



## AGENDA

### SPC ON TRANSPORTATION AND TRANSIT

October 21, 2020, 9:30 AM  
IN THE COUNCIL CHAMBER

Members

Councillor J. Davison, Chair  
Councillor S. Chu, Vice-Chair  
Councillor G. Chahal  
Councillor J. Farkas  
Councillor J. Gondek  
Councillor S. Keating  
Councillor J. Magliocca  
Mayor N. Nenshi, Ex-Officio

#### ***SPECIAL NOTES:***

*Public are encouraged to follow Council and Committee meetings using the live stream  
<http://video.isilive.ca/calgary/live.html>*

*Public wishing to make a written submission may do so using the public submission form at the following link:  
[Public Submission Form](#)*

*Public wishing to speak are invited to contact the City Clerk's Office by email at  
[publicsubmissions@calgary.ca](mailto:publicsubmissions@calgary.ca) to register and to receive further information.*

*Members may be participating remotely*

1. CALL TO ORDER
2. OPENING REMARKS
3. CONFIRMATION OF AGENDA
4. CONFIRMATION OF MINUTES
  - 4.1. Minutes of the Regular Meeting of the Standing Policy Committee on Transportation and Transit, 2020 September 30

5. CONSENT AGENDA

5.1. DEFERRALS AND PROCEDURAL REQUESTS  
None

5.2. BRIEFINGS  
None

6. POSTPONED REPORTS  
*(including related/supplemental reports)*  
None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1. Mobility Trends in Calgary – Covid-19 Transportation System Monitoring (Verbal), TT2020-1176

7.2. Future of Transportation: COVID Recovery Scenarios, TT2020-1120

7.3. Residential Parking Program Review, TT2020-0923

7.4. Parking Management Zone Changes - Britannia, TT2020-1191

8. ITEMS DIRECTLY TO COMMITTEE

8.1. REFERRED REPORTS  
None

8.2. NOTICE(S) OF MOTION  
None

9. URGENT BUSINESS

10. CONFIDENTIAL ITEMS

10.1. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES  
None

10.2. URGENT BUSINESS

11. ADJOURNMENT



## MINUTES

### SPC ON TRANSPORTATION AND TRANSIT

**September 30, 2020, 9:30 AM  
IN THE COUNCIL CHAMBER**

**PRESENT:**

Councillor J. Davison, Chair  
Councillor S. Chu, Vice-Chair (Remote Participation)  
Councillor G. Chahal (Remote Participation)  
Councillor J. Farkas (Remote Participation)  
Councillor J. Gondek (Remote Participation)  
Councillor S. Keating  
Councillor J. Magliocca (Remote Participation)  
Councillor G-C. Carra (Remote Participation)  
Councillor D. Farrell (Remote Participation)  
Councillor W. Sutherland (Remote Participation)  
Councillor E. Woolley (Remote Participation)

**ALSO PRESENT:**

A/General Manager D. Morgan  
Legislative Advisor G. Chaudhary  
Legislative Advisor L. Gibb

**1. CALL TO ORDER**

Councillor Davison called the Meeting to order at 9:35 a.m.

**2. OPENING REMARKS**

Councillor Davison provided opening remarks and recognized that today is Orange Shirt Day, which honours Indigenous communities who were impacted by residential schools and commits to a spirit of reconciliation.

**ROLL CALL:**

Councillor Chu, Councillor Farkas, Councillor Gondek, Councillor Keating, Councillor Magliocca, Councillor Davison, Councillor Carra, Councillor Farrell, Councillor Sutherland, Councillor Woolley.

Absent at Roll Call: Councillor Chahal (joined at 9:37 a.m.)

3. CONFIRMATION OF AGENDA

**Moved by** Councillor Chu

That the Agenda for the 2020 September 30 Regular Meeting of the Standing Policy Committee on Transportation and Transit be confirmed.

**MOTION CARRIED**

4. CONFIRMATION OF MINUTES

4.1 Minutes of the Regular Meeting of the Standing Policy Committee on Transportation and Transit, 2020 July 22

**Moved by** Councillor Chu

That the Minutes of the 2020 July 22 Regular Meeting of the Standing Policy Committee on Transportation and Transit be confirmed.

**MOTION CARRIED**

5. CONSENT AGENDA

**Moved by** Councillor Chu

That the Consent Agenda be approved as follows:

5.1 DEFERRALS AND PROCEDURAL REQUESTS

5.1.1 RouteAhead Project Prioritization, TT2020-1082

5.2 BRIEFINGS

None

**MOTION CARRIED**

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 Mobility Trends in Calgary – Covid-19 Transportation System Monitoring (Verbal), TT2020-1090

A presentation entitled "TT2020-1090 Mobility Trends in Calgary COVID-19 Transportation System Monitoring", dated 2020 September 30 was electronically distributed with respect to Verbal Report TT2020-1090.

**Moved by** Councillor Keating

That with respect to Verbal Report TT2020-1090, the following be approved:

That the Standing Policy Committee on Transportation and Transit receive the distributed presentation for the Corporate Record.

**MOTION CARRIED**

7.2 Neighbourhood Speed Limit Review, TT2020-1036

With respect to Report TT2020-1036, the following items were electronically distributed:

- A presentation entitled " Neighbourhood Speed Limits Review SPC Transportation and Transit", dated 2020 September 30;
- Public Submission letters; and
- A handout from Larry Heather entitled "September 30th Calgary Transportation Committee Proposal to Reduce Speed limits in Residential Communities."

By General Consent, Committee received the distributed Public Submissions and handout for the Corporate Record with respect Report TT2020-1036.

The following speakers addressed Committee with respect to Report TT2020-1036:

1. Kent Manning
2. Dr. Brent Hagel
3. Dave Fryett
4. Kevin Schlauch, Beltline Neighbourhoods Association
5. Asad Chaudhary
6. Jane Ebbert
7. Amanda Chapman
8. Kimberly Wilbur
9. Larry Heather
10. Vanessa Urschel

By General Consent, pursuant to Section 6(1) of the Procedure Bylaw 35M2017, Committee suspended Section 78(2)(a), in order to complete the remainder of the Agenda.

Councillor Keating rose on a Question of Privilege in response to another Member's comments. Chair Davison ruled on the Question of Privilege.

Councillor Woolley rose on a Point of Order in response to another Member's comments. Chair Davison ruled on the Point of Order.

**Moved by Councillor Carra**

That with respect to Report TT2020-1036, the following be approved:

That the Administration Recommendations be amended as follows:

- In Administration Recommendation 1 by deleting the words "40 km/h" following the words "speed limit from 50 km/h to" and substitute with the words "30 km/h"
- In Administration Recommendation 2 by deleting the words "50 km/h" following the words "Direct Administration to post" and substituting with the words "40 km/h", and
- In Administration Recommendation 2 by deleting the words "unless or until a credible environment for a slower speed limit is provided," and substitute with the words "deemed appropriate by Administration".

For: (3): Councillor Carra, Councillor Farrell, and Councillor Woolley

Against: (8): Councillor Davison, Councillor Chu, Councillor Chahal, Councillor Farkas, Councillor Gondek, Councillor Keating, Councillor Magliocca, and Councillor Sutherland

**MOTION DEFEATED**

**Moved by Councillor Carra**

That with respect to Report TT2020-1036, the following be approved:

That the Administration Recommendation 2 be amended by deleting the words "50 km/h speed limit signs on existing Collector roadways unless or until" following the words "Direct Administration to post" and substituting with the words "speed limit signs on collector roadways until".

For: (5): Councillor Chahal, Councillor Gondek, Councillor Carra, Councillor Farrell, and Councillor Woolley

Against: (6): Councillor Davison, Councillor Chu, Councillor Farkas, Councillor Keating, Councillor Magliocca, and Councillor Sutherland

**MOTION DEFEATED**

**Moved by Councillor Farkas**

That with respect to Report TT2020-1036, the following be adopted:

That Committee refer this report back to administration, reporting back to Council in November 2021.

For: (3): Councillor Chu, Councillor Farkas, and Councillor Magliocca

Against: (7): Councillor Davison, Councillor Chahal, Councillor Gondek, Councillor Keating, Councillor Carra, Councillor Farrell, and Councillor Woolley

**MOTION DEFEATED**

**Moved by Councillor Farrell**

That with respect to Report TT2020-1036, the following be approved:

That the Standing Policy Committee on Transportation and Transit recommends that Council hold a Public Hearing; and

1. Give three readings to the proposed City of Calgary Standard Speed Limit Bylaw to change the unposted speed limit from 50 km/h to 40 km/h within the city limits.
2. Direct Administration to post 50 km/h speed limit signs on existing Collector roadways unless or until a credible environment for a slower speed limit is provided.

For: (7): Councillor Davison, Councillor Chahal, Councillor Gondek, Councillor Keating , Councillor Carra, Councillor Farrell, and Councillor Woolley

Against: (3): Councillor Chu, Councillor Farkas, and Councillor Magliocca

**MOTION CARRIED**

**Moved by** Councillor Farrell

That with respect to Report TT2020-1036, the following be approved:

3. Direct Administration to work with industry partners to revise Collector standards to support 40 km/h roadways and to revise Residential standards to support 30 km/h roadways, and to apply those standards in new communities and for retrofit projects on existing city roadways.

For: (5): Councillor Chahal, Councillor Gondek, Councillor Carra, Councillor Farrell, and Councillor Woolley

Against: (5): Councillor Davison, Councillor Chu, Councillor Farkas, Councillor Keating , and Councillor Magliocca

**MOTION DEFEATED**

8. ITEMS DIRECTLY TO COMMITTEE

8.1 REFERRED REPORTS

None

8.2 NOTICE(S) OF MOTION

None

9. URGENT BUSINESS

None

10. CONFIDENTIAL ITEMS

10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

None

10.2 URGENT BUSINESS

None

11. ADJOURNMENT

**Moved by** Councillor Chu

That this meeting adjourn at 1:37 p.m.

**MOTION CARRIED**

The following items have been forwarded to the 2020 November 02 Combined Meeting of Council:

ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

COMMITTEE REPORTS

- Neighbourhood Speed Limit Review, TT2020-1036

The next Regular Meeting of the Standing Policy Committee on Transportation and Transit is scheduled to be held on 2020 October 21 at 9:30 a.m.

CONFIRMED BY COMMITTEE ON

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CHAIR

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ACTING CITY CLERK



Transportation Report to  
SPC on Transportation and Transit  
2020 October 21

ISC: UNRESTRICTED  
TT2020-1176  
Page 1 of 1

**Mobility Trends in Calgary – Covid-19 Transportation System Monitoring (Verbal)**

**RECOMMENDATION(S):**

That the SPC on Transportation and Transit receive this report as part of Corporate record.

**Mobility Trends in Calgary – Covid-19 Transportation System Monitoring (Verbal)**

**EXECUTIVE SUMMARY**

In response to the Covid-19 pandemic, the Transportation department has continuously monitored multi-modal trends to understand how Covid-19 has impacted The City's transportation network.

**SUPPORTING INFORMATION**

Verbal presentation



## Future of Transportation: COVID Recovery Scenarios

### **RECOMMENDATION:**

Administration recommends that the SPC on Transportation and Transit recommend that Council receive this report for the Corporate Record.

