

# Accessible



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ACCESSIBLE

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## 1.0 INTRODUCING an ACCESSIBLE DOWNTOWN

To build a liveable, thriving, mobile, community - all areas of Downtown must be fully accessible from within as well as from the adjacent communities. Mobility and access in the Downtown based on a diversity of travel modes and options will respond to the needs of a diverse population. The Downtown transportation system should be convenient, safe, well maintained, designed for year round use, and be sustainable. This section of the plan addresses the accessibility needs of the Downtown by providing an in-depth look at the following topic areas:

1. Destination Downtown's: Role in the Wider Transportation System
2. Pedestrians First
3. Cycling in the Downtown
4. Transit System Enhancement and Growth
5. Roadways and Distribution
6. Parking Management
7. Implementation

### PREAMBLE

Positioning the Downtown for a sustainable future requires that access and mobility be provided in a strategic manner that focuses on travel sharing options, improved transit services and pedestrian and cycling mobility initiatives to reduce reliance on single occupancy vehicle travel into and around the Downtown over the next ten to fifteen years.

Within the Downtown walking, cycling and transit are the preferred modes of circulation due to their high level of efficiency, they move more people using less energy and taking up less space. Improving the walkability of the Downtown is a key cornerstone of this plan. Walkability will be improved by putting "pedestrians first" in the review of all downtown development applications, through targeted initiatives, public infrastructure investments and ongoing changes to development regulations. Improving the continuity of pedestrian routes and the quality of the pedestrian realm in the Downtown will contribute significantly to the safety and convenience of walking in the Downtown.

A variety of bicycle paths and marked routes connect the city and region, and transit services and roadways provide connections to a diversity of destinations both long and short distances from the Downtown. Continued progress towards diversifying the range of travel modes available to travel into and around the Downtown will make the Downtown one of the most accessible destinations in the Capital Region. Cyclists need better end of trip facilities like change rooms, transit users require improved transit waiting areas, and pedestrians need more convenient, increasingly welcoming walking routes.

To support increased employment densities, growing post-secondary institutions and a rapidly growing population base, the Downtown must be highly accessible from all parts of the region and benefit from connections to other major activity centres. Connections to other communities, activity centres and regional destinations should be diverse, and served by multiple travel modes. Finding inexpensive parking in the Downtown will become increasingly rare. It will become necessary to create a comprehensive parking management strategy for Downtown Edmonton to assist in strategically managing the deployment of parking resources across the Downtown, ensuring a convenient and competitively-priced parking supply.



Mobility improvements within the Downtown should focus on improving the pedestrian, cyclist and transit user experience.

**GOAL:** Improve transit services, bicycle commuting and pedestrian travel as sustainable investments which augment access to the Downtown and position it as the premier employment and educational destination in the Capital Region.

## 2.0 ACCESSIBILITY STRATEGY

The Accessibility Strategy sets out a long-term approach to augmenting the range of viable mobility options for circulating inside the Downtown and provides direction on how to improve access into the Downtown from each of the cardinal points on the compass.

### The Accessibility Strategy

*The Downtown Plan prioritizes investments in sustainable forms of commuter access and travel that reduce the dependence on increased use of personal automobiles.*

1. **Destination Downtown:** Develop city-wide transportation plans that reinforce and strengthen the Downtown as a major destination in the region's transportation system.
2. **Pedestrians First:** Pedestrian navigation should be the first consideration for reviewing development applications, new street configurations, improving the connections to adjacent neighbourhoods and analyzing traffic operation improvements in the Downtown.
3. **Cycling Downtown:** Provide the necessary public and private end-of-trip amenities to support growth in cycle-commuting and improving the visibility and utility of the cycling network through the Downtown.
4. **Transit System Enhancement and Growth:** Maintain the Downtown as a major hub in the region's transit system to strengthen the ability of the Downtown to function as a high-density residential, employment, education and entertainment centre.
5. **Transit mobility within the Downtown:** New transit services should focus on improving circulation inside the Downtown and establishing direct connections to the emerging high density neighbourhoods surrounding the Downtown.
6. **Transportation Demand Management:** Manage the existing roadway capacity to its highest possible extent for a range of activities and users through Transportation Demand Management initiatives.
7. **Parking Management:** Establish a new management model to administer on and off street parking to strategically anticipate and respond to projected parking supply constraints or surpluses, provide convenient business access, improve customer convenience and influence sustainable travel choices.

### 3.0 DESTINATION DOWNTOWN

#### PREAMBLE

Growth and expansion in the Capital Region is increasing demand for access into the Downtown, yet our ability to increase road capacity for personal automobiles is limited. This growth is also increasing the demand for access between the Downtown and other major destinations and employment areas in the region. A wider choice of travel options are required to facilitate increased access to the Downtown and interconnectivity with other major hubs in the City and Region because increased roadway capacity will be very hard to come by. Providing a range of attractive, efficient, and sustainable travel modes can augment the capacity of the Downtown as major destination for working, learning and living.

The Downtown Plan advocates for priority assignment of infrastructure investments in sustainable forms of commuter access that reduce the dependence on the use of personal automobiles. This shift in focus is necessary to balance access enhancements with sustainability and quality of life for Downtown residents and taking responsibility to reduce our collective impact on global climate systems.

Investments in various forms of Travel Demand Management options including transit travel, car pooling, walkability improvements, cycling and other travel alternatives should:

- shift the modal split away from the single occupant vehicle
- maximize the capacity of our roadways and bridges,
- balance access in an affordable and equitable manner,
- preserve the livability of the Downtown neighbourhood and the Capital Region,
- provide improved alternatives for commuting into the Downtown,
- manage parking as a strategic resource

Expanding transit, pedestrian and cyclist capacity will position the core as a growing employment and education centre and as an attractive vibrant urban neighbourhood where pedestrian, bicycle, transit and reverse commuting options are more than a possibility; they are an attractive advantage to living, learning, working and visiting the Downtown.

#### OBJECTIVE

Develop city-wide transportation plans that reinforce and strengthen the Downtown as a major destination in the region's transportation system

#### *What is "Transportation Demand Management"? (TDM)*

Is a general term for various strategies that increase transportation system efficiency. It emphasizes the movement of people and goods, rather than motor vehicles, and so gives priority to more efficient modes (such as walking, cycling, ridesharing, public transit and telework), particularly under congested conditions. It prioritizes travel based on the value and costs of each trip, giving higher value trips and lower cost modes priority over lower value, higher cost travel, when doing so increases overall system efficiency.

Source: Victoria Transport Policy Institute [www.vtpi.org](http://www.vtpi.org)

#### POLICIES:

##### **Downtown as a Major Centre in the Transportation System**

Develop city-wide transportation plans that reinforce and strengthen the Downtown as a major destination in the region's transportation system.

##### **Connect the Downtown to Regional Destinations**

Ensure that the Downtown is connected to other major destinations in the region to improve the accessibility of the Downtown and to strengthen the mobility options available throughout the Capital Region.

##### **Broaden the Range of Regional Travel Options**

City transportation plans should emphasize the value of providing a choice of travel modes to connect the Downtown to other regional activity centres.

##### **Mutually Supportive Transportation and Land Use Plans**

Plan transportation services and infrastructure to be supportive of adjacent land uses, and initiate land use changes that are responsive to maximize existing or planned transportation infrastructure.

##### **Commuter Access into the Downtown**

Commuter access into the Downtown should be enhanced through the use of transportation demand management (TDM) practices that focus on providing sustainable alternatives to the single occupant vehicle, this includes Park & Ride facilities integrated into the transit system.

##### **Integrated Circulation System**

Locate connections and transitions between travel modes in proximity to each other along with appropriate waiting areas, wayfinding signage, schedule information and bicycle parking.

## 4.0 PEDESTRIANS FIRST

*"a full service, walkable urban village"*

### OBJECTIVE

Pedestrian navigation is the first consideration for reviewing development applications, new street configurations, improving the connections to adjacent neighbourhoods and analyzing traffic operations in the Downtown.

