will best replace current user needs and also reduce vehicle trips to downtown and increase transit ridership
	yes
	Disagree. Desification of office space will require both more stalls and more public transit service.
	Already not enough - staying the course is the wrong choice.
	We need more available parking downtown at lower rates than is currently available
	this is the worst option, we need more parking not the same or less
	Nope
	Very poor option. Not enough stalls are being built. The economy of our city is driven by oil and gas, should we not support them by driving our vehicles?
	it is not adequate now -going forward this should be a non-starter
	this is the worst plan of them all
	disagree
<i>The short-stay parking supply is satisfactory.</i>	
<b>Agree</b>	<b>Disagree</b>
yes	Currently minimal short stay - should increase short stay
yes	It increases the downtown parking rates, thus discourages customers to downtown
have one downtown zone for short stay parkers to encourage the ability to run errands	Short stay parking would suffer significantly
	Depends on CPA to build parking
	This does not increase short term parking, but effective parking management will allow more short term if bylaw allows it
	This would only help short-stay public parking in specific downtown and suburban areas
	Transit is not always an option



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	Short stay would be adversely impacted because City wouldn't be building it, and developers are subject to cash-in-lieu and lower employee/m2 ratio would not be incentivized to provide short-stay parking
	Inconvenient; Minimal revenue generation from turnover traffic
	Greenhouse gas: tenants downtown have ~70% of employees arrive to work in alternatives to a single occupant vehicle; Suburban development greater traffic demand
	Short term suffers as neither private developers or City meets growing demand
	further discouraging short stay parking downtown only serves to detriment offices and retailers further
	Doesn't help short stay in downtown
	Safety - late night on transit to get to a parkade out of core
	Increase 4 hour stalls at suburban interceptor stations
	Restrictions on parking stall construction by developers will see the downtown visitor underserved with open parking stalls.
	Short term parking should be provided in CPA facilities within the Downtown. Focusing heavily on Main Streets or TOD is beneficial, but may also cause challenges. Parking facilities on Main Streets are not conducive to producing vibrant and walkable main streets. Funneling traffic to parking facilities on Main Streets may also increase traffic on those streets and increase cut through traffic on adjacent streets.
	Ignores short stay parking.
	We need more available parking downtown at lower rates than is currently available
	too many stalls taken by cars2go and cycle track
	Nope
	More spaces should be found
	reducing short stay parking will not help downtown businesses which will reduce the taxes the City may collect. Perhaps less money to the City will convince them this is a poor idea
	Not sure
	This is the worst plan of them all.....



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	disagree
	I think it is important to provide some degree of convenient parking to keep people coming downtown outside of business hours. Downtown Calgary was a ghost town after 5:00 not so long ago and I want us to keep moving away from that into a vibrant city centre that people congregate in and feel it is safe and convenient to do so - like all the great cities of the world!
<i>General Comments</i>	
<b>Agree</b>	<b>Disagree</b>
Not concerned about traffic congestion	Rethink the bike lane strategy
Less strain congestion on infrastructure / ROW	Crowded trains
It's OK to use CIL outside of where it's collected	Drop-off zones congested
	Cause more people to park in neighborhoods due to \$ TOD ?
	CIL won't generate as great of return outside of downtown because of low parking rates