### **HIGHLIGHTS**

- As part of the Future of Transportation Portfolio, Transportation collaborated with Planning & Development, Resilience & Infrastructure Calgary and several other business units to develop three strategic foresight scenarios for Calgary after the pandemic.
- What does this mean to Calgarians? The City is proactively planning responses to changes in travel behavior and urban growth that have been influenced by COVID-19.
- Why does it matter? Proactive planning to manage short-term uncertainties will help ensure that The City can continue to provide effective service to Calgarians, and continue working towards our strategic goals.
- The three scenarios (detailed in Attachment 1, and summarized in Attachment 2), are:
  - Rapid Recovery
    - *Pandemic*: short duration, exit in early 2021
    - *Economy*: spikes in energy / oil demand; little diversification
    - *Growth*: moderate population & job growth; suburban focus
    - *Remote Work*: avg. 2 days / week (25% less commuting downtown)
    - *Retail & Delivery*: balance of physical retail & online delivery
  - Increased Crisis
    - *Pandemic*: severe second wave, exit late 2021
    - *Economy*: extended depression with high unemployment
    - *Growth*: initially shrinking population & jobs, followed by slow growth
    - *Remote Work*: avg. 1 days / week, but less overall travel
    - *Retail & Delivery*: loss of traditional retail; low-cost online shopping
  - Transformational Change
    - *Pandemic*: multi-year, multi-wave pandemic
    - *Economy*: diversified 'green' economy; more 'live local & work global'
    - *Growth*: steady but slower growth; greater share of growth in region
    - *Remote Work*: avg. 3+ days / week (40% less commuting downtown)
    - *Retail & Delivery*: primarily online shopping with fewer retail stores
- 15 actions have been identified that should be implemented as Calgary recovers from the pandemic. Descriptions of each action are provided in Attachment 1.
  - 8 of the 15 actions are 'low-risk, high-benefit' actions that will improve resilience in any of the scenarios. These will be incorporated into 2021 work plans.
  - Ongoing monitoring will determine if the remaining actions should be initiated.
- Administration will continue to monitor real-world conditions and changing trends. The report contained in Attachment 1 will be updated periodically, with the next planned update after the 2020/2021 peak flu season.
- Strategic Alignment to Council's Citizen Priorities: A city that moves

## **Future of Transportation: COVID Recovery Scenarios**

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### **DISCUSSION**

The Future of Transportation Portfolio identifies and prepares for new technologies, societal trends and major disruptions that may have lasting impacts on Calgary's transportation system. The Future of Transportation: COVID Recovery Scenarios have been developed to understand the potential short-to-long term impacts of the pandemic on the transportation system and key land uses. The scenarios are not projections or forecasts. Instead they reflect a range of plausible futures. Real-world conditions will include a mix of factors from one or more scenarios.

Some elements of the scenarios, such as the duration and severity of the pandemic, or changes in global energy markets, are beyond the control of The City of Calgary. However, many aspects of the scenarios can be influenced by policies and actions implemented by The City, as well as actions taken by citizens and private businesses.

Insights from the scenarios, and implementation of the recommended actions, can also help to address the key concepts discussed at the 2020 September 21 Strategic Meeting of Council on Planning and Mobility. These concepts included:

- ensuring equity in transportation and land use planning,
- addressing and mitigating the impacts of climate change,
- removing barriers to strategic growth areas and ensuring affordability of growth.

Building on these key concepts, several important considerations for each scenario are:

- **Rapid Recovery**
  - *City Finances:* Funding levels would be sufficient but unpredictable, due to moderate population and job growth, but ongoing variability associated with cyclical demand changes in the oil & gas sector.
  - *Energy Sector:* This scenario incorporates a resurgence in global energy and oil demand as the pandemic subsides. Projections for peak oil demand remain in the early-to-mid 2030s, consistent with pre-pandemic forecasts.
  - *Climate Change:* While remote work would help to reduce transportation emissions from commuting, this may be offset by growing use of delivery service vehicles and more discretionary trips by remote workers during the day.
- **Increased Crisis**
  - *City Finances:* Due to depressed economic conditions, high office vacancies and reduced commuting, municipal funding levels and service delivery would be very constrained. Service levels for infrastructure and City services would need to be reconsidered.
  - *Energy Sector:* This scenario incorporates a global economic depression due to a severe second wave of COVID-19. Calgary would be more heavily impacted than many other cities due to the further suppression of global energy and fuel demand.
  - *Equity:* The economic depression described in this scenario would increase demand on some municipal services, while simultaneously constraining available budgets to deliver City services.
  - *Social Disorder:* The risk of social disorder may also grow in this scenario, requiring additional resources to manage effectively.

## **Future of Transportation: COVID Recovery Scenarios**

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- Transformational Change
  - *City Finances*: Municipal funding levels would be more predictable in this scenario due to greater economic diversification, but slightly more constrained when compared to past economic growth periods in Calgary.
  - *Energy Sector*: This scenario incorporates recent analyses from some major oil companies that global oil demand may have peaked in 2019. This is caused by both ongoing disruptions from the pandemic and global decarbonization efforts. This scenario also accounts for Federal stimulus funding that drives diversification to a 'green' economy in Calgary.
  - *Climate Change*: While remote work would help to reduce transportation emissions from commuting, this may be offset by dramatic rise in the use of delivery service vehicles in this scenario, along with more discretionary trips by remote workers during the day.
  - *Regional Growth*: This scenario incorporates a greater share of growth in the region, enabled by a significant move to remote work. This creates a new level of flexibility for some people to live wherever they choose. Such a shift would require increased regional coordination for services such as transit. Transit and parking revenues would also be impacted by reduced commuting demand to the downtown in this scenario.

The Transportation COVID Recovery Scenarios have already been applied to support the Next 20 update of the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP). A 'stress test' of the MDP/CTP Sustainability Principles was conducted to identify areas where increased efforts will be required to optimize the outcomes for Calgary as real-world conditions track towards one (or a blend of two) of the scenarios. Summary findings from the stress test are provided in Attachment 3.

Transportation has also been actively involved in a parallel strategic foresight process led by Resilience & Infrastructure Calgary, known as Future Focused Calgary (as outlined in the 2019 *Resilient Calgary Strategy*). The Future of Transportation findings are being incorporated into the Future Focused Calgary scenarios, which will be available to the corporation to evaluate planning strategies and inform The City's 2023-2026 planning processes.

## **STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)**

- ☐ Public Engagement was undertaken
- ☒ Public Communication or Engagement was not required
- ☐ Public/Stakeholders were informed
- ☒ Stakeholder dialogue/relations were undertaken

As part of the research to develop the scenarios, and to develop the recommended actions, Administration had the following interactions with targeted stakeholders:

- Alberta Health Services to validate the pandemic assumptions in each scenario;
- the development industry on office-to-residential building conversions;
- ongoing remote work questions in The City's Business Perspectives Panel survey.

## **Future of Transportation: COVID Recovery Scenarios**

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### **IMPLICATIONS**

#### **Social**

Analysis of the scenarios highlighted a number of potential equity issues, ranging from inequities caused by changing economic conditions, to new work & lifestyle opportunities that may be available to some workers but not others. An action specific to addressing inequity has been incorporated into the recommendations (see Attachment 1), and equity is a lens that will be applied in all transportation and land use planning projects.

#### **Environmental**

Each scenario has different implications for Calgary's ability to achieve the 80% GHG reduction targets set out in the Climate Resilience Strategy. Transportation accounts for approximately one-third of all GHG emissions in Calgary, with buildings accounting for the remainder.

The potential travel changes outlined in the Discussion section reinforce the need for low-emissions vehicles to help reduce transportation emissions, as well as complete communities and infrastructure that enables walking and cycling for daily trips (e.g. to buy groceries).

#### **Economic**

The economic implications of each scenario are addressed in the Discussion section above.

#### **Service and Financial Implications**

**Implication:** Other (potential future impacts to capital & operating budgets)

This analysis was completed in-house, with no direct service or financial implications. However, each scenario has potential short-to-long-term implications for City services and finances, as outlined in the Discussion section above.

### **RISK**

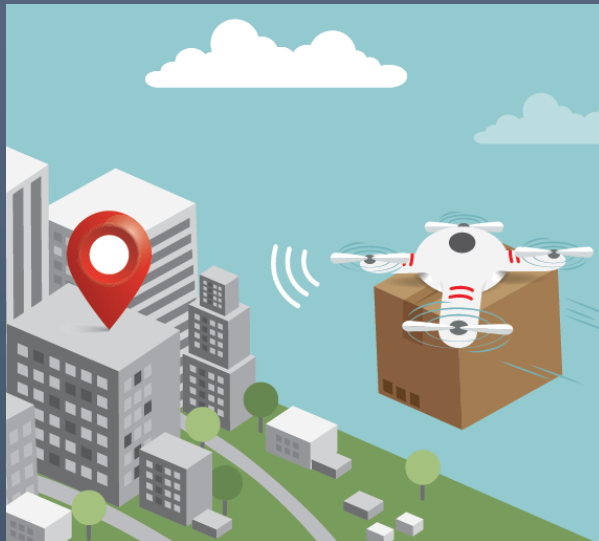
Strategic foresight scenarios help identify risks before they emerge, and reduces the likelihood that The City will be caught by surprise. The actions identified through the Future of Transportation: COVID Recovery Scenarios should be adequately resourced to address the risks identified from each of the scenarios.

### **ATTACHMENT(S)**

1. Future of Transportation: COVID Recovery Scenarios Summary Report
2. Quick Reference: Transportation COVID Recovery Scenarios
3. Summary of Scenario Stress Test on MDP/CTP Sustainability Principles

#### **Department Circulation**

General Manager	Department	Approve/Consult/Inform
Doug Morgan	Transportation	Approve
Stuart Dalgleish	Planning & Development	Consult



# Future of Transportation: COVID Recovery Scenarios Summary Report

**SEPTEMBER 21, 2020 – FIRST DRAFT EDITION**

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## Executive Summary

Shortly after the onset of the COVID-19 pandemic, the Transportation department initiated a study to determine the potential short-to-long term implications of the pandemic on the department's strategic plans & operations. This study was led by Transportation as part of the **Future of Transportation Portfolio**, and conducted in collaboration with Planning & Development, Resilience & Infrastructure Calgary, and several other business units across The City of Calgary.

Given the inherent uncertainties around the duration and severity of the pandemic, and associated economic changes, a strategic foresight process was used to examine several plausible futures and their potential implications for the transportation system and key land uses.

Strategic foresight is a scenario planning process that enables organizations to examine a range of futures and identify actions to take in response. By evaluating multiple scenarios, rather than planning for a single assumed future, strategic foresight helps reduce the risk that organizations will be caught by surprise.

Highlights from the Future of Transportation COVID Recovery Scenarios are shown below in Figure 1.