### PREAMBLE

A primary goal of this plan is to chart a course for phased improvements to the pedestrian realm. Citizens of Edmonton want more pedestrian amenities in their Downtown, they hope to see the sidewalks treated as public spaces that are inviting places to walk, window shop, meet neighbours, stop for a beverage, or get some basic exercise. Improvements will create an attractive environment necessary to support increased resident, worker and student populations.

Several of the key principles of the Plan support enhancing the Downtown as a walkable, amenity rich urban community and to strengthen the Downtown as a "destination experience." The established street grid with sidewalk connections throughout makes a fundamentally walkable place, allowing a pedestrian to get from one place to the next quickly and easily.

Pedestrians move at a pace that allows them to observe the smallest of details including the quality of building materials, and more fundamentally, sidewalk conditions. The quality of sidewalks, buildings and public spaces needs to be thoughtful, interesting and of a high caliber. The function of sidewalks must promote a sense of activity, visibility, safety, a sense of place and leave a positive impression of the Downtown as a high quality public space. Continuity and connectivity of sidewalks and pathways is as important to the pedestrian as smooth roadways are to car drivers. Improvements to the pedestrian network should focus on bridging obstacles such as wide and hostile arterial roadways, and resolving breaks in the continuity of pedestrian travel.

This plan will provide direction for public improvements that create more pedestrian friendly, intimate streets and that support complementary private realm improvements. This plan envisions a Downtown that is easily navigable with a physical environment that promotes a positive memory of the Downtown, securing its future as a highly desirable residential, employment and education centre.

### Benefits of Walkability:

- Walking is the most affordable transportation mode.
- Shifts from driving to walking can reduce congestion, road and parking facility costs, consumer costs, and pollution emissions.
- In several case studies, improving walking conditions in a community significantly increased retail sales and property values.
- Streets that are attractive, safe and suitable for walking are a key factor in community livability. Pedestrian-friendly streets create opportunities for people to meet and interact, helping to create community networks.
- Regular walking is one realistic way that people can get the daily half hour of moderate exercise which is the minimum level needed to keep reasonably fit.
- Non-motorized transportation supports other alternative modes (e.g. public transit), and Smart Choices land use objectives, including higher density, mixed-use development to increase access, and reduce per capita pavement.

**Source:** Victoria Transport Policy Institute, *Transportation Demand Management Encyclopedia*

## POLICIES: PEDESTRIANS FIRST/WALKABLE DOWNTOWN

### Pedestrians First

Renew the commitment to create an attractive, high quality pedestrian environment by considering Pedestrians First in the review of development permit and direct control rezoning applications throughout the Downtown.

**"Pedestrians First"** is a philosophy where the pedestrian is recognized as the reason for designing a better Downtown travel network. Pedestrian navigation should be the first consideration for reviewing development applications, new street configurations and analyzing traffic operations. If everything in the City of Edmonton were designed for pedestrians first we would have one very beautiful, functional, compact and healthy city.

### Pedestrian Amenities

Provide, maintain and fund the provision of pedestrian amenities such as pedestrian level lighting, street trees, and improved waste receptacles and benches as a standard component in completing major roadway improvements and development permit approvals in the Downtown.

### Pedestrian Convenience in the Downtown

Improve intersection design, traffic control configurations and timing options to reduce pedestrian annoyances and improve the convenience and attractiveness of walking as a viable travel mode in the Downtown.

### Completion and Expansion of Pedestrian Routes:

Complete existing pedestrian routes by resolving breaks, eliminating pedestrian crossing bans where warranted by long term land use plans and existing pedestrian travel volumes and adjacent development.

### People Spaces Beyond the Sidewalk

Provide pedestrian access beyond the sidewalk to include mid-block pathways through development sites, or in the form of small plaza spaces that have the potential to serve as public amenity spaces.

### Pedestrian Connections to Adjacent Communities

Connect the core to adjacent neighbourhoods by extending high-quality, visible, safe, convenient pedestrian pathways, streetscapes and staircases across major pedestrian barriers including high volume roadways, LRT lines, redevelopment sites, geographic barriers and rail lines.



**River Valley Staircases and Park System Trails**

Embrace the North Saskatchewan River Valley as the defining natural space of our City, by enhancing and maintaining the stairway and pathway connections as high quality meeting places that serve as neighbourhood focal points and as corridors for moving people.

**Pedestrians and Bicycles on Bridges**

Providing sidewalks and bicycle lanes on both sides of bridges into the Downtown, should be a required component of long-term bridge replacement planning activities and retrofitting projects.

**Pedestrian Wayfinding Maps & Signage**

Establish a pedestrian signage & mapping system for downtown streets to direct and orient pedestrians, promote downtown attractions, identify the 5 downtown districts, river valley access points, LRT entrances, transit stations, Pedway entrances and connections to adjacent neighbourhoods.

**Redevelopment Includes the Pedestrian realm**

Implement pedestrian realm improvements through a variety of approaches including redevelopment applications, targeted Capital expenditures, and local improvement initiatives.

**Cost Sharing Pedestrian Realm Improvements**

Recognize the mutual benefit that Local Improvement Initiatives have for the City and the property owner by reviewing the existing Local Improvement system to create a more equitable cost-sharing program that balances the cost of pedestrian realm upgrades.



### Pedway Network

#### **Pedway System Contiguity**

Expansion of the Pedway System will be considered carefully to avoid further declines in pedestrian activity on roadways with system expansion permitted where it connects in a contiguous manner to the existing Pedway System or LRT stations.

#### **Pedway Network & Transit System Integration**

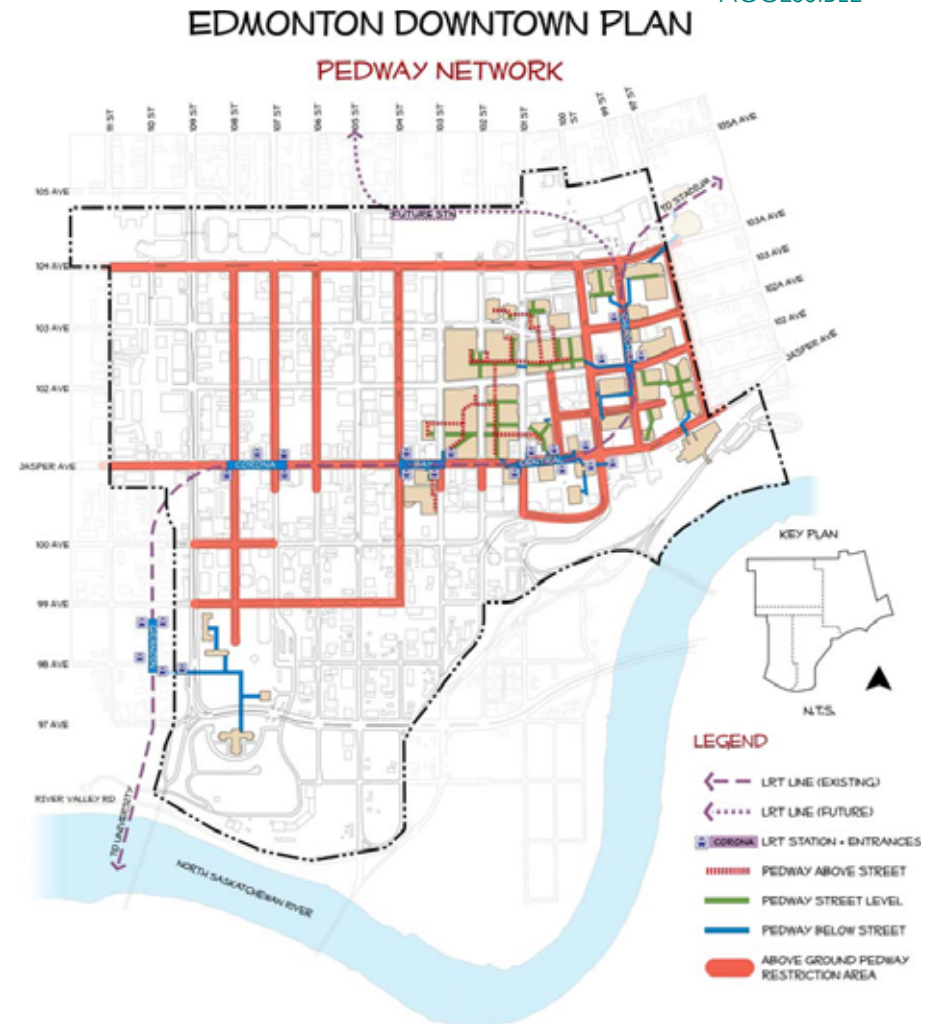
Develop Pedway network connections and expansions that are attractive, safe, clearly signed and integrated with the transit system as a function of development applications adjacent to or across the street from existing Pedway facilities or LRT stations to support improved convenience of transit.

