



TOWN OF CANMORE POLICY

EFFECTIVE DATE: June 10, 2008

ADOPTED BY RESOLUTION #: 67-2002

Amended by: #339-2002

#26-2004

#413-2007

604-2007

#183-2008

POLICY TITLE: Town of Canmore Parking Cash-In-Lieu Policy

TOWN OF CANMORE PARKING CASH-IN-LIEU POLICY

1.0 DEFINITIONS

Cash-in-lieu shall mean the use of money for the construction of shared public parking stalls in place of private, on-site parking stalls.

Council shall mean the Municipal Council for the Town of Canmore.

Developer shall mean the individual and/or corporation who propose to develop a parcel of land as defined in a Development Agreement.

Development shall mean:

- a building or an addition to, or replacement or repair of a building and the construction or placing in, on, over or under land of any of them,
- a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building,
- a change in the intensity of use of land or a building or an act done in relation to land or building that results in or is likely to result in a change in the intensity of use of the land or building.

Development, mixed use, shall mean a development with both commercial and residential uses.

Development Authority shall mean the Canmore Planning Commission, Council, the Subdivision and Development Appeal Board or the Development Officer as the context provides.

Town shall mean the corporation of the Town of Canmore.

2.0 PARKING CASH-IN-LIEU POLICY

Purpose:

The purpose of this policy is to provide guidelines for implementing the parking Cash-in-lieu program as outlined in the Land Use Bylaw.

Under the Land Use Bylaw, the Development Authority may, at its discretion, accept a Cash-in-lieu payment for the difference between the total number or required parking stalls and the number of parking stalls provided within the Development.

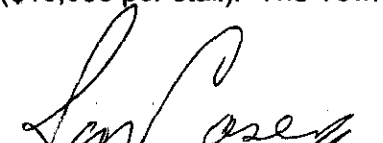
Policies:

The following policies shall apply subject to the approval of the Development Authority:

- 2.1 The parking Cash-in-lieu policy shall apply to all new developments and re-developments within the Town Centre (TC) and Gateway Commercial (GD) Land Use Districts of the Land Use Bylaw and such other districts as approved by Council.
- 2.2 The parking Cash-in-lieu fee shall be assessed for the difference between the total number of required parking stalls and the number of parking stalls provided within the Development.
- 2.3 Calculation of Commercial Parking Requirements: Parking required for Cash-in-lieu parking stalls for commercial development shall be calculated and assessed at 75% of the stalls required in PART C of the Land Use Bylaw. The resulting number of stalls shall not be arithmetically rounded off.
- 2.4 Calculation of Parking Requirements for Dwelling Units in Mixed-use Developments: Each dwelling unit within a mixed-use development shall be provided with a minimum of one on-site parking stall to the satisfaction of the Development Authority. Where the Development Authority allows for Cash-in-lieu of parking for stalls which may be required in excess of one stall per dwelling unit such stalls shall be calculated and assessed at 100% of the requirements of PART C of the Land Use Bylaw. The resulting number of stalls shall not be arithmetically rounded off.
- 2.5 The parking Cash-in-lieu fee and policy shall be reviewed every year.
- 2.6 The required Cash-in-lieu fee shall be collected through the development agreement process. The collection of Cash-in-lieu fees shall be as directed by the Collection of Levies and Fees Policy.
- 2.7 All Cash-in-lieu fees shall be deposited into an interest bearing parking fund established for the purpose of constructing future parking facilities. Construction of the parking facility may commence once 50% of the value of the facility has been collected.
- 2.8 The Parking Cash-in-Lieu fee shall be established at \$40,000 per stall based on 80% of \$50,000 per stall cost of construction as determined by the Town of Canmore. The Town of Canmore will contribute the remaining 20% (\$10,000 per stall). The Town of Canmore shall provide the land required for parking.



 Chief Administrative Officer



 Mayor

TOWN OF CANMORE

WHERE THERE IS ANY CONFLICT BETWEEN THE POLICIES AND PROCEDURES ADOPTED BY THE TOWN OF CANMORE AND THE POLICIES AND PROCEDURES SET FORTH IN A COLLECTIVE AGREEMENT ADOPTED BY CUPE LOCAL #37, OR POLICIES AND PROCEDURES SET FORTH IN A STATUTE OF THE PROVINCIAL OR FEDERAL GOVERNMENT, THE COLLECTIVE AGREEMENT OR THE PROVINCIAL OR FEDERAL STATUTE SHALL SUPERCEDE SUCH OTHER POLICIES OR PROCEDURES.

T.M. Registered



TOWN OF CANMORE POLICY AND PROCEDURE

Policy PD-007

EFFECTIVE DATE: May 6, 2003

ADOPTED BY RESOLUTION #: 247-2003

POLICY TITLE: Administrative Guideline for Variances
to the Town's Cash-in-Lieu of Parking
Policy

CASH-IN-LIEU OF PARKING VARIANCES – ADMINISTRATIVE GUIDELINE

Purpose

To provide additional incentives or methods to encourage and facilitate higher quality downtown development, through enhanced architecture of the pedestrian scale, through granting of variances to the parking requirements under the Land Use Bylaw. This Administrative Guideline does not apply to the Gateway District.

1. The Canmore Planning Commission or Council shall be the administrator of the Guideline, and are the only body able to grant variances under this incentive program.
2. The provision of outdoor pedestrian connections through the site, or interior pedestrian connections that are permanently available to the public, and both of which are open for 24 hours, shall be eligible for credit, as has been past practice in the review of development permits. Such credit is to be extended based on the area of commercial floor space forgone on the ground and first floor of the proposed development, divided by the area requirement for office/retail parking uses contained in the Land Use Bylaw.
3. Pedestrian features such as articulation of the building façade at the pedestrian level, covered and uncovered seating areas, pedestrian furniture and bicycle racks and pedestrian level visual interest (differing natural materials, ornamentation, etc.) shall together count towards a variance of one to a maximum of two required parking stalls.
4. The total amount of variances granted under this guideline (including those under items #2 and #3) shall not amount to more than 30% of the full parking requirement for the proposed development. No variances shall be granted in excess of this amount.
5. The review is to be completed by Planning and Development staff and submitted as part of the Staff Report concerning the proposed development permit application.
6. Nothing under these guidelines shall require that variances be granted as part of a development permit application.
7. The applicant will be required to pay the full cash-in-lieu of parking fees as part of the development agreement. Credits earned under this program are to be applied as a refund from the cash-in-lieu of parking reserve account once a Development Completion Certificate has been issued and the applicant has demonstrated that the design commitments have been satisfied.

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T.M. Registered Trade Mark