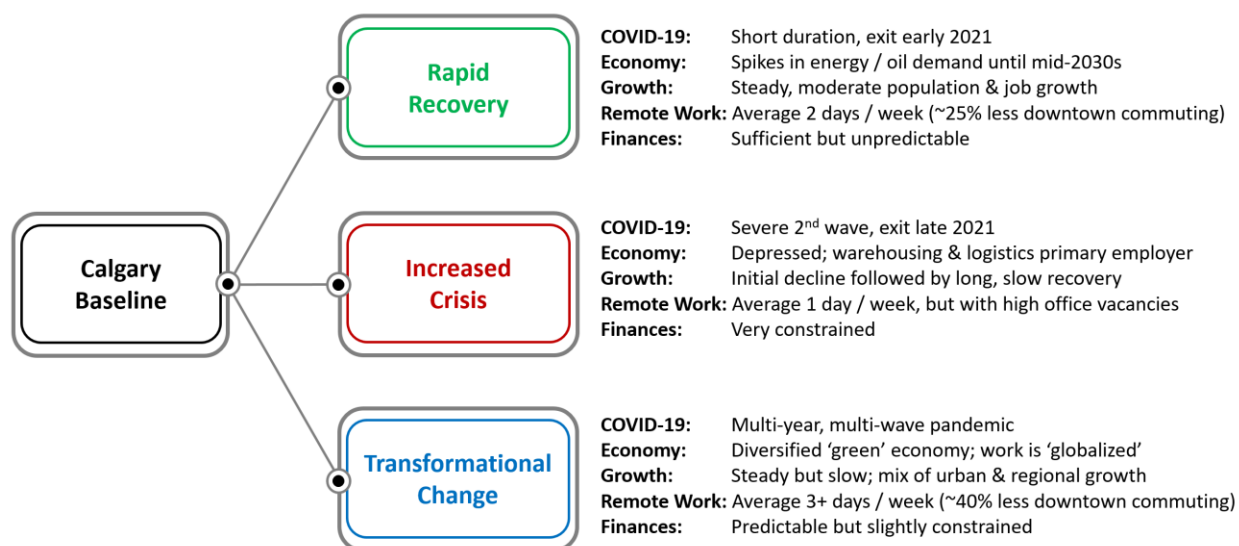


Figure 1: Future of Transportation COVID Recovery Scenarios

In order to address the implications of the scenarios, and to ensure continued progress towards The City's strategic goals, 15 actions have been recommended. The first eight actions are common across all three of the scenarios, and therefore represent "low risk, high benefit" actions that should improve the resilience of The City regardless of how the future evolves. These will be incorporated into 2021 work plans. The remaining actions will be implemented if/when they are triggered by changing conditions.

To keep the scenarios and recommended actions in this report relevant and timely, this report will be maintained as a 'living document' and updated periodically. The next planned update will be after the 2020/2021 peak flu season.

## The Future of Transportation and COVID-19

The Future of Transportation Portfolio has been designed to identify and prepare for new technologies, societal trends and major disruptions that may have lasting impacts on Calgary's transportation system. The COVID-19 pandemic is one such disruption, and appears to have influenced several pre-existing trends that could impact long-term travel and land use patterns.

Even before the pandemic, the transportation sector was evolving rapidly due to a range of new technologies and societal expectations. The additional uncertainty introduced by the pandemic makes it even more challenging to chart a clear course to the future. Past trends are no longer an accurate predictor of how Calgary or its transportation system will evolve over the next 20 years.

Given the inherent uncertainties around the duration and severity of the pandemic, and associated economic changes, a strategic foresight process has been used to examine several plausible futures and their potential implications for the transportation system and key land uses.

## Strategic Foresight Scenarios

Strategic foresight is a scenario planning process that enables organizations to examine a range of futures and identify actions to take in response. It is regularly used by European governments and is becoming more common in North America. Strategic foresight is also used by private sector companies such as Ford, Intel, and most notably Shell, who has become a world leader in applying strategic foresight since it used the technique to successfully navigate the oil crisis in the 1970s.

By evaluating multiple scenarios, rather than planning for a single assumed future, strategic foresight helps reduce the risk that organizations will be caught by surprise.

The Future of Transportation COVID Recovery Scenarios are described in detail on pages 4 to 9.

The scenarios are not projections or forecasts. Instead they reflect a range of plausible futures. Real-world conditions will include a mix of factors from one or more scenarios. It is important to constantly monitor key indicators (summarized on page 14) to verify which actions are most appropriate, and when.

The scenarios do not create a new strategy for The City. Instead, they are a tool to evaluate existing strategies such as the Municipal Development Plan (MDP), Calgary Transportation Plan (CTP) and RouteAhead. Analysis of risks and opportunities from each scenario can identify potential gaps between current circumstances and the targets and goals specified in The City's plans. This gap analysis will enable Transportation to adjust more quickly and keep moving towards The City's strategic goals.

Transportation has also been actively involved in a parallel strategic foresight process led by Resilience & Infrastructure Calgary, known as Future Focused Calgary (as outlined in the *2019 Resilient Calgary Strategy*). Along with the scenarios, a toolkit will be developed to enable service owners to apply the Future Focused Calgary scenarios to their own projects. The scenarios and toolkit will be available to the corporation to evaluate planning strategies and inform the 2023-2026 budget cycle.

Findings from the Future of Transportation COVID Recovery Scenarios are being incorporated into the Future Focused Calgary scenarios, and Transportation is working closely with Resilience & Infrastructure Calgary to ensure ongoing information-sharing and alignment between the two processes.

## Scenario 1: Rapid Recovery

Looking back from 2040, in this scenario Calgary effectively exited the pandemic by early 2021. This was thanks to effective social distancing measures and improved medical treatments that reduced the severity of COVID-19 infections for much of the population. The elderly and those with compromised immune systems continued to be at risk until a vaccine became available in the early 2020s.

Extensive stimulus funding from Canadian and international governments sparked a 'V-shaped' economic recovery. Few conditions were placed on stimulus funding, leading to a rapid increase in demand for oil and gas to fuel new economic activity. Oil prices spiked as high as \$100 per barrel in 2021 as global production struggled to restart quickly enough.

Calgary's rate of population and employment growth was slightly slower than in past economic booms, however. This was due primarily to the improved efficiency that the oil and gas sector achieved in the late 2010s, requiring fewer staff to achieve the same level of performance.

Seeking to stimulate other sectors of the local economy quickly, most of the new development activity in Calgary continued to occur in new suburban communities. Several successful urban redevelopment projects were also completed between 2020 and 2040, largely within the Greater Downtown.

The City's financial situation fluctuated through several boom-bust cycles, but finances were generally favourable through the 2020s and early 2030s. By the mid-2030s, global energy efficiency and electrification initiatives saw oil demand peak while the value per barrel of oil began to decline. This began to constrain economic growth and municipal finances through the later part of the 2030s due to limited economic diversification efforts in Calgary.

Although lasting less than a year, the pandemic clearly demonstrated the ability for office-based employees to work productively from home. For those who struggled to balance work and childcare demands during the pandemic, the reopening of schools and daycares provided significant relief. Between the increased

## Scenario Quick Stats

**Pandemic:** Short duration, exit in early 2021

**Economy:** International stimulus causes spike in energy / oil demand through 2020s; little diversification

**Growth:** Steady, moderate population & job growth (due to increased 'job efficiency' in oil & gas sector)

**Urban Form:** Focus on suburban growth to quickly stimulate economy; some urban intensification

**City Finances:** Sufficient but unpredictable due to boom-bust cycles

**Remote Work:** Avg. 2 days/week for office employees (25% reduction in peak commuting to downtown)

**Retail & Delivery Services:** Short-term losses of traditional retail followed by rapid recovery; steady growth in online shopping & use of delivery / curbside pickup services

flexibility and reduced time & costs to commute, employees in many companies actively campaigned for the ability to continue working from home at least part-time.

A few companies embraced the ability to reduce leasing costs for office space, offering their employees the ability to work from home full-time. A handful of companies preferred to maximize in-office interactions and limited the ability for employees to work from home. As best practices emerged in the early 2020s, most companies began to enable part-time remote work options for their employees.

By the mid-2020s, office-based employees were working from home an average of 2 days per week. To maintain team cohesion, many companies implemented the concept of 'core workdays', with Wednesdays seeing travel activity peak at or beyond pre-COVID levels. Commuting levels continued to be significantly lower on Mondays and Fridays, however. Averaged over the week, automobile commuting to the downtown declined by 15-20% from pre-COVID levels, while transit peak-hour commuting declined by 30%.

## What Rapid Recovery Means for Transportation & Urban Form

- A continued emphasis on suburban development to help spur economic recovery may slow progress on the MDP/CTP urban intensification and mode split targets
- Both municipal operating and capital grant funding would continue to be unpredictable as Calgary and the Alberta economy fluctuate with boom-bust cycles tied to the oil and gas sector
- Traffic and transit demand, particularly to the Greater Downtown, would be less consistent on the weekdays compared to pre-COVID patterns
  - This could increase the complexity of managing congestion, while potentially increasing competition between different travel modes for use of inconsistently busy roadway space
- Increased remote work may lead to fewer 'chained' trips to retail destinations as part of people's daily commute, and more unique retail trips between residential and retail areas
- There would be a gradual increase in competition for street space between traditional roadway users and growing delivery services

Given the financial stresses of the pandemic, there were initially quite a few retail closures across Calgary in late 2020 and early 2021. However, the rapid economic recovery enabled new retail businesses to emerge and fill the gaps, leaving Calgary's retail landscape like it was prior to the pandemic.

Out of necessity, both the surviving and new retail stores learned to embrace an 'online first' approach that incorporated seamless home delivery and curbside pickup options. Calgary continued to have a robust brick-and-mortar retail sector, combined with an ever-increasing volume of home delivery activity occurring on commercial and residential streets. As a result, The City gradually adapted its policies and infrastructure to address the increasing competition for street space between commuters, recreational travelers, and delivery services.

## Scenario 2: Increased Crisis

Looking back from 2040, the COVID-19 pandemic proved to be a decisive point in Calgary's history. Difficulties maintaining effective social distancing measures, extremely limited availability of experimental treatments, and complications from the winter flu season all caused a severe second wave to spread across the globe. Calgary, like many other cities, entered a full lock-down from late 2020 until early 2021, with severe economic consequences. It was not until a vaccine became widely available in the second half of 2021 that the world began to slowly recover.

The scale of the disruption caused by the second wave pushed the global economy into an extended economic depression. Having already invested hundreds of billions of dollars to support their economies during the first wave, governments around the world scrambled to provide what little stimulus they could, while facing pressures to reign in budgets and deficit spending. Growth collapsed, and with it global energy demand, driving prices for oil & gas to record lows.

Unemployment levels skyrocketed for both knowledge workers and service-oriented employees. Office vacancies in downtown Calgary briefly reached record levels. The dual impact of the lock-down and the drastic drop in oil & gas demand hit Calgary harder than other cities in Canada. As a result, Calgary experienced a noticeable population decline the first year after the pandemic as people moved to other cities that had been less heavily impacted by the depression. It was only by the late 2020s, and with limited financial support from other orders of government, that Calgary's economy and population base slowly began to grow again.

With the rapid fall in oil & gas prices, several international energy companies pulled their offices out of Calgary entirely. Increasingly, with Calgary's unique geographic positioning in western Canada, the warehousing and logistics sector became the most significant employer in Calgary. The City placed increasing emphasis on investments such as critical roadway infrastructure to support the sector.