#### **Above-Ground Pedway Restriction Area**

Restrict above-ground Pedway development in order to preserve significant views within and along Downtown streets as shown by the Above Ground Pedway Restriction Area on the Pedway Network Map and in conformance with view corridor preservation policies and maps in the Downtown Design section.

#### **Pedway Development Requirements (Appendix D)**

The development and operation of pedways and the Pedway system shall be in accordance with the *Pedway Development Specifications*



## Pedestrian Amenities

### **Pedestrian-Oriented Street Lighting**

Provide specialized, memorable, and sensitive pedestrian level lighting on the pedestrian oriented streets identified in the Downtown Design section of this plan, and around the exterior of major street-fronting developments in the downtown.

### **Street Furniture Selection**

Street furniture in the Downtown shall be selected on the basis of its ease of use, ease of maintenance, resistance to vandalism, visual appeal and ability to reflect positively on our pride and confidence in the Downtown.

### **Street Furniture Standardization**

Improve the overall visual appeal of the Downtown and servicing of pedestrian needs by providing a standardized set of street furniture for use across the Downtown except on those streets that feature a specialized street furniture program.

### **Streetscape Maintenance**

Facilitate ongoing streetscape maintenance by allocating adequate funds for ongoing materials replacement and parts inventory, as well as promoting public assistance in the reporting of broken elements.

### **Cleanliness & Bylaw Enforcement**

Recognize that the Downtown requires prompt and frequent cleaning of improved waste receptacles, sidewalks, transit shelters, curbs and gutters, parks, plazas and other public spaces and regular removal of illegal signage and land uses through consistent bylaw enforcement.

### **Newspaper Boxes & Accessory Placement**

Control the placement of newspaper boxes and other accessories in the Downtown to ensure an easily navigated pedestrian realm.

### **Construction Hoarding Standards**

Ensure that construction hoarding in the Downtown features a minimum functional clearance of 7 feet, continuous linear electrical illumination and feature public art or development marketing content if in place for over 1 year, to ensure a safe, clean and professional appearance.



**ABOVE:** Street furniture designed for civic pride, to keep trash and loose paper in its place, and reduce sidewalk clutter.

## 5.0 CYCLING DOWNTOWN

### PREAMBLE

Providing the necessary infrastructure to support increased bicycle commuting and use in the Downtown is important to create an environment that encourages as many individuals as possible to choose cycling as a safe, healthy and efficient way to travel. When the bicycle is an easy option, more people will cycle.

The City of Edmonton's 2005 Household Travel Survey showed a 150% increase in the number of cycling trips taken in Edmonton between 1994 and 2005. Cycling now accounts for 1% of the modal share of the total number of trips taken by Edmontonians. While this is an admirable change, cities across Canada still lag behind countries in Western Europe, where on average 5-10% of trips are by bicycle.

With an appropriate strategic direction for integrating bicycles into downtown development practices, many of today's transportation concerns can be addressed in a way that is sustainable to the urban environment. A Downtown that is integrated to the city-wide cycling network will encourage an increase in commuter and recreational cycling activities.

Two areas of emphasis have emerged as priorities to improve the Downtown cycling environment:

1. Improved Downtown cycling routes and integration of the Downtown to the city-wide cycling network
2. Providing the necessary public and private end-of-trip amenities to support growth in cycle commuting.

### OBJECTIVE

Provide the necessary public and private end-of-trip amenities to support growth in cycle-commuting, improve the visibility and utility of the cycling network through the Downtown.



## POLICIES: CYCLING

### Continuous and Connected Bicycle Routes

Provide bicycle routes that connect to adjacent neighbourhoods, major destinations, the River Valley, and the Multi-use Trail Corridor Network.

### Bicycle Route Visibility and Convenience Improvements

Complete improvements to bicycle routes that formalize their place on the roadway network, improve visibility and convenience for bicycle commuters and ensure that bicycle users and automobile drivers are increasingly aware of the location of bicycle routes.

### Bicycle Enhancements as a Function of Development

Provision of bicycle network amenities or linkages can be required as a condition of development on sites abutting bicycle pathways or routes.

### MAP Bicycle Routes: Show Existing Bicycle routes, Multi Use Trail Corridor, proposed relocation of bicycle routes, new links

### Bicycle Lockups at Transit Facilities

Provide safe, secure, and convenient bicycle storage facilities at major transit facilities in the Downtown.

### Bicycle End of Trip Facilities

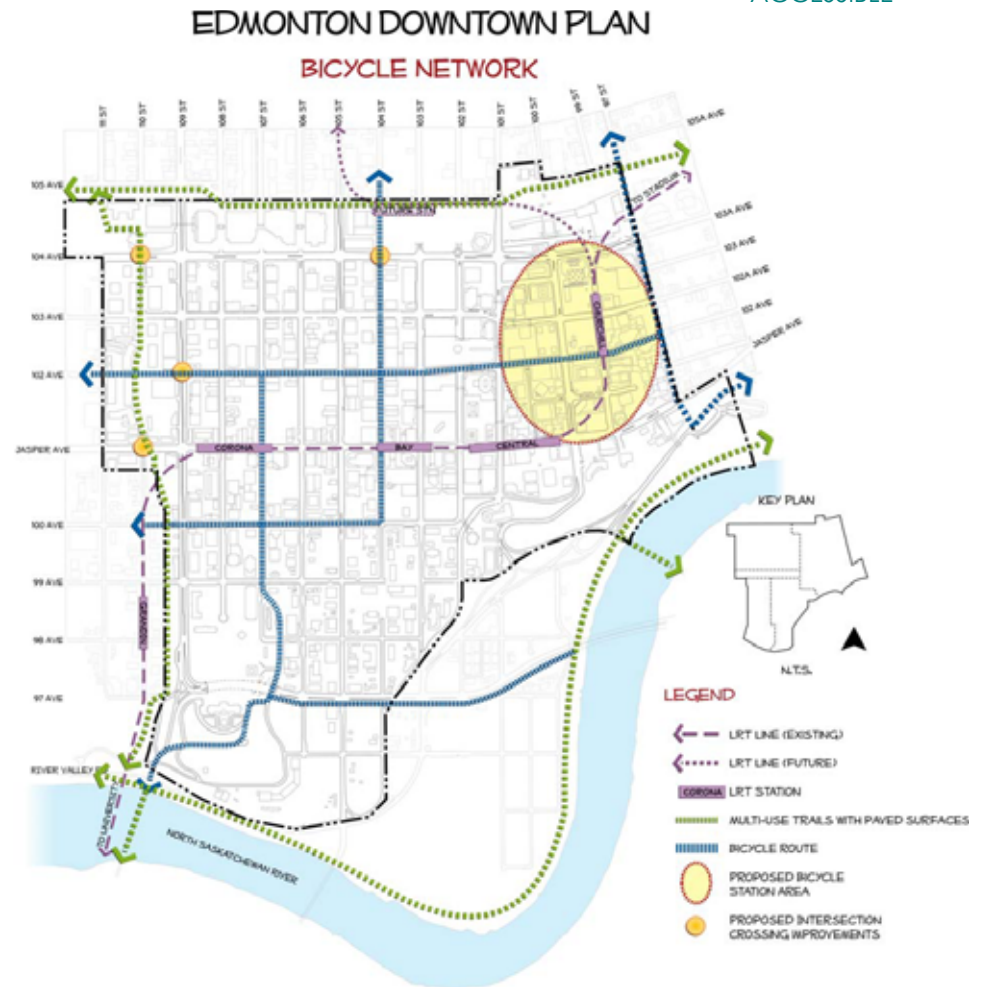
Develop bicycle end of trip facility standards, scaled to the size of a development, requiring the provision change rooms, lockers, showers, and secure indoor parking at office, institutional, commercial, and residential buildings.

