



Components of the Parking Cash in Lieu Policy are as follows:

Maintain Full Council Discretion:

The existing practice of evaluating requests for a reduction of the required number of parking stalls (as outlined in the Zoning Bylaw) on a case-by case basis will continue. This means that staff will still review and make recommendations to Council, who will still have full discretion over approving a reduced number of parking stalls.

Note: this discretion does not pertain to properties within 1,500 feet of the Downtown Parkades where payment in-lieu is made. These properties have outright entitlements to provide payment in-lieu. Staff review and Council endorsement is not required.

Apply City-wide:

Because approval will still be required by Council the payment in-lieu option will be considered for all relaxations of the number of parking stalls requested in the City.

Generally apply to all land classes (commercial, residential, institutional, industrial):

There is a nexus between all land classes and the need for an improved alternative transportation infrastructure, therefore all land classes should be eligible to contribute.

Cash in-Lieu:

The amount contributed in-lieu of parking will be based on the cost to construct parking with some account for potential cost recovery.

- a. *Structured Parking*: \$25,000/space not provided
- b. *Surface Parking*: \$8,000/space not provided. If a development contains surface and structured parking, the *structured parking* amount will be applied.

These amounts will be reviewed every three years to account for any changes in market conditions.

Revenue Allocation:

All cash received in-lieu of parking will go towards upgrading transit, pedestrian and cycling infrastructure.

Note: Cash received in-lieu of parking from properties within 1,500 feet of a City owned collective parking facility can either be used for alternative transportation infrastructure or for new or existing parking spaces.

Exemptions:

The following types of development are exempt from make payments in lieu of providing parking spaces where a request to vary parking requirements is approved:

- developments using a Heritage Revitalization Agreement (HRA);
- non-profit child care facilities;
- non-market housing units;
- secured market rental housing units;
- existing buildings complying with all other City regulations;
- public education and public health facilities; and
- developments with no net increase in floor space and no change in use.

Implementation:

In order to keep a level of discretion in the in-lieu program, it will become a part of the Development Variance Permit (DVP) and the Comprehensive Development (CD) rezoning processes. Unlike the current practice, Council may require a contribution to the alternative transportation reserve fund as a condition of the approval of the DVP or the CD zone, when a parking variance is deemed acceptable by Council. The parking contribution will be based on the number of spaces not provided. This information will be included in all future DVP and CD rezoning applications.