## Scenario Quick Stats

**Pandemic:** Severe second wave, exit late 2021

**Economy:** Depressed local & global economy; logistics & warehousing becomes leading employer; high unemployment

**Growth:** Shrinking population & jobs in short-term, followed by slow growth

**Urban Form:** Shrinking community populations, particularly suburban communities with limited local amenities

**City Finances:** Very constrained

**Remote Work:** Avg. 1 day/week for office employees (up to 40% reduction in peak commuting to downtown, when combined with reduced number of jobs downtown)

**Retail & Delivery Services:** Loss of traditional retail; tension between buy local programs and low-cost online shopping

The extended depression and resulting high unemployment rate sparked increased social unrest in Calgary. People began to avoid some areas of the city, including the partially vacant downtown core, due to concerns about social disorder. However, the residential areas surrounding the downtown core proved surprisingly resilient, with a number of local businesses continuing to provide much desired amenities. Many suburban communities also experienced strengthening social ties as residents chose increasingly to stay within the 'safe bubble' of their neighbourhood.

Between the depressed economy, loss of retail and desire to stay within local communities, travel activity city-wide declined. Throughout the 2020s and into the early 2030s, long trips were limited to either work or to visit friends and family. A few companies embraced remote work to reduce leasing costs, but most employees preferred to be in the office – limited jobs encouraged many employees to want to be 'seen' hard at work. The increased preference to stay within one's community resulted in a

significant increase in recreational or short-distance shopping trips by walking and cycling where possible.

Retail businesses were hit particularly hard in the early years after the second wave, with numerous bankruptcies. This left some communities with limited or no retail services, despite the increased demand for local services. Some areas of Calgary became 'food deserts', with no grocery stores available within 2 km.

The City and local businesses had reasonable success promoting buy local programs to support local retailers. However, many residents living with restricted incomes (or unemployment) gravitated to low-cost online shopping platforms out of necessity. Combined with the loss of many local retailers, and the prominence of the logistics sector in Calgary, online delivery services continued to grow their market share slowly but surely.

## What Increased Crisis Means for Transportation and Urban Form

- An extended economic depression and (temporarily) declining population base will severely constrain municipal finances
  - Acceptable service levels will need to be reconsidered (e.g. transit frequency, pavement quality), along with what lines of service The City should continue to offer
  - Reductions to services would need to be balanced against increasing demands for services from citizens struggling to cope with constrained incomes or job losses
- Risks of social disorder on public transportation or at civic facilities will need to be managed pro-actively, building on experience gained during the first wave of the pandemic
  - There may be an increased preference for private automobile use if safety and social disorder concerns are not effectively managed
- The City may be able to partner with local community organizations on community-building / civic-pride programs to enhance local community services and infrastructure



### Scenario 3: Transformational Change

Looking back from 2040, Calgary and the world experienced multiple waves of the COVID-19 pandemic before a mix of effective treatment programs became available in the mid-2020s. The ongoing disruption permanently altered the business landscape in Calgary, and entrenched many new routines into people's daily lives.

Following global investment pressures, and the election of Democratic leaders in the United States in late 2020, Canadian government stimulus programs focused on economic recovery through a transition to a 'green' economy. As it became clear that global economic shifts caused by the COVID-19 pandemic had rapidly accelerated peak oil global peak oil demand, significant funds were directed towards transitioning the Alberta and Calgary economies towards a wider range of energy industries.

By 2040, Calgary was the hub for energy companies with expertise in wind & solar, low-carbon hydrogen production, extraction of lithium from oil wells, and local manufacturing of batteries for electric vehicles and grid storage. Calgary, like other cities, also became host to more local manufacturing for critical supply chain items such as medical equipment and pharmaceuticals.

Overall, Calgary's economy continued to grow throughout the late 2020s and 2030s. The transition to a lower-carbon energy sector, along with more people moving or immigrating to the region, resulted in slower growth than during the oil & gas booms of previous decades. The scale of economic diversification helped avoid the boom-bust cycles of the past. This dramatically improved the predictability of municipal finances, even if they proved to be slightly more constrained than in the past.

The lengthy pandemic made working from home an accepted norm, though some people continued to struggle with social isolation. With little need to go to the office, and a growing desire for easy access to nature, many office-based employees began to move to smaller communities in southern Alberta or beyond. This drastically reduced daily commuting into the downtown and left many older office buildings permanently vacant. Some office towers were successfully converted into

### Scenario Quick Stats

**Pandemic:** Multi-year, multi-wave pandemic

**Economy:** Diversified 'green' economy with some local manufacturing (e.g. critical supply chain items, batteries); 'globalized talent' living locally but working globally

**Growth:** Steady but slower population & job growth

**Urban Form:** Greater share of growth in the region (remote work disconnects housing choice from work location)

**City Finances:** Predictable but slightly constrained compared to past oil & gas booms

**Remote Work:** Avg. 3+ days/week for office employees (40% reduction in peak commuting to downtown)

**Retail & Delivery Services:** Primarily online / AI-based shopping; fewer retail stores with a focus on providing 'experience centres'

residential buildings, while others were demolished and turned into multi-purpose parking & community facilities.

The rate of suburban growth in Calgary also slowed gradually as more people began to relocate to regional communities. Efforts to increase the community feel and culture offerings in the Greater Downtown and several main streets proved wildly successful however, attracting residents seeking an 'urban' lifestyle.

By 2040, an increasing number of knowledge workers had begun to work independently or for global consulting firms. These workers might live in Calgary or Canmore, but work on projects in Toronto, Vancouver, San Francisco or Mexico City. For many, the link between where they lived and where they worked was permanently severed. Employees in service and local retail sectors did not enjoy the same flexibility, however.

## What Transformational Change Means for Transportation and Urban Form

- Increased remote work would significantly reduce the demand for transit into the downtown core, impacting transit revenues and potentially the ability to provide other cross-town and community-based services
  - Demand for cross-town or regional transit may grow
  - Alternate revenue or government funding sources would be required to offset this impact
- A shift in population growth to communities in the region would mean a shift from the urban form targets in the MDP, and would require increased regional coordination
- Between the rapid growth in demand for delivery services, and the adoption of new delivery technologies, there will be significant competition for limited street and sidewalk space in both commercial and residential areas
- The rapid adoption of new technologies, mixed with reduced peak-hour travel due to remote work, may trend towards achieving The City's GHG reduction targets for both transportation and new building stock

The extended pandemic also radically altered the retail landscape in Calgary and cities across North America. Investments in online shopping services, combined with the popularity of artificial intelligence (AI) personal assistants resulted in the vast majority of retail transactions being handled remotely. As a result, the use of delivery services surged in the mid-2020s, drastically increasing the number of commercial vehicle trips from regional distribution centres into local communities.

The dominance of delivery services was further accelerated by the rapid adoption, and regulatory approval, of new technologies. These included ground-based and aerial drones, autonomous delivery trucks, and mobile retail 'stores' that would drive from community to community, giving residents the opportunity to examine sample products in-person before completing their order online.



## Recommended Actions

Workshops and interviews with service owners and subject matter experts identified over 80 individual actions in response to the Transportation COVID-19 recovery scenarios. The following sections summarize the majority of these ‘sub-actions’ into 15 main actions.

The first eight actions are common across all three of the scenarios, and therefore represent “**low risk, high benefit**” actions that should add value regardless of how the future evolves. The remaining seven actions are applicable to one or two of the scenarios, so proactive planning should be undertaken to enable implementation of these actions if/when they are triggered by changing conditions.

Given the integrated nature of transportation and land use, several of the actions will require close coordination with, and leadership by, Planning & Development.

Each action summary also indicates the ideal timeframe for implementation, as follows:

- **Act Now:** the action should begin implementation immediately
  - **Inform Strategy:** the action should be incorporated over the coming months into updates of existing strategy documents, or the development of new strategies
  - **Monitor:** there is still a high level of uncertainty around this action, so the underlying conditions that would trigger the need for the action should be actively monitored
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### Actions Common to All Scenarios (Low-Risk, High-Benefit)

#### 1: ‘Stress Test’ Strategic Plans Against the Transportation COVID Recovery Scenarios

**Applicable Scenarios:** ALL

**Timeframe:** Act Now

**Description:** Use the three scenarios to ‘stress test’ supporting Transportation strategic documents and plans. This will involve a mix of qualitative assessments (workshopped) and quantitative analysis (data analytics, regional transportation model outputs). Design assumptions for major infrastructure projects could also be reviewed.

#### 2: Improve Data Collection and Analytics to Guide Real-Time Decisions

**Applicable Scenarios:** ALL

**Timeframe:** Act Now

**Description:** Transportation already collects highly detailed information about travel patterns in Calgary. However, the pace of change during and after the pandemic requires new data sources and analytical techniques to track real-world conditions relative to Transportation’s COVID scenarios and recommended response actions. Robust and timely data is critical to support Transportation leadership and project managers on the nature and scale of post-COVID changes, and if/when certain response actions should be initiated.

### 3: Develop a Curbside Management Strategy

**Applicable Scenarios:** ALL (Transformational Change especially) **Timeframe:** Act Now

**Description:** The pandemic has dramatically increased the use of delivery services and curbside pickup. This is expected to continue in all scenarios, but particularly for Transformational Change. A curbside management strategy should be developed that addresses the needs of all potential street uses (commuters, goods movement, shoppers, shared mobility, ground based-drones, street cafes, etc.)

### 4: Actively Facilitate the Evolution of the Greater Downtown

**Applicable Scenarios:** ALL **Timeframe:** Act Now / Inform Strategy

**Description:** Given the potential changes from increased remote work and changing retail shopping patterns, the development of the Greater Downtown could be significantly impacted in the aftermath of the COVID-19 pandemic. Prioritizing the right types of investments will be required for the Greater Downtown to continue serving as the focal point for Calgary, as well as the primary hub of the overall transportation system.

### 5: Plan for More Variable Revenue, and Potentially Lower Overall Funding

**Applicable Scenarios:** ALL **Timeframe:** Act Now

**Description:** To varying degrees, each of the scenarios indicates that revenue streams will become more variable. The anticipated increase in remote work may require more flexible rate structures for transit fares and parking fees (with correspondingly less predictability from monthly pass/contract sales). Changes in population growth and potential decline in provincial grants could put further downward pressure on municipal finances.

### 6: Ensure Transportation's Plans & Processes are Designed to Respond to Changing Conditions

**Applicable Scenarios:** ALL **Timeframe:** Act Now

**Description:** The acceleration of changes caused by the pandemic, coupled with the increasing pace of change in transportation technologies and traveler preferences, will require the transportation system to adapt more quickly over the coming years. New business processes will be required to ensure the department can respond quickly and effectively to such changes.

### 7: Offer New Services to Generate Revenue

**Applicable Scenarios:** ALL (Transformational Change especially) **Timeframe:** Act Now

**Description:** The increased prevalence of remote work in all three scenarios, along with the emergence of new travel modes / technologies, has direct impacts on revenue generation potential for both Calgary Transit and the Calgary Parking Authority. Scenario 2: Transformational Change may have the most significant impact on revenue generation, but also presents

the greatest opportunities to explore new revenue-generating opportunities. New revenue generating services would benefit both the Public Transit and Parking service lines in all three scenarios, so it would be appropriate to implement this action immediately.