### City Leadership in Bicycle Commuting

Demonstrate leadership in facilitating bicycle commuting by designing and constructing a pilot accessory bicycle parking facility in the Downtown and providing end of trip cycling facilities at major civic offices.

### Short Term Bicycle Parking

Integrate covered bicycle parking into commercial, residential, institutional and non-accessory parking areas that feature inviting, accessible designs and security and surveillance measures to encourage greater use of cycling for both commuter and convenience trips in the downtown.



## 6.0 TRANSIT SYSTEM ENHANCEMENT & GROWTH

### PREAMBLE

This plan emphasizes the ongoing enhancement of transit services as an important factor in addressing sustainability and reducing the dependence on personal automobiles for commuter travel into the Downtown. The Transit System is a cornerstone of the Downtown plan because of its ability to convey a large number of people into a relatively concentrated area with a high employment density, and for its potential to connect the Downtown to other activity centres around the city-region.

Edmonton has a strong history of providing innovative and sustainable transit services into the Downtown. Edmonton was the first city in North America with a population under a million people to build a light rail transit (LRT) system. More recently the City has begun a major expansion of the LRT system and is planning new routes to service growing sectors of the city and connect major activity centres with the Downtown. Transit services assist in the reduction of airborne pollutants and the need for vast amounts of surface or structured parking to store commuter vehicles in the Downtown, thus contributing the improved human health, global environmental conditions and the vitality and vibrancy of street life.

In this "information-age" many service improvements and innovations have focused on making transit information more available and ticketing services more adaptable and flexible to a range of customers. Advances in trip planning technology have improved the on-demand convenience of the system and made travel more predictable for patrons. Transit station improvements have been continuous and are ensuring improved security, comfort and attractiveness of the system.

### OBJECTIVE

Maintain the Downtown as a major hub in the region's transit system and continuously improve transit service and facilities to strengthen the ability of the Downtown to function as a high-density residential, employment, education and entertainment centre.

### POLICIES: TRANSIT SYSTEM

#### Downtown as a Major Hub in the Transit System

Maintain the Downtown as a major hub in the region's transit system: continuously improve transit service and recognize that high speed transit connections across the city and the region strengthen the ability of the Downtown to function as a high-density residential, employment, education and entertainment centre.

#### Links Downtown Transit to other Major Transportation and Employment Centres

Connect the Downtown to major transportation and employment centres, such as the International Airport and future intercity rail and bus stations.

#### Pedestrian Oriented Transit Zone

Use reduced parking ratios and cash-in lieu of parking to provide enhanced transit-user and other pedestrian amenities that enhance the convenience and attractiveness of transit.

#### Funding Transit Improvements

Secure consistent funding for transit maintenance, expansion and improvement to ensure a sustainable and efficient transit system that is positioned as a long-term strategy to managing congestion and increasing transportation network capacity to the Downtown.

#### Accessible and Integrated Transit

Provide a safe transit system that is accessible to all user groups with connections between all modes of transit mobility including, busses, light rail trains, bicycles, park & ride facilities.

#### Transit Station and Waiting Area Integration and Improvements

Provide transit stations and waiting areas integrated with new developments, adjacent pedestrian and cycling networks and implement capacity and amenity improvements to increase the attractiveness of transit.



### Pedestrian Flow around Transit Waiting Areas

Implement design improvements to the Downtown's major bus stops and LRT entrances to improve pedestrian flow through and around these features.

### Transit Use Incentives & Marketing

Maximize the sustainable benefits of transit use through the use of targeted incentive programs to contribute to an increase the overall modal share of downtown commuter traffic carried on transit.

### Transit Mobility within the Downtown

Support the provision of new transit services within the Downtown and its adjacent neighbourhoods to improve internal circulation and convenience and increase the appeal of transit for day-to-day trips.

### Bus Stop Benches

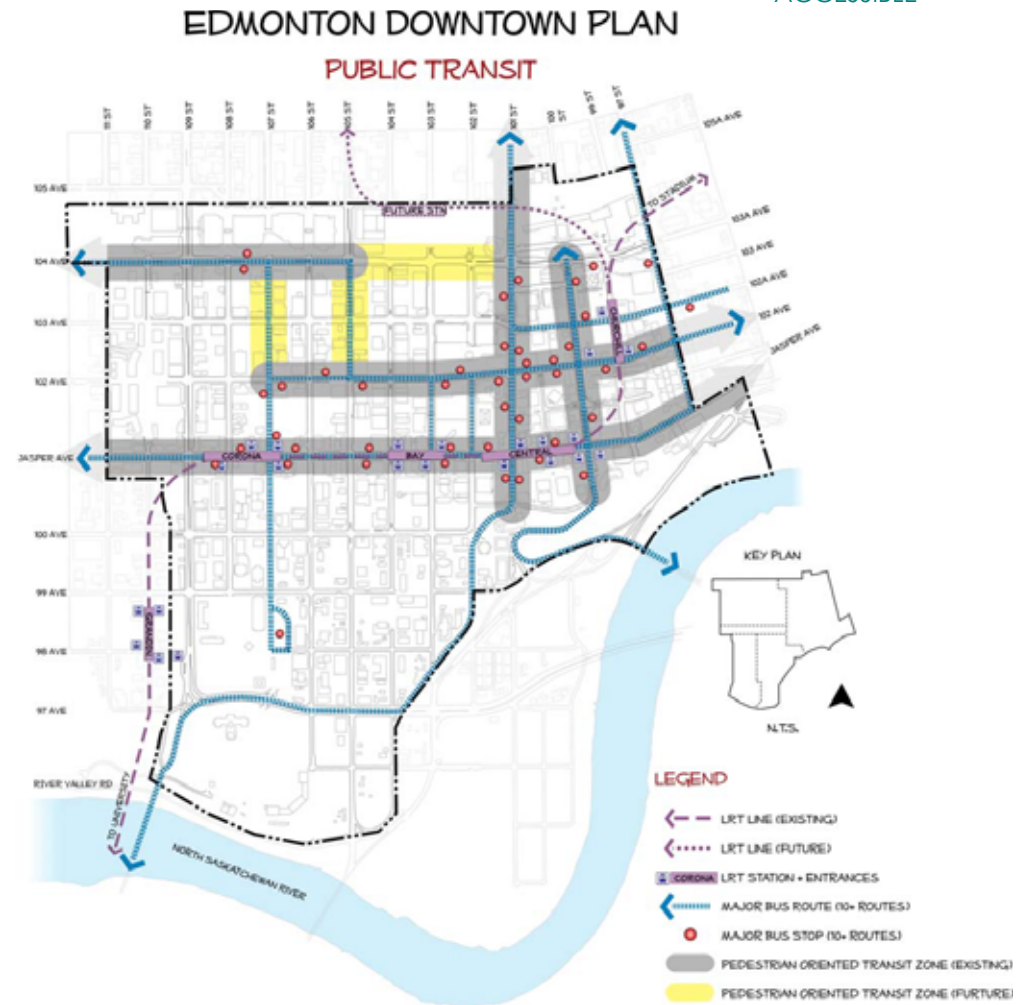
Provide bus stop benches throughout the Downtown that integrate with a downtown wide street furniture program and that are designed for ease of use, long-term maintenance and civic pride.

### Intercity Rail Services

Support and consult in the future development of a high speed inter-city rail link to Calgary with a terminal in the Downtown featuring integrated connections to other forms of travel, especially LRT.

### Transit Safety & Security

Provide both active and passive security measures throughout the Downtown transit system including, major waiting areas and transfer points, to ensure safe and secure transit system for all users.



## 7.0 ROADWAYS & DISTRIBUTION

### PREAMBLE

Roadways define the structure of the Downtown; they provide access for automobiles, busses, bicycles, sidewalks for people and sometimes room for parking. Roadways are conduits for goods movement and accessing the numerous different facilities, shops and residences in the Downtown. A high quality roadway system supports a strong downtown economy by supporting the movement of people, delivery of goods, and providing access to shops and service providers. Roadways are access corridors for a diversity of users, so it is important to consider the full and varied range of their user's needs.

The focus of the Downtown Plan is on maintaining a high quality roadway network and managing the existing road capacity to its highest possible extent for a range of activities and users. Increasing the amount of road capacity available in the Downtown is not likely to occur due to the high cost of property acquisition and the highly built-up nature of the Downtown. Policies will focus on managing congestion, maintaining flow, and mitigating the impacts of the transportation system to preserve or enhance the liveability of the Downtown. Increasing access to the Downtown will require commitments to Transportation Demand Management practices to balance the competing needs of numerous users and increase the efficiency of transportation resources. Maintaining a roadway network that provides a range of services to a diversity of users supports densification and an increasing range of activities in the Downtown.

### OBJECTIVE

Manage the existing roadway capacity to its highest possible extent for a range of activities and users through Transportation Demand Management initiatives

## POLICIES: ROADWAYS & DISTRIBUTION

### Roadway Improvements

Maintain and improve roadway infrastructure and facilities to ensure safe and efficient access and circulation for all forms of traffic in the Downtown.

### Bridges into the Downtown

Improve pedestrian, bicycle and transit capacity on bridges into the Downtown whenever upgrades are considered and accommodate traffic growth into the Downtown by maximizing the capacity of existing bridges to the greatest extent possible before redevelopment or bridge replacement.

### Pedestrian Emphasis & Continuity

Recognize the importance of a high quality pedestrian environment in strengthening the Downtown as a people place by providing continuity of pedestrian travel across existing barriers such as wide arterial streets, high capacity transit routes and other barriers.

### Pedestrian Priority Streets

Support the future adaptation of Downtown streets for increased pedestrian enhancements while protecting the ability to provide transit service.

### Two-Way Street Retention

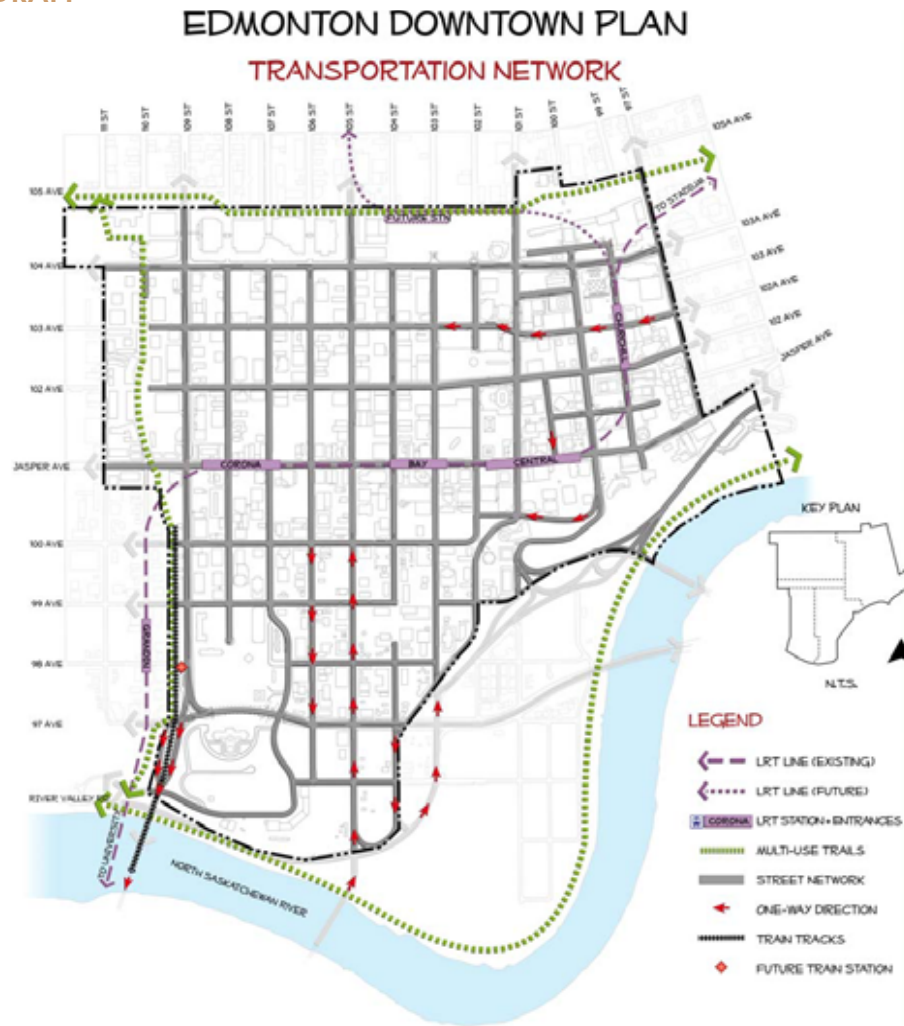
Support the continued retention of two-way streets in the Downtown especially where they are supportive of retail activity, residential uses and pedestrian travel.

### Improvements to Underused Streets

Recognize that some underused stretches of roadway can be improved through a range of initiatives to increase their retail and pedestrian appeal, while accommodating current traffic volumes on reduced roadway widths.

### Through Traffic to the Edges

Mitigate the impacts of through traffic movements through the downtown area by promoting and encouraging the use of edge arterial roadways as much as possible (104 Avenue on the north, 97 Avenue on the south, 109 Street on the west and both 97 Street and 101 Street on the east) (**Map 3**) and improve pedestrian and cyclist crossings where bike and pedestrian routes cross these arterials.



#### Connections to Adjacent Communities

Connect the core to adjacent neighbourhoods and the river valley through improved pathways, mid block crossings and intersection improvements that provide increased pedestrian convenience or safety.

#### Transportation Demand Management Techniques

Employ transportation demand management techniques, strategies and tactics such as carpool and parking management incentives to improve traffic and pedestrian movements in the Downtown with a view to prioritizing transit, pedestrian and cyclist movements.

#### Public Involvement in Transportation Improvements

Consult with affected area property owners, business proprietors, residents, the Downtown Business Association and the Downtown Edmonton Community League on the implementation of major transportation improvements in or affecting the Downtown.

#### Pedestrian Amenities are an Integral Part of Roads

Recognize, fund and provide basic pedestrian amenities such as pedestrian level lighting, street trees, and improved waste receptacles and benches as a standard component in completing major roadway improvements in the Downtown.

#### Design and Operation of the Truck Route Network

Provide a safe, cost effective and efficient truck route system that facilitates the movement of goods and services to and from the Downtown and through the region (**Map 3**).

#### Lanes/Alleys & Efficient Service Delivery

Design loading areas, parkade entrances and alleys to encourage free movement and circulation with service and parkade entrances located in alleys to ensure service provision with minimal impact on pedestrians. Rationalize on street loading facilities and locations and suggest design standards for garbage (storage/pickup) facilities in the Downtown.



## 8.0 PARKING MANAGEMENT

### PREAMBLE

This chapter addresses the challenge of modifying and adjusting current parking policies and practices such that they more closely reflect and enhance land use planning principles advanced in the other sections of this plan and which support walkability and transit use as key elements in the development of a sustainable downtown area. The key is to develop and adjust current parking strategies and tactics to ensure that a balanced transportation plan and an integrated parking system are achieved.

Significant residential and commercial development activity has occurred in a number of downtown sub-areas that has reduced the availability of surface parking. Further reductions in the availability of surface parking lots are anticipated with economic outlooks for the City of Edmonton and the downtown area continuing to be optimistic. Because local businesses in the Downtown typically do not have their own parking lots, the provision of hourly parking through private and publicly owned parkades, surface lots and on-street parking spaces is critical to a flourishing business environment.