#### 8: Address Mobility Inequities that May Emerge as a Result of the COVID Pandemic

**Applicable Scenarios:** ALL (Increased Crisis especially)

**Timeframe:** Act Now

**Description:** There is a risk that socio-economic inequities will increase during and after the COVID-19 pandemic in all three scenarios, and particularly in Scenario 3: Increased Crisis given the high levels of unemployment and service impacts associated with an extended depression. Less obvious forms of inequity may also emerge in all three scenarios, where changes in new types of employment, or persistently higher levels of unemployment in some subsectors, may result in more people being dependent on services such as Calgary Transit even while budgets are constrained.

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#### Actions Applicable to One or Two Scenarios

The following actions are applicable to one or two scenarios and may be required as conditions evolve.

#### 9: Prepare for More Inconsistent Weekday Travel Activity

**Applicable Scenarios:** Rapid Recovery

**Timeframe:** Monitor

**Description:** Scenario 1: Rapid Recovery includes the potential for less consistent weekday peak hour travel to the Greater Downtown due to new remote work norms. It is possible that many companies would introduce 'core work days', with some days (e.g. Wednesday) seeing pre-COVID levels of peak demand, but other days (e.g. Mondays and Fridays) seeing much lower levels of demand. This may create competing public demands around the use of street space, and complicate multi-modal traffic management efforts.

#### 10: Evaluate and Respond to Greenfield Development Demand

**Applicable Scenarios:** Rapid Recovery & Increased Crisis

**Timeframe:** Inform Strategy

**Description:** Scenario 1: Rapid Recovery includes the most robust greenfield growth, which will require cross-corporate management to ensure that service delivery can meet resident/customer expectations while minimizing travel and congestion impacts on the transportation system. Pre-COVID economic constraints have also led to discussions with the development industry on ways to reduce transportation and other infrastructure standards for new communities minimize land and development costs. To the extent that revised standards continue to achieve MDP/CTP goals, reduced requirements for new suburban infrastructure could reduce long-term asset management costs (of particular importance in Scenario 3: Increased Crisis).

#### 11: Increase the Flexibility of Transit Service Delivery Options

**Applicable Scenarios:** Transform. Change & Increased Crisis      **Timeframe:** Inform Strategy

**Description:** The potential changes to transit demand to the Greater Downtown and other destinations (e.g. post-secondary institutions) will require changes to transit service provision in all the scenarios. The overall scale of change, along with an increased range of travel options and regional travel patterns, makes this issue most prevalent in Scenario 2: Transformational Change. The risk of population and employment declines in Scenario 3: Increased Crisis would also require transit service rationalization.

#### 12: Proactively Plan for More Regional Development and Travel

**Applicable Scenarios:** Transformational Change      **Timeframe:** Monitor / Inform Strategy

**Description:** Accelerated adoption of remote work in Scenario 2: Transformational Change enables an increasing number of people to 'work globally' in cities across North America (or the world). Along with increased acceptance by businesses, an increasing disconnect between where people live and where they work emerges, resulting in more distributed population growth across the Calgary region. This would inherently change travel patterns in Calgary, but may also create new opportunities for economic growth.

#### 13: Focus Transportation Capital on Local, Community-Scale Projects

**Applicable Scenarios:** Transform. Change & Increased Crisis      **Timeframe:** Monitor / Inform Strategy

**Description:** For different underlying reasons, an increasing proportion of travel in Scenarios 2 and 3 would be within communities or to nearby communities and recreational areas. Should this pattern emerge, infrastructure funding should be reallocated to meet these needs.

#### 14: Increase City & Private Sector Capacity to Redevelop Existing Buildings

**Applicable Scenarios:** Transform. Change & Increased Crisis      **Timeframe:** Inform Strategy

**Description:** Scenario 2: Transformational Change results in more vacant office towers due to high levels of remote work, while Scenario 3: Increased Crisis results in a similar level of vacancies due to job losses during an extended depression. Enabling adaptive reuse of existing buildings will be critical to the ongoing vibrancy of the Greater Downtown.

#### 15: Be Prepared for Increased Social Isolation and/or Disorder

**Applicable Scenarios:** Increased Crisis      **Timeframe:** Monitor

**Description:** The extended economic depression described in Scenario 3: Increased Crisis would have a negative impact on many Calgarians. High levels of unemployment could lead to increasing crime and a desire to avoid areas of the city, or services, perceived as unsafe. Proactive measures to support disadvantaged residents and manage both physical and mental health safety concerns would be crucial if this scenario emerges.

## Monitoring and Reporting

A real-time monitoring approach will be implemented to identify changing conditions and provide input to decision-makers on whether the recommended recovery actions should be 'dialed up' or 'dialed down'. Figure 2 shows indicators that will be used to track how real-world conditions are emerging compared to the three scenarios.

Transportation Signals of Change	Indicators	Information Sources
DRIVER: COVID-19 Duration & Severity	Rate of Change in Hospitalization and ICU Admissions	<a href="#">COVID-19 Alberta Statistics site</a>
	Availability of Vaccines or New Treatments	<a href="#">CBC Vaccine Tracker</a> <a href="#">NY Times Vaccine Tracker</a>
DRIVER: Global & Local Energy Sector Shifts	Benchmark Oil & Gas Prices / Projections	Monitor Commodity Prices and Review Sector Analyses
	Local Economic Diversity	Calgary Employment & GDP by Industry (Conference Board of Canada via CED)
Remote / Flexible Work	Corporate Plans for Remote Work, by Business Sector	Quarterly Surveys (City Business Perspectives Panel)
Delivery Services & E-Commerce	Occupancy and Use of Loading Zones	Loading Zone Occupancy Data
	Number of Home Deliveries per Day	Continuous Household Activity Survey

Figure 2: Indicators to Monitor Transportation COVID Recovery Scenarios

Figure 3 shows trigger indicators that will be used to determine if/when it may be appropriate to implement actions that are relevant to only one or two of the scenarios.

#	ACTION	Trigger Indicators
9	Prepare for More Inconsistent Weekday Travel Activity	AM & PM Peak Commuter Volumes to Downtown, by day-of-week
		AM & PM Peak Mode Split to Downtown, by day-of-week
10	Monitor & Respond to Greenfield Development Demand	Housing Starts in New and Developing Communities
		Number of New Communities Under Construction
11	Increase the Flexibility of Transit Service Delivery Options	Ridership per Vehicle vs Passengers per Revenue Operating Hour
		Cost per Transit Trip
12	Proactively Plan for More Regional Development and Travel	Housing Starts in Calgary vs Region
		Development Approvals in Calgary vs Region
13	Focus Transportation Capital on Local, Community-Scale Projects	Proportion of Trips Within 2 km of Local Communities
		Amount of Travel on Neighbourhood vs Arterial Streets
14	Increase City & Private Sector Capacity to Redevelop Existing Buildings	Greater Downtown Office Vacancy Rate
		Percent of Employees Remote Working, by Quadrant
15	Be Prepared for Increased Social Isolation and/or Disorder	Social Disorder Incidents (per 1,000 transit trips)

Figure 3: Trigger Indicators

## Next Steps

The eight actions that are common across all three of the scenarios will be incorporated into Transportation's 2021 work plans. These are "**low risk, high benefit**" actions that will improve The City's ability to respond to changing conditions no matter the future state. Transportation will collaborate with other departments, such as Planning & Development, as required to ensure an integrated response.

Monitoring and preliminary planning should also be conducted for the remaining seven actions to maximize The City's ability to quickly respond to changing conditions.

To keep the scenarios and recommended actions in this report relevant and timely, this report will be maintained as a 'living document' and updated periodically. Several key trigger points to update the report include:

- After the peak of the 2020/2021 flu season (given potential magnification of COVID-19 impacts)
- Upon announcement of a vaccine for wide distribution in Canada
- One year after availability a vaccine for the Canadian public

Additional update points may be added as new milestones become apparent. Transportation will also actively coordinate with the Future Focused Calgary strategic foresight process managed by the Resilience Program to ensure ongoing information-sharing and alignment between the two processes.

## 1 Rapid Recovery

**Pandemic:** Short duration, exit in early 2021

**Economy:** International stimulus causes spike in energy / oil demand through 2020s; little diversification

**Growth:** Steady, moderate population & job growth (due to increased 'job efficiency' in oil & gas sector)

**Urban Form:** Focus on suburban growth to quickly stimulate economy; some urban intensification

**City Finances:** Sufficient but unpredictable due to boom-bust cycles

**Remote Work:** Avg. 2 days/week for office employees (25% reduction in peak commuting to downtown)

**Retail & Delivery Services:** Short-term losses of traditional retail followed by rapid recovery; steady growth in online shopping & use of delivery / curbside pickup services

## 2 Increased Crisis

**Pandemic:** Severe second wave, exit late 2021

**Economy:** Depressed local & global economy; logistics & warehousing becomes leading employer; high unemployment

**Growth:** Shrinking population & jobs in short-term, followed by slow growth

**Urban Form:** Shrinking community populations, particularly suburban communities with limited local amenities

**City Finances:** Very constrained

**Remote Work:** Avg. 1 day/week for office employees (up to 40% reduction in peak commuting to downtown, when combined with reduced number of jobs downtown)

**Retail & Delivery Services:** Loss of traditional retail; tension between buy local programs and low-cost online shopping

## 3 Transformational Change

**Pandemic:** Multi-year, multi-wave pandemic

**Economy:** Diversified 'green' economy with some local manufacturing (e.g. critical supply chain items, batteries); 'globalized talent' living locally but working globally

**Growth:** Steady but slower population & job growth

**Urban Form:** Greater share of growth in the region (remote work disconnects housing choice from work location)

**City Finances:** Predictable but slightly constrained compared to past oil & gas booms

**Remote Work:** Avg. 3+ days/week for office employees (40% reduction in peak commuting to downtown)

**Retail & Delivery Services:** Primarily online / AI-based shopping; fewer retail stores with a focus on providing 'experience centres'





### Summary of Scenario Stress Test on MDP/CTP Sustainability Principles

The Next 20 update of the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) focuses on long-term policies that will guide Calgary's urban form and transportation network. The scenarios were applied to 'stress test' the Sustainability Principles contained in the MDP and CTP. This process has helped to identify areas where increased effort will be required to achieve the vision of the MDP and CTP as real-world conditions track towards one (or a blend of two) of the scenarios.

#### **RAPID RECOVERY**

The analysis found that Rapid Recovery scenario most closely aligned with the trend forecast as part of the Next 20 State of the City report. Trending suggests it is unlikely to fully meet the plan targets which would decelerate efforts to achieve the Sustainability Principles. This scenario is closest to a 'business as usual' future for Calgary, and includes:

- a rebound in the oil & gas sector, though with more moderate population and job growth rates due to efficiencies already achieved by the sector over the last five years, and
- consistent with growth patterns in recent growth periods, a continued focus on suburban development over the next 20 years, with some inner city redevelopment.