In order to ensure that the Downtown area parking continues serve the strategic focus of cultural, business and entertainment activity, and to renew the City's commitment to downtown revitalization, the Planning and Development Department completed a detailed review of the Downtown parking supply. This review was carried out to develop management solutions to ensure an ongoing supply of parking in the Downtown balanced with recognition that initiatives to manage parking more strategically can maximize the utility of existing supplies and contribute to the achievement of reduced dependence on single occupant vehicles for commuting into the Downtown.

The City of Edmonton, like most major urban municipalities is working towards creating sustainable downtown environments, focusing on walkable, transit oriented downtown areas. To achieve this vision, reducing single occupant vehicle travel and introducing modifications to existing conventional parking policies are required to contribute to a downtown environment that is increasingly built for walking and other forms of travel while providing adequate parking supply for a thriving business community. The development of a balanced parking management program will assist in enhance the mode split to more sustainable choices while controlling the growth in single occupant vehicle travel and maintaining and improving the accessibility of the Downtown parking resources.

### OBJECTIVE

Manage on and off street parking to strategically anticipate and respond to projected parking supply constraints or surpluses, provide convenient business access, improve customer convenience and influence sustainable travel choices.



Above: New parking technologies such as centralized electronic metering, can provide a range of customer service improvements, such as a variety of payment options, remote meter payment, small car discounts, and can increase the number of on-street parking stalls by eliminating pre-determined parking stall sizes.

## POLICIES: PARKING MANAGEMENT

### **New Framework for Parking Management**

Review alternative parking organizational frameworks and establish a new management structure to administer on and off street parking and to strategically anticipate and respond to projected parking supply constraints or surpluses.

### **Improve the User Experience & Perceptions**

Develop an operational outlook aimed at enhancing the user experience and perceptions about the presence of downtown parking and implement through a diversity of programs and initiatives to enhance user awareness and convenience.

### **New Parking Technologies**

Research, test and implement new revenue collection systems and hardware which maximize revenue opportunities and improve the user experience, providing a wide variety of options for payment, and improve sidewalk functionality and aesthetics.

### **Reduced Parking Provisions & Maximum Parking Limits**

Enhance the liveability of the Downtown by controlling the number of vehicles available for use through a reduction in the quantity of parking spaces provided in both residential and commercial developments, introducing maximum limits for parking space provision.

### **Range of Options to Supply Parking**

Establish a broader range of options for satisfying downtown parking supply requirements including but not limited to shared parking arrangements, off site parking, travel demand management programs, parking in lieu programs, and other options that provide increased flexibility in addressing the provision of Downtown parking.

### **Monitoring and Management of Parking Resources**

Develop and maintain a comprehensive database of on and off-street parking spaces and develop data monitoring and reporting systems that facilitate real-time maintenance and management of parking points of purchase.

### **Sources of Improvement Funding**

Explore the use of parking funds or fees to funding improvements within the district they are generated for parking related improvements and operation, such as the introduction of new parking technologies, expanding the inventory of spaces available and providing residential parking programs.

### **City Leadership Pilots**

City owned parking facilities can test market pilot programs that encourage car pools, low emissions vehicle use and enhanced bicycle parking options prior to introducing regulatory changes.

### **Parking Supply & Pricing to Enhance Sustainability**

Recognize that a limited, but well managed supply and demand-based pricing of parking spaces can improve the use of alternate travel modes and enhance quality of life.

### **Proximity and Connectivity to High Capacity Transit**

Allow the relaxation of parking provisions for developments within 200 meters of high capacity transit services such as LRT stations and high frequency bus routes.

### **Sustainability Incentives & Promotions**

Create programs to encourage a cultural shift to more environmentally sustainable forms of automobile use through incentive programming for car pools vehicles, small vehicles, and low emission vehicles.

### **Implement Fee in Lieu Programs**

Development cost savings attributed to reduced parking construction will be applied to improvements for pedestrian access and transit use. Allow new developments to buy out part of, or all of their parking requirement to generate revenues for new transportation transit and parking projects.

### **Create Parking Facility Design Standards**

Establish design specifications that seek to improve the street wall facades of new parking structures, institute more uniform easier-to-understand signage, improved lighting and landscaping, pedestrian pathways, secure, enclosed bicycle parking, and generally improve the integration of parkades in to the Downtown pedestrian environment.

## 9.0 IMPLEMENTATION:

The implementation table below provides a range of initiatives, actions and projects that respond to the policies laid out in this section of the Plan. The policy is identified by title in the "policy" column, the specific implementation action is described in the "action" column, and the key partners in completing the implementation are identified in the "Lead Role" column.

Policy	Actions	Lead Role
<b>Transportation System Context</b>		
Downtown as a Major Centre in the Transportation System	Coordinate with TMP	
Connect the Downtown to Regional Destinations	Coordinate with TMP	
Mutually Supportive Transportation and Land Use Plans	Coordinate with TMP	
Commuter Trips to the Downtown	Coordinate with TMP	
Integrated Circulation System	Coordinate with TMP	
<b>Pedestrian Network</b>		
Pedestrians First	<ul style="list-style-type: none"> <li>Land Use Bylaw amendments to require the provision of exterior street-level access points, retail shops or residential units at grade on the pedestrian oriented streets (<b>MAP 1</b>) throughout the Downtown</li> <li>Land Use Bylaw amendments to prohibit ground floor office uses on specified pedestrian retail streets (<b>MAP 1</b>)(Jasper Avenue, 101 Street, 104 Street, Rice Howard Way and portions of 102 Avenue,) or at other pedestrian oriented locations such as plazas, along Rice Howard Way etc.</li> </ul>	P&DD
Zero Tolerance for Blank Walls	<ul style="list-style-type: none"> <li>Land Use Bylaw amendments to prohibit any blank wall developments at grade in the Downtown.</li> </ul>	P&DD

	including walls that purport to be decorative approaches to resolving a blank wall situation	
Pedestrian Amenities are an Integral Part of Roads	<ul style="list-style-type: none"> <li>Establish agreed-to standardized elements, incorporate into all budget requests for roadway rehabilitations</li> </ul>	Transportation, P&DD
Pedestrian Priority in the Downtown	<ul style="list-style-type: none"> <li>Complete intersection improvements, such as pedestrian refuges on medians, that facilitate improved pedestrian safety at the locations identified on <b>Map 2</b></li> <li>Eliminate push-button activated pedestrian crossing in the Downtown and replace with as-of-right crosswalk signalization on all legs of each intersection</li> </ul>	Transportation P&DD
Completion and Expansion of Pedestrian Routes	<ul style="list-style-type: none"> <li>Complete the Top-of-Bank Walkway through Downtown by extending Heritage Trail to complete a comprehensive east-west link from MacDonald Drive/100 Street to the Conference Centre</li> <li>Complete the Multi-Use Trail pedestrian and bicycle bridge across Jasper Avenue at 110 Street (<b>Map 3</b>)</li> <li>Enhance the Multi-use Trail Corridor signalized crossings of Jasper Avenue and 104 Avenue at 110 Street (<b>Map 3</b>)</li> <li>Complete pedestrian crossing improvements at the locations indicated on (<b>MAP 2</b>)</li> <li>Support the closure of 102A Avenue to general traffic to allow the creation of a pedestrian oriented street, with provision for transit or service vehicle use</li> <li>Design and install an enhanced pedestrian crossing of 104 Avenue at 104 Street.</li> </ul>	P&DD Transportation
People Spaces Beyond the Sidewalk System	<ul style="list-style-type: none"> <li>Secure mid-block pedestrian pathways shown on <b>Map 3 Pedestrian Network</b>, forecourt areas, plazas, and other forms of privately owned public spaces as a function of development permit approvals and/or discretionary zoning process</li> <li>The Urban Design plan for the Downtown will identify locations where the provisions of public amenity spaces are required.</li> </ul>	P&DD
Pedestrian Connections to Adjacent Communities	<ul style="list-style-type: none"> <li>Complete pedestrian walkway connections to adjacent communities, especially those to the north and east of the Downtown.</li> </ul>	
River Valley Staircases	<ul style="list-style-type: none"> <li>Upgrade stairway connections identified on <b>MAP 2</b> in a manner that makes each staircase into a distinct, permanent public destination in its own right,</li> </ul>	AM&PW, P&DD