Even with urban redevelopment continuing at current rates, the focus in this scenario on suburban growth means that development patterns and travel behaviour would not shift quickly enough to achieve the Sustainability Principles or Core Indicator targets of the MDP and CTP.

#### **INCREASED CRISIS**

Interestingly, the Increased Crisis scenario was found to have a neutral or slightly decelerating impact on The City's abilities to achieve the MDP/CTP Sustainability Principles. Reasons for this include:

- the decline and slow recovery of Calgary's economy, population and employment base in this scenario which would severely restrict the ability to provide increased housing choices or compact, mixed-use developments in Calgary.
- the increasingly important role of local communities, which could slowly encourage initiatives to increase community wellbeing and the use of more local & sustainable transportation options.

#### **TRANSFORMATIONAL CHANGE**

The Transformational Change scenario has the potential to accelerate achievement of the MDP/CTP Sustainability Principles. Several elements of this scenario that could accelerate progress are:

- the rate and scale of change caused by a rapid diversification of Calgary's local economy (green energy, local manufacturing, technology, etc.) triggering demand for more housing choice and travel choice, and

- a drastic increase in remote work that builds demand for more unique community designs and social spaces, as well as a causing greater mix of land uses throughout Calgary, and the ability to use more sustainable modes of travel to reach nearby destinations.

The City, citizens, and private sector businesses would still need to proactively work towards these outcomes to capitalize on the opportunities created in this scenario.

## Residential Parking Program Review

### RECOMMENDATIONS:

That the Standing Policy Committee on Transportation and Transit recommend that Council:

1. Approve changes and additions to residential parking policies by:
  - a. Adopting changes to the Calgary Parking Policies TP017 contained in Attachment 1, and,
  - b. Rescinding the Visitor Parking Permit Policy LUP005 (Attachment 2).
2. Give three readings to the proposed bylaw in Attachment 3 to amend bylaw 26M96 "Calgary Traffic Bylaw".

### HIGHLIGHTS

- A comprehensive review of Calgary's residential parking program has uncovered several areas where improvements should be made. Updating policy and implementing a revised program will reduce red tape, improve efficiency in parking, support businesses, create better value for citizens and be better positioned for long-term sustainability.
- *What does this mean to Calgarians?* An updated residential parking policy will better meet the contemporary needs of neighborhoods and the vision of the Municipal Development Plan/Calgary Transportation Plan.
- *Why does this matter?* Implementing the policy will improve parking conditions for residents, visitors and businesses and provide long-term sustainability to the program.
- The recommended policy update contained in this report will modernize the residential parking program to streamline processes, improve parking access for businesses and visitors, and implement a long-term financial strategy.
- Data will be used to monitor and adjust residential parking areas, similar to how other parking areas are managed. This will allow residential parking zones to gradually and automatically right size themselves over time when they are out of step with the parking issues they are meant to address.
- Policies will also better align with other parking policy areas such as commercial parking, reducing issues where they meet and generally improve efficiency in the parking system.
- At the 2015 January 12 Meeting of Council, Council approved the Consolidated Parking Policy Work Plan (TT2014-0935) which included a review to "look at the Residential Parking Permit Program to determine if it can be revised to improve customer service, increase long-term financial sustainability of the program, ensure efficient use of street space and achieve the objectives of the MDP and CTP."
- Strategic Alignment to Council's Citizen Priorities: A well-run city
- Background and Previous Council Direction is included as Attachment 1.

### DISCUSSION

Since 2010 Administration and Council have systematically updated The City's parking policies, bringing them together under one document and updating core policy areas one-by-one. Residential parking remains the only major parking topic without Council Policy.

## **Residential Parking Program Review**

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Parking is a valuable public asset that serves residents, businesses, visitors and customers. In busy areas the needs of these groups compete, and parking policy must manage these expectations fairly and consistently. Residential parking programs are desirable for promoting safe and viable communities where growth and change affect parking pressure in neighbourhoods. They can both support new developments by managing the risk of parking spillover and reduce parking tensions where residential and non-residential uses meet. Despite this, residential permit parking is a service that a majority of Calgarians do not have, and its policies and fees should reflect the increased level of service and enforcement.

While there are well functioning parts of the current program, there are also areas for improvement. Key updates are needed to modernize the residential parking program and to ensure that it achieves long-term sustainability. To inform the review, Administration researched other North American cities, undertook a financial analysis and engaged with Calgarians.

Five key policy principles emerged from this work:

- Achieving consistency and fairness,
- Being more flexible,
- Realizing better value from the public parking asset,
- Achieving affordability for permitholders and taxpayers, and
- Managing the public parking resource responsibly.

Using these principles, we developed a policy that includes the following changes:

- Administration will be responsible for creating zones, saving time and reducing red tape compared to the bylaw amendments used today.
- Data, along with citizen input, will be used for implementing and changing restrictions.
- Zones will be reviewed periodically, ensuring they continue to function as intended.
- Visitors and businesses will be better accommodated by maximizing the available space for short-term parkers.
- Updated criteria will clarify how multifamily buildings participate in the program ensuring fairness and transparency.
- Permit fees will be set using a sliding scale that promotes efficiency in street parking, and permits will be limited per home to ensure that available space is not oversold. These will be phased in for 2022 to allow time for permitholders to adjust.
- The system will be more affordable for taxpayers by redistributing user fees while also ensuring affordability for users with a comprehensive financial strategy.
- Special interface areas will be allowed in some neighbourhoods to leverage better value from on- street parking and better balance business and resident needs.

An additional change is to phase out the “CBZ” parking area in Eau Claire. This zone was created in 1997 to help ease the transition away from on-street parking while the area adapted to new growth and change. The zone is not consistent with Council’s guiding principles for parking policy or the principles of the Residential Parking Program and should be phased out after an adjustment period. Attachment 1 provides additional detail on this issue.

By implementing these policies, the parking experience will improve across user groups. Businesses will be able to more easily serve their customers in residential parking areas, and visitors will have more convenient access to friends and family. Residents will see clear eligibility criteria, and a standardized approach to parking restrictions will make the program

## Residential Parking Program Review

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easier to understand and use. Finally, Calgarians as a whole will benefit from a sustainable financial model for residential parking that lowers reliance on tax support.

As a related matter of housekeeping, Administration recommends rescinding the outdated Visitor Parking Permit Policy (LUP005). This policy was incorporated into the Traffic Bylaw in 1986 leaving the policy superseded and no longer used. Therefore, Administration recommends rescinding this Council Policy.

### Next Steps

Upon approval, the residential parking policy will be implemented in a staged approach. Beginning in 2021 Administration will begin collecting data which will be used in the creation and ongoing operation of residential parking zones. Permitholders that are no longer eligible under the revised program will begin having permits phased out in 2022. Revised permit fees will also be implemented beginning in 2022. This provides permitholders time to adjust to changes and allows more time for economic conditions to normalize.

## STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Public Engagement was undertaken
- ☐ Public Communication or Engagement was not required
- ☒ Public/Stakeholders were informed
- ☒ Stakeholder dialogue/relations were undertaken
  - *Who was involved?* Calgarians city-wide were invited to participate in various engagement formats. Community groups, Business Improvement Areas and industry groups helped build a broad perspective on residential parking and parkers.
  - *What we did?* A two-phased engagement process was undertaken using walkshops (walking workshops in RPP areas,) open houses and online engagement. Phase one focused on program successes and problems while phase two explored different solutions to common issues. All engagement was completed before the COVID-19 pandemic.
  - *What we heard?* A broad spectrum of opinions were heard highlighting the competing needs of different users. Fairness was a predominant theme for all participants.
  - *What was done?* Findings from engagement were used to build a coherent policy that both respects the preferences of Calgarians and is feasible to implement as a residential parking program. Attachment 1 includes further information on engagement.

## IMPLICATIONS

### Social

Updating residential parking supports social inclusion by removing barriers Calgarians face when visiting friends and neighbours. Parking access will be improved for visitors and businesses through better availability and predictability.

### Environmental

More efficient parking reduces cruising behaviour (circling a neighbourhood looking for a stall) and parking related traffic. These reduce overall greenhouse gas emissions.

## **Residential Parking Program Review**

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### **Economic**

These recommendations support business friendly strategies by simplifying and improving how businesses and services access customers in residential communities.

### **Service and Financial Implications**

The residential permitting program currently operates with a deficit. Nearly all permits are offered at no cost and only four per cent of permit holders pay a fee. Approximately \$100,000 is collected annually, recovering only seven per cent of the program's \$1.4 million cost.

The recommended policy aims to achieve revenue neutrality for the residential parking program. This will improve The City's financial position by offsetting program expenses with revenue from fees. If the program achieves this, Council can choose to allocate any surplus to the Parking Revenue Reinvestment Fund, returning parking revenue back to communities for investment in local infrastructure and priorities.

### **Increase in rates or fees**

\$50 to \$125 annually

Program losses today are primarily expensed to Calgary Parking Authority, effectively reducing net revenue and their financial returns to The City. New program fees will offset this expense. Fees will be phased in in 2022 allowing time for permitholders to adjust and avoiding the current economic situation.

### **RISK**

Administration recognizes that the number of permits issued and associated revenue from fees may change with policy changes. A staged implementation is proposed to allow for adjustments if needed.

There is also significant risk from not implementing changes. Calgary's residential parking program has little longevity in its current form due to a lack of clarity and an unsustainable financial model. This can be mitigated through an updated policy.

### **ATTACHMENT(S)**

1. Residential Parking Program Review Detailed Report
2. Visitor Parking Permit Policy LUP005
3. Proposed Bylaw Amendment

### **Department Circulation**

General Manager (Name)	Department	Approve/Consult/Inform (Pick-one)
Doug Morgan	Transportation	Approve
Moe Houssaini	Calgary Parking Authority	Inform

# Residential Parking Program Review

## Detailed Report

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## 1. Background and Calgary Context

Calgary has operated a residential parking program (RPP) since 1974. Under the system residents may get easier access to street parking in their neighbourhood while general visitors face stronger parking regulations. This may be desirable in areas where there is significant parking demand generated by nearby attractions. Most large cities in North America have some type of a residential parking system but there is a wide variety of how and where it is applied.

Calgary's system was introduced after a period of growth in the 1960s and 70s that led to parking congestion in areas immediately surrounding downtown. Originally only capturing a few neighbourhoods south of downtown, as the city grew more zones were added. Today there are 80 zones spanning all four quadrants. The program has evolved through various decisions of Council, bylaw amendments, internal policies and practices, but it has never been included in The City's overall parking strategy. Because of this, the residential parking program has not kept pace with changes the city has seen over the same time.

Since inception, the residential parking program has expanded from just one zone to 80. While these expansions were made to address new issues in the growing community, it still uses tools meant to address a specific issue in a specific community. As such, residential parking has sometimes expanded without alignment to The City's overall transportation and land use objectives and has sometimes been applied inconsistently.

These historical inconsistencies are combined with the growing gap between the original intent of the residential parking program and today's city shaping goals. There is also a lack of clarity in how the program works and who is eligible to participate which can often lead to misconceptions and mistaken expectations. Though the residential parking program continues to provide a service today, the issues it faces are growing in both size and severity. Long-term sustainability is unlikely without program reforms.