	<ul style="list-style-type: none"> <li>providing the Downtown with a variety of prominent view points and high quality meeting places that serve as neighbourhood focal points</li> <li>Consider a design charette, university urban design project or design competition to develop these stair case designs at low cost</li> </ul>	
Pedestrians and Bicycles on Bridges into the Downtown	<ul style="list-style-type: none"> <li>The following bridges are identified for sidewalk enhancements that include solid surfaces, pedestrian lighting and pathway connection enhancements: <b>James McDonald Bridge</b> southbound, <b>Low Level Bridge</b> southbound, <b>Walterdale Bridge</b>, both directions.</li> <li>Upgrades to be completed as independent upgrades, or as a function of major rehabilitations.</li> </ul>	Transportation
Pedestrian Signage (Wayfinding)	<ul style="list-style-type: none"> <li>Design a pedestrian signage &amp; mapping system for downtown streets, sidewalks and open spaces to direct and orient pedestrians and to promote downtown attractions, identify the 5 downtown districts, river valley stair cases and access points, LRT entrances, transit stations, Pedway entrances and connections to adjacent neighbourhoods</li> </ul>	P&DD
<b>Urban Design For Pedestrians</b>		
Redevelopment Includes the Pedestrian Realm (Development Cost Levies)	<ul style="list-style-type: none"> <li>Implement urban design plans through 3 methods: <ul style="list-style-type: none"> <li>development cost levies as a function of redevelopment approvals</li> <li>require public realm upgrades as a function of development permits</li> <li>complete smaller gaps in the pedestrian realm upgrades as capital expenditures</li> </ul> </li> </ul>	P&DD
Cost Sharing Pedestrian Realm Improvements	<ul style="list-style-type: none"> <li>Amend the streetscape financing policy to recognize the collective benefit to the City and the Property Owner by financing as a 50% cost-shared local improvement to encourage complete streetscape construction projects outside of the redevelopment process (i.e. a whole block at once, or several blocks at once).</li> </ul>	P&DD
Pedway Network Expansions	<ul style="list-style-type: none"> <li>Require Pedway network connections and expansions for major office, commercial or institutional development adjacent to or across the street from existing Pedway facilities or LRT stations</li> </ul>	P&DD

<b>Pedestrian Amenities</b>		
Pedestrian Level Lighting	<ul style="list-style-type: none"> <li>Urban Design plans will specify pedestrian level lighting requirements for new developments and specific fixtures for sidewalk lighting improvements</li> <li>Pedestrian lighting improvements on Pedestrian Oriented Streets (<b>MAP 1</b>) will be prioritized for cost sharing with the City and adjacent property owners</li> <li>Provide pedestrian level lighting as a standard component of roadway rehabilitations.</li> </ul>	P&DD Transportation
Construction Hoarding Standards	<ul style="list-style-type: none"> <li>Require 7 foot minimum clearances, temporary lighting, snow and trash clearance and art or marketing materials on all hoarding in the Downtown.</li> <li>Ensure all Development Officers are aware of these requirements.</li> </ul>	P&DD
Street Furniture Standardization	Issue an RFP for a standardized set of street furniture across the Downtown, with customization features that respond to each of the District Urban Design Plans, and reduce the dependence of the City on advertising income to provide basic elements such as bike racks and benches	Transportation, P&DD
Streetscape Maintenance	<ul style="list-style-type: none"> <li>Allocate adequate funds for a 30 year lifecycle of ongoing materials replacement and parts inventory</li> <li>Promote public assistance in the reporting of broken elements.</li> <li>Consider private sector solutions to maintenance of street furniture.</li> <li>Eliminate bus bench and bike rack advertising in the Downtown</li> </ul>	
Cleanliness & Bylaw Enforcement	<ul style="list-style-type: none"> <li>Implement weekly street sweeping and flushing in the spring, summer and fall.</li> <li>Power wash street furniture twice a year.</li> <li>Increase on-street trash collection to adequately deal with growing trash volumes. Monitor for effectiveness.</li> <li>Require the provision of cigarette disposal receptacles on new buildings</li> <li>Enforce bylaws pertaining to illegal signs, lands uses and un tidy premises</li> </ul>	AM&PW DBA DECL P&DD
Newspaper Box & Accessory Placement	<ul style="list-style-type: none"> <li>Take an inventory of existing pedestrian obstacles, implement a relocation program, and ensuring future placement of accessories does not impeded pedestrian circulation. Enforce as necessary.</li> </ul>	Transportation

	Recognize that not every news box can be accommodated at all locations.	
<b>Policy</b>	<b>Actions</b>	<b>Lead Role</b>
<b>Policy</b>	<b>Actions</b>	<b>Lead Role</b>
<b>Bicycles In The Downtown</b>		
Bicycle Routes Downtown: Continuous, Visible, Connected	<ul style="list-style-type: none"> <li>Complete un-resolved breaks in the multi-use trail network,</li> <li>Replace the temporary bike lane infrastructure at Jasper Avenue and 110 Street with a permanent and visually appealing configuration.</li> <li>Monitor the multi-use trail crossing at Jasper Avenue and 110 Street and undertake improvements as necessary.</li> <li>Implement crossing improvements to increase convenience, safety and visibility, where bicycle routes cross arterial roads such as 104 Avenue and 109 Street</li> </ul>	Transportation P&DD
Bicycle Route Safety and Convenience	<ul style="list-style-type: none"> <li>Increase the visibility of bicycle routes in the Downtown for users and drivers.</li> </ul>	Transportation
Bicycle Enhancements as a Function of Development	<ul style="list-style-type: none"> <li>Amend the Land Use Bylaw to facilitate improvements to key intersections or the provision of bicycle network amenities as a function of development adjacent to routes.</li> <li>Use development agreements to secure the provision of amenities, bicycle route enhancements or right of way provision</li> </ul>	P&DD
Bicycles on Busses & LRT	<ul style="list-style-type: none"> <li>Increase the availability of bike racks on busses and bicycle loading on the LRT.</li> </ul>	ETS
Bicycle Lockups at Transit Facilities	<ul style="list-style-type: none"> <li>Evaluate options and select a method for the provision of safe, secure, and convenient bicycle storage facilities at major transit facilities.</li> <li>Determine the appropriate LRT stations for a pilot or phase-in of secure bicycle storage.</li> <li>Incorporate features at stations that improve the access of bicycles into the station</li> </ul>	ETS Transportation

Bicycle End of Trip Facilities	Incorporate changes to the Zoning Bylaw facilitating the provision of end of trip facilities that include change rooms, showers, lockers, and secure indoor parking scaled to the intensity and size of development. Consider incentive programs to encourage retrofits that include end-of-trip facility provision	P&DD
City Leadership In Bicycle Commuting/Bicycle Station	Design and construct a pilot project integrated bicycle storage facility at a centralized public building or public space to encourage increased bicycle use and to reconcile the lack of bicycle facilities present in buildings approved prior to this plan.	P&D AM&PW Transportation
Short Term Bicycle Parking	<ul style="list-style-type: none"> <li>Provide bicycle racks throughout the downtown that reflect pride in our city, are free of advertising, designed for ease of use and simple to maintain.</li> <li>Initiate bylaw amendments requiring integrated, secure, surveillanced, covered bicycle parking into major commercial, institutional and non accessory parking areas.</li> </ul>	Transportation P&D
<b>Public Transit</b>		
<b>Accessible and Integrated Transit</b>	<ul style="list-style-type: none"> <li>Integrate the new MacEwan LRT station with the pedestrian and cycling networks</li> <li>Provide universal access at all major transit facilities and on transit vehicles to the greatest extent practical</li> <li>Increase the number of bike racks on busses</li> <li>Provide secure bike parking at all LRT stations in the Downtown.</li> </ul>	ETS Transportation
Transit Area Integration and Improvements	<ul style="list-style-type: none"> <li>Design major bus shelters to improve the flow of pedestrian movements at major bus stops, LRT entrances and BRT waiting areas located within the Pedestrian Oriented Transit Zones, increase capacity for waiting patrons, provide schedule information, and reduce sidewalk congestion.</li> <li>Clean and maintain transit waiting areas to facilitate use as intended and enhance the</li> </ul>	ETS P&DD