## 2. Benefits and Risks of a Residential Parking Program

Residential parking programs are used in many cities to provide people who live in neighbourhoods with high parking congestion with greater certainty in finding parking. Typically, the general public is only able to park for a maximum time period in these areas (e.g.: two or three hours) while permit holders can exceed those time limits and park on the street for longer. This balances the needs of visitors who rely on publicly owned on-street parking with residents who may need an advantage to be able to reliably park on the street near their home.

Residential parking programs are an important tool in redevelopment. As communities grow and change, buildings with different characteristics and contexts will interface with the original buildings and residents. A residential parking program can be useful in easing redevelopment pressure by providing older and lower density homes this advantage over newer high density and mixed-use buildings which typically have on-site parking.

Along with these benefits, residential parking programs also have risks associated with them. Residential permits are a premium service over and above what most citizens see. Because of this there are costs associated with operating these programs and along with them the higher level of enforcement needed. There is also a need to balance providing this premium service with the need for visitors and other citizens to be able to use public assets.

### 3. Previous Council Direction

At the 2015 January 12 Meeting of Council, Council adopted the consolidated parking policy workplan (TT2014-0935) by omnibus motion. This report that includes “Review Residential Parking Permit Program” among several parking related policy updates and pilot projects that form the multi-year work plan.

Council’s direction for the review (TT2014-0935, Attachment 1) states four objectives:

- Improved customer service,
- Long-term financial sustainability of the program,
- Efficient use of street space, and
- Aligned to the Municipal Development Plan and Calgary Transportation Plan.

These directions were used along with general parking policy principles that Council has previously approved (TT2012-0659 and TT2013-0225). These are:

- Promote efficiency
- Set expectations and reduce uncertainty
- Ensure fairness
- Ensure consistency
- Provide predictability
- Provide Transparency

#### **Calgary Parking Policies:**

Calgary Parking Policies (TP017), formerly called A Parking Policy Framework for Calgary, is Calgary’s combined parking strategy and policy. Since 2011, Council and Administration have systematically modernized this document one section at a time. Guided by a series of Council-approved work plans, major areas and gaps in parking strategy have been addressed through regular updates and additions. The renewed parking policies are data-driven, future-focused and aligned to objectives of the Municipal Development Plan and Calgary Transportation Plan (MDP/CTP). Reviewing residential parking policy is the final major deliverable of the most recent work plan.

## 4. Policy Development

Calgary's parking policies are based on the principles of treating citizens with fairness and transparency combined with the principles of managing the system in a way that maximizes efficiency and customer experience. On-street parking is a public asset that is managed for the benefit of the entire community. The needs of residents, visitors, businesses and services all compete for scarce parking resources and these need to be balanced through thoughtful policy development.

### **Consistency and Fairness**

This was an overarching theme during all phases of public engagement. Calgarians have a variety of views about fairness, either as visitors and businesses looking to have fair access to public space in the neighbourhoods they visit, or residents looking to have reasonable access to the neighbourhood they live in. Though the opinions differ, the concern with fairness highlights the pressures that residential areas face and the need to balance these perspectives.

A key change to ensure consistency is better use of data. Relying on data on an ongoing basis ensures that each residential zone is being managed using the same criteria and considerations, particularly when determining block-level restrictions. This means that there will be greater consistency across zones and that neighbourhoods with similar issues will be managed in similar ways.

### **Flexibility**

As Calgary has evolved in the past 45 years so has the ways in which Calgarians live and travel. There are more travel options today and more services that people receive at their homes. Calgary has also grown substantially which increases the amount of travel in the city and accordingly parking pressures in some residential neighbourhoods. A static residential parking program that sets parking restrictions and leaves them unchanged, sometimes for decades, does not reflect the need to be better more responsive to communities as they evolve.

A revised residential parking program needs to be more agile to respond to changes in communities actively instead of passively or not at all. Streamlining the processes of creating, changing and managing zones along with better data use will make the program more adaptive and quicker to respond to neighbourhood issues.

### **Efficiency and Productivity**

In many residential parking zones, parking congestion and the tools used to manage it do not reflect one another. In most cases, The City does not use data when actively managing block-level parking restrictions within residential parking zones; rather, residents choose their own management regime according to their preference. This sometimes leads to overregulation where streets have highly restrictive parking but little use. Overregulation has many downsides for many users. In most cases there is more reliance on visitor permits even for short term visits which add effort for residents and unease for visitors. Business also suffers because simple deliveries or service calls can require a permit. This is especially frustrating on streets that are largely unused and represents a loss in the productivity parking infrastructure adds to the city.

By regulating on-street parking appropriately, the city can better align the issues observed with the tools needed to manage them. This means that parking is managed as stringently as it is needed to be, but no more, unlocking value by allowing street parking to be used by short-term visitors and businesses serving residents. This makes short-term parking easier for visitors and businesses while still protecting parking access for residents.

### **User Payment**

Residential parking permit holders receive a premium service that is not available to most citizens. The program has costs both in how it is operated and maintained and in the additional enforcement service that these areas receive. City services that primarily benefit particular users are normally fully fee supported. The principles guiding how City services should be funded either with a user fee or tax subsidy are contained in the User Fees and Subsidies Policy (CFO010.)

The current residential parking program only charges a fraction of users and most permit holders pay no fee at all. This does not align program costs with those who benefit or recognize the value of the public parking asset. By moving to a cost recovery fee structure, program costs will shift to those that use the service and better reflect the value of the premium service. User fees also provide an additional incentive to use space efficiently as residents can choose to park in a driveway or garage at no cost to them or choose to obtain a permit if they see good value in it.

### **Responsible Management of a Scarce Resource**

Residential areas, like all areas of the city only have a set supply of curb space that is available for parking. Given the fixed supply, it can be important to manage the number of permits issued, particularly in busy residential zones. If the number of permits issued in a zone is too high the available on-street parking can be easily overwhelmed. Calgary is only beginning to see this issue, but it is common across North America.

The risk of overselling is especially acute in multifamily settings where the number of residents is much higher in relation to available curb space for parking. This is reflected in land use planning where large format buildings typically have visitor parking on-site, but low-density homes do not. To manage the risk of overselling, reasonable limits on parking permits are necessary. It is useful to set clear rules on the number of permits that dwellings may have and limits on how large of building can participate in the program.

## 5. Customer Experiences

### **Mrs. Johnston – Retired Homeowner**

#### *The Resident's Customer Experience*

The neighbourhood was a lot quieter when we first moved here in 1968. Back then there were more kids playing around and a lot fewer cars driving by. When the CTrain opened up in the '87 people started to park here and walk to the station four blocks away. I didn't mind at first. Most looked like university students who didn't have lots of money for parking. They were usually just there for a few hours anyway. But after about ten years our street became completely full. I even stopped visiting friends when the weather was bad just in case I couldn't find parking when I got home. Eventually we had enough and started a petition to get permit parking. Nowadays the students are gone and I can park again, but it's also a pain. When our grandchildren come to visit, we have to remember to register their car. I wish there was an easier way.

### **The Singh's – A Busy Family of Four**

#### *The Visitor's Customer Experience*

We're constantly on the move. One day it's basketball another it's swimming but there's always something. When we visit my in-laws I always cringe – they live in a fancy neighbourhood with permit parking. It's completely unnecessary. We never see cars parked on the street, but we always see officers driving by. Our neighbourhood is busy too but we just park in our driveway. How did this happen and why am I paying for it? It's my city too.

### **Mr. Song – Independent Appliance Repairperson**

#### *The Business's Customer Experience*

My customers live all across the city and I never know where I'm headed more than a few days in advance. When I head to a new customer, I always worry about finding parking, especially in older neighbourhoods. Permit only parking really makes my life difficult and every year there seems to be more and more streets with them and lots of those streets are almost empty.

Customers sometimes register my van as a visitor when they remember or if I ask, but not everyone has a visitor permit or knows how to use it. When this happens, I have to risk a parking ticket or lose the business. I'm usually only there for about an hour. Sometimes I'm ok but when I do get a ticket it costs more than the profit I make on the call. I'm a citizen and a taxpayer; why can't I park on the street?

## 6. Policy Update and Program Description

The intent of the proposed residential policy is twofold. There is a need to address the current policy gap where there is no specific Council policy for residential areas. The second is to modernize the Residential Parking Program by streamlining how it is managed, clarifying rules and bringing it into alignment with contemporary City land use and transportation goals. The following sections show issues uncovered in engagement and in managing the program and discusses revised policy directions to address each issue. A summary chart follows.

### *Creating and Changing Residential Parking Zones*

New residential zones require a bylaw amendment which is time-consuming for both Council and Administration and significantly hampers how responsive The City can be to new parking concerns. The policy addresses this by establishing clear criteria, informed by engagement and data, guiding when it is appropriate to have a zone and allowing Administration to manage them. Zones will be published by Administration and no longer be part of the Traffic bylaw.

### *Establishing and Changing Parking Restrictions Within a Zone*

Today a petition process is used, allowing residents to choose their own preferred parking restrictions. No data is used to determine if the choice is appropriate and no follow-up is even done. This can lead to overregulation (parking is more restrictive than needed, causing problems for visitors and businesses) and functionless zones (restrictions are in place for a parking generator that is no longer there.) To address this, the policy relies on data for ongoing evaluation of parking restrictions. After a petition, an evaluation of the parking issues will inform the restrictions that are used. Zones will be evaluated every three years (or through request) to ensure the restrictions remain appropriate. If a zone is no longer useful, Administration can remove it.

### *Establishing Reasonable Permit Limits*

In most cases today, there is no limit to the amount of permits a residence can obtain. However, on-street parking is a fixed asset and only a certain number of vehicles can be accommodated on the street. Furthermore, on-street parking is also necessary for the visitors and businesses visiting the area who often don't have access to on-site parking. To prevent overselling permits in residential areas the policy proposes caps for permits per dwelling.

### *Clarifying Multifamily Dwelling Eligibility*

Rules are not clear for when and how multifamily buildings participate in the Residential Parking Program. Though it is clear there is no on-street capacity to accommodate every vehicle from a very large building, most multifamily buildings can participate today. The policy addresses this by establishing classes of dwellings with clear eligibility rules. Very large, dense buildings are not able to participate, medium-density buildings participate with a small permit cap and low-density buildings can participate with larger permit caps.

### *Support Residents, Visitors and Businesses*

On-street parking is a public good that benefits all citizens. It is important that every area of Calgary can be accessed not only by the people who live there, but also by the people who visit friends, family and amenities and by the business that provide services and make deliveries in the area. The policy addresses this by keeping parking restrictions at the minimum needed to

address the issues seen and by ensuring that every neighbourhood has some form of visitor parking.

#### *Introduce Interface Areas*

Interface areas (where residential and commercial parking overlap) have been contemplated since 2011 but have only been used as a pilot project. In dense communities where there are a mix of uses it can make sense to have paid on-street parking (guided by commercial policies) and residential permit parking (guided by residential policies) simultaneously on the same street. This can benefit both groups through better efficiency and availability and has other advantages such as reduced traffic. The policy allows for the limited expansion of interface areas when warranted and guides their use.