	<ul style="list-style-type: none"> <li>image of transit.</li> <li>Replace or enhance LRT station entrances (except Corona) to improve visibility, sense of safety, as well as weather protection.</li> <li>Complete Zoning Bylaw amendments that facilitate the provision of integration transit waiting areas in new developments within the Pedestrian Oriented Transit Zones.</li> <li>Require overhead weather protection in new developments.</li> </ul>	
Transit Safety & Security	<ul style="list-style-type: none"> <li>Implement active and passive security features in transit facilities and vehicles</li> <li>Provide security staff to at a level appropriate to the scale of transit system expansion and ridership growth within the Downtown</li> </ul>	ETS
Transit Use Incentives & Marketing	Partner with major employers and other large institutions to establish bulk-purchase discounts	ETS
Transit Mobility Within the Downtown	Identify and implement transit services that improves the circulation within the Downtown and provides increased connectivity to adjacent communities	ETS DBA DECL Transportation
Bus Stop Benches	Provide bus stop benches throughout the downtown that reflect pride in our city, are free of advertising, designed for ease of use and simple to maintain.	Transportation ETS P&DD
Linkages to Major Transportation and Employment Centres	Provide transit service access from the Downtown to the International Airport.	ETS Transportation ERAA
Intercity Rail Services	<ul style="list-style-type: none"> <li>Locate an intercity rail station in the Downtown at the north end of the High Level Bridge</li> <li>Integrate the terminal with other forms of transportation such as busses, LRT, taxis and more</li> </ul>	Transportation Province of Alberta – Infrastructure & Transportation
<b>Policy</b>	<b>Actions</b>	<b>Lead Role</b>
<b>Roadways &amp; Distribution</b>		

Pedestrian Priority Streets	<ul style="list-style-type: none"> <li>Adapt 102A Avenue between 99 Street and 100 Street as a pedestrian priority street that supports pedestrian flow between City Hall and Sir Winston Churchill Square for festival staging while retaining access for transit service</li> <li>Maintain all sections of Rice Howard Way as a Pedestrian Priority Street</li> </ul>	Transportation and P&D
Improvements to Underused Streets	Examine a range of options to improve the vibrancy of 102A Avenue between 100 Street and 101 Street including potential roadway reconfigurations or a reduction in travel lanes	P&DD Transportation
Connections to Adjacent Communities	<ul style="list-style-type: none"> <li>Complete the construction of the Multi-use Trail across the Downtown along 105 Avenue.</li> <li>Complete staircase improvements the increase the connectivity of pedestrian and bicycle routes to the Downtown</li> <li>Use mid-block pathways to provide pedestrian routes through large developments sites and into adjacent communities</li> <li>Secure mid-block pathway rights of way at the development permit and direct control approvals phase.</li> </ul>	Transportation Parks P&DD
Transportation Demand Management (TDM) Techniques	<ul style="list-style-type: none"> <li>Use TDM techniques to increase access and capacity to the Downtown</li> <li>Identify TDM strategies that provide the greatest benefit to transit and pedestrian movements.</li> <li>Reserve spaces in City-owned parkades for car-pool vehicles, and develop other incentives</li> <li>Develop employer and resident-based TDM programs. Transportation allowances, targeted incentives for non-SOV modes and disincentives for auto use based upon an individual's primary trip origin or trip destination.</li> <li>Consider Building-based TDM programs, merchant TDM programs and transit incentives.</li> </ul>	Transportation P&DD Office of Env't. ETS
Pedestrian Amenities	Budget requests for roadways rehabilitation in	P&D

are Part of Roadways	the Downtown shall incorporate funding for the provision of street trees, pedestrian lighting and basic street furniture	Transportation DBA DECL
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	•	
<b>Policy</b>	<b>Actions</b>	<b>Lead Role</b>
<b>Parking</b>		
New Framework for Parking Management	<ul style="list-style-type: none"> <li>Review organizational operational frameworks and establish a new parking management structure for Downtown parking</li> <li>Provide strategically located parking facilities</li> <li>Invest parking funds in travel demand management options and strategic parking initiatives</li> <li>Address projected fluctuations in parking resources</li> </ul>	Transportation P&DD AM&PW
Improve the User Experience & Perceptions	<ul style="list-style-type: none"> <li>Establish a customer service driven approach to improve the perception and accessibility of Downtown parking</li> <li>Introduce a range of tools and payment technologies to increase the convenience of Downtown parking</li> <li>Market downtown parking through a coordinated visual identification platform</li> </ul>	
New Parking Technologies	<ul style="list-style-type: none"> <li>Introduce new revenue collection systems and hardware can</li> <li>eliminate the need for large numbers of individual on-street parking meters,</li> <li>provide a wide variety of options for payment or pre-payment of on-street parking</li> </ul>	Transportation
Reduced Parking Provisions & Maximum Parking Limits	<ul style="list-style-type: none"> <li>Amend the Zoning Bylaw to place an upper limit for the provision of parking spaces in the Downtown – apply to both residential and commercial developments.</li> <li>Evaluate the opportunity to reduce overall parking requirements for both commercial and</li> </ul>	P&DD

	residential developments in the Downtown.	
	<ul style="list-style-type: none"> <li>Take a district-specific approach to parking rations in the Downtown</li> </ul>	
Range of Options to Supply Parking	<ul style="list-style-type: none"> <li>TDM, parking-in-lieu, shared parking, off-site parking etc.</li> </ul>	
Monitoring & Management of Parking Resources	<ul style="list-style-type: none"> <li>Continue to maintain a comprehensive database of on and off-street public and private parking spaces including times of permitted use, meter rates, loading zones and other restrictions.</li> <li>Develop data monitoring and reporting systems that facilitate real-time maintenance and management of point of purchase.</li> <li>Develop procedures to regularly measure how on and off-street parking spaces are being utilized, including length of stay during by day and in what way parking resources appear to be over-utilized or under-utilized.</li> </ul>	Transportation
Sources of Improvement Funding	<ul style="list-style-type: none"> <li>Establish accounts that will receive funding from parking meters in the downtown and direct these funds back into improvements within the district for uses such as way-finding signage, transit improvements, parking improvements and operation, etc.</li> </ul>	Transportation
City Leadership Pilot Projects	<ul style="list-style-type: none"> <li>Test market incentives that reserve the best spaces or best rates for car pool or low emissions vehicles.</li> <li>Test market incentives that provide secure, enclosed, attractive bicycle parking in city owned parkades.</li> <li>Evaluate programs for incorporation into development regulations.</li> </ul>	Transportation AM&PW
Proximity & Connectivity to High Capacity Transit	<ul style="list-style-type: none"> <li>Amend the Zoning Bylaw to scale parking requirements depending on their proximity to major transit facilities.</li> <li>Establish standards to permit developments adjacent to high capacity transit facilities to</li> </ul>	P&DD Transportation

	provide the least amount of parking spaces relative to those developments in the Downtown that are furthest removed from high capacity transit.	
Parking Supply & Pricing to Enhance Sustainability	<ul style="list-style-type: none"> <li>• Scale parking pricing to the demand for the commodity</li> <li>• Use pricing strategies to develop awareness and encourage shifts in the modal split away from the SOV</li> </ul>	
Sustainability Incentives & Promotions	<ul style="list-style-type: none"> <li>• Small car rate</li> <li>• Car pool discounts</li> <li>• Car pool queue jumps</li> <li>• Choice spots for pool vehicles</li> <li>• Hybrid rates and spaces</li> </ul>	AM&PW Transportation
Fee in Lieu Programs	<ul style="list-style-type: none"> <li>• Complete a study to develop a fee in lieu program whereby cost allocated to full parking provision is partially allocated to off site improvements that increase transit, car pool or pedestrian travel.</li> </ul>	
Parking Facility Design Standards	<ul style="list-style-type: none"> <li>• Establish new urban design, and construction standards for the design and operation of parkade structures in the Downtown.</li> </ul>	P&DD