#### *Improve Affordability*

The Residential Parking Program is not free to operate but most users do not pay for their use of it. This moves the costs to taxpayers though few people see the benefit. As the program offers a premium service over and above what most Calgarians see, user fees should share these costs. Furthermore, the program should provide good value to those who do use it. To ensure affordability for users and taxpayers the policy sets a financial strategy that aims for cost recovery.

### Summary of Policy Updates

<i>Residential Parking Program Topics</i>		
<i>Topic</i>	<i>Current Program</i>	<i>Proposed Program</i>
<b><i>Establishing New Zones</i></b>	<p>Council must adopt a bylaw amendment for each new zone or change of zone.</p> <p><i>This is time consuming and affects how responsive The City can be to parking concerns.</i></p>	<p>Administration will establish new zones based on criteria in the policy.</p> <p><i>This method is faster, more efficient and uses uniform criteria for creating new zones.</i></p>
<b><i>On-Street Parking Controls</i></b>	<p>Residents obtain a petition package from The City and if successful, decide what parking restrictions that will be used (from a selection of options).</p> <p><i>This process often leads to inefficient parking as conditions are not reviewed and no data is collected. Restrictions can be stagnant for years and no longer meet the needs of residents. Only residential properties participate in petitions, so businesses are unfairly represented.</i></p>	<p>Data will be used to assess the extent of parking issues and an appropriate restriction will be used. Periodic monitoring reconfirms that restrictions are either working, or if not will recommend a change.</p> <p>Every neighbourhood will have visitor parking options.</p> <p><i>This process uses data, like how other areas of other policy operate. Parking restrictions fit the issues observed and may evolve over time as neighbourhoods change.</i></p>
<b><i>Removing Zones</i></b>	<p>Zones are not removed unless directed by Council.</p>	<p>Periodic monitoring adjusts zones and when zones are no longer used, they are automatically removed.</p>



*This has led to orphaned zones that remain in communities that no longer have parking issues.*

*This self-adjustment promotes efficiency and reduces the possibility of orphaned zones.*

<b>Residential Parking Program Topics</b>		
<b>Topic</b>	<b>Current Program</b>	<b>Proposed Program</b>
<b>Eligibility (ground-oriented homes)</b>	<p>Low-density homes are eligible for permits when their street is in a zone and has a parking restriction. Residents receive up to two visitor permits and two resident permits at no cost and an unlimited number or additional permits can be purchased.</p> <p><i>Unlimited permits do not promote efficiency and can lead to oversubscription. Unpriced permits do not promote the use of off-street residential parking such as driveways and garages.</i></p>	<p>Low-density homes are eligible for permits when their street is in a zone and has a parking restriction. Residents receive up to two visitor permits and three resident permits using a sliding scale price model.</p> <p><i>Limiting permits reduces the risk of oversubscription and pricing promotes the use of off-street parking while allowing residents to choose the number of permits appropriate for their household.</i></p>
<b>Eligibility (multifamily homes)</b>	<p>Multifamily homes may be eligible for permits but may also be excluded for several reasons. The criteria are not clearly published today. Many residents are unaware of the program or details.</p> <p><i>Generally multifamily residents can participate in the program, but it is unclear who is excluded and why.</i></p>	<p>Clear multifamily criteria will show who can participate by dwelling type/size and will be uniform across the city. New types of permits add flexibility for multifamily residents.</p> <p><i>Clear criteria will make it easier to understand the system and changes to permit types will add additional flexibility.</i></p>
<b>Religious and Community Organizations</b>	<p>Qualifying religious institutions, community associations and schools can obtain permits based on rules established in the Traffic Bylaw</p> <p><i>Some community groups are eligible for a small number of permits based on their location and needs.</i></p>	<p>No Change</p> <p><i>These groups remain eligible.</i></p>
<b>Interface Areas</b>	<p>Only used in pilot program area (Cliff Bungalow/Mission). Non-residents can access the space via paid parking, whereas residents may park in the same space as if it was a residential parking zone.</p> <p><i>A successful pilot has been using this approach since 2017.</i></p>	<p>Allowed in areas designated by Council as pricing or interface areas in the Calgary Parking Policies document.</p> <p><i>Interface areas will be allowed within pricing areas guided by the rules in the policy. New interface areas can be added from time to time by amending the policy.</i></p>



<b>Residential Parking Program Topics</b>		
<b>Topic</b>	<b>Current Program</b>	<b>Proposed Program</b>
<b>Visitor Parking</b>	<p>Visitor parking varies by neighbourhood. In some areas hourly parking can be found readily while in others there may be none at all. Visitor permits are used where this is the case.</p> <p>Some user groups do not have easy access to visitor parking such as service businesses and trades contractors.</p> <p><i>Visitor permits are used where necessary but can be inconvenient. Businesses do not always have equal access to communities and need to use special permits.</i></p>	<p>Every neighbourhood will have visitor parking options. More neighbourhoods will see hourly parking (except by permit) more often to make visitor parking easier. Visitor permits will still be available.</p> <p><i>Short-term visitors will see more convenient access to visitor parking and will not have to register vehicles more often than today. Fewer businesses that provide services to homes will need to use visitor permits, though special permits will continue to be used for longer-term needs.</i></p>
<b>Fees</b>	<p>Two visitor permits and first two residential permits are available for free. Additional residential permits can be purchased for \$52 per year.</p>	<p>Residential and visitor permits are purchased on a sliding scale, with initial prices to be set ranging from \$50 to \$125 per year.</p>

The full policy amendment for approval is contained in the appendix.

### **Visitor Parking Policy**

As an additional matter of housekeeping, a related policy is recommended to be rescinded. The Visitor Parking Permit Policy (LUP005) was adopted in 1986 to establish the process and rules for issuing visitor permits in residential parking zones. This policy was later incorporated into the Traffic Bylaw (26M96.) As a matter of precedence and custom, a bylaw supersedes a Council policy and in this case the policy is no longer used for this reason. Therefore, Administration recommends rescinding the Visitor Parking Permit Policy as housekeeping.

## **7. Benchmarking, Comparisons and Pilot Programs**

Most major metropolitan areas have one or more programs to manage residential parking, however there is great variation in their details. This scan looks at the major risks or issues that these programs attempt to correct and the different solutions that are used. The primary use of residential parking programs in North America is to counter the risk of spillover from popular nearby sites. These popular areas can generate parking congestion, and if nearby on-street parking is not managed appropriately, there can be an incentive for visiting parkers to overwhelm available space to the disadvantage of residents. Common examples of major

parking generators are central business districts, universities, shopping malls, hospitals, arenas, and main streets. Larger cities tend to have more of these generators and more parking congestion.

### Programs in Canada

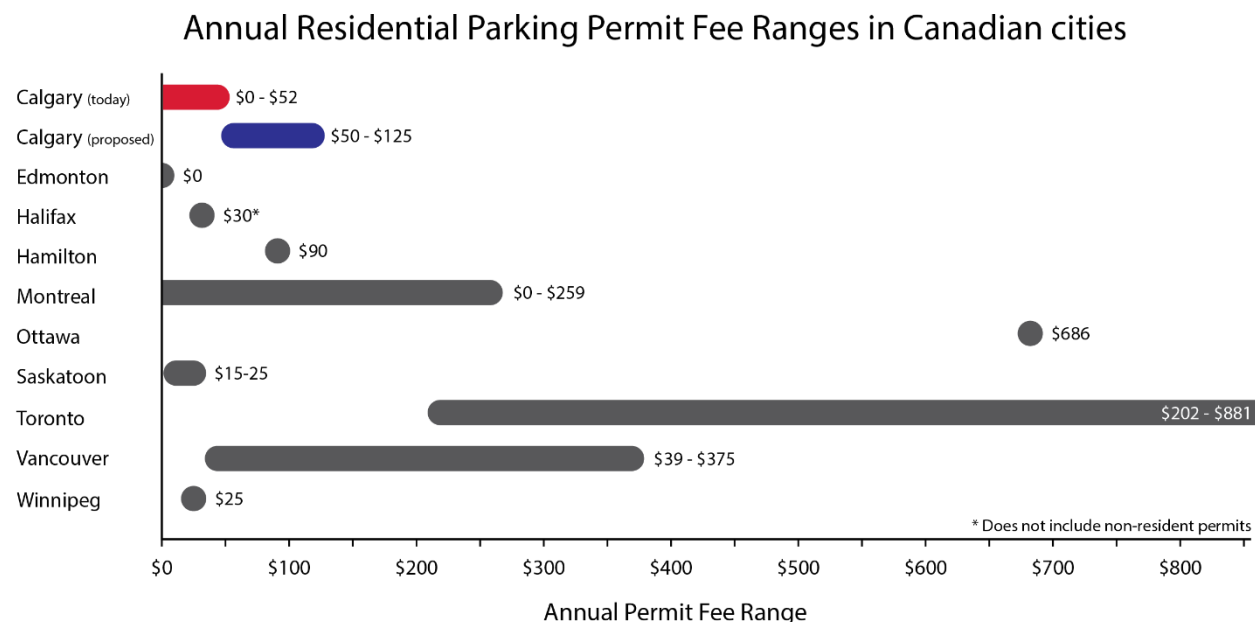
Across Canada most medium and large cities have a residential parking program. Their scope and tools used generally reflect city size and parking congestion. The following chart outlines the parking programs of ten Canadian cities. Fees are based on 2019-2020 rates and do not include taxes.

<i>Residential Parking Programs in Canada</i>		
<i>City</i>	<i>Program Summary</i>	<i>Permits and Fees</i>
<b>Calgary (current)</b>	Available to most residents in a residential zone. Vehicles must be registered to address.  Zones allow for visitor permits (except for CBZ and special cases).  Residents choose parking restriction through a petition.  Three zones have alternate rules and fees.	Unlimited permits. First two free and additional \$52 per year.  Maximum of two visitor permits for free.
<b>Edmonton</b>	Available to most residents in a residential zone. Vehicles must be registered to address.  Select zones allow for visitor permits.  All zones require some public parking.  Minimum size of zone required.	Two permits per address maximum - free.  Two visitor permits for free.
<b>Halifax</b>	Annual permits available to residents in buildings with 3 or fewer units.  Monthly permits available to anyone (on select streets only.)	One permit per address maximum.  Annual permits \$30 per year.  Monthly permits \$30-45 per month.
<b>Hamilton</b>	Available to most residents in a residential zone. Vehicles must be registered to address.  Two zone types based on congestion.  Multifamily residents must demonstrate on-site parking is unavailable.	Unlimited permits - \$88 per year.
<b>Montreal</b>	Available to most residents in a residential zone. Vehicle must be registered to a person at the address (maximum of one vehicle per person.)  Daily and monthly permits for visitors and employees are available in some areas.  All zones require some public parking.  Boroughs set fees and maximums individually (different prices in different communities.)	One permit per person – Annual fees \$13-260 based on borough.  Fees based on vehicle efficiency in some boroughs.

<i>Residential Parking Programs in Canada</i>		
<i>City</i>	<i>Program Summary</i>	<i>Permits and Fees</i>
<b>Ottawa</b>	<p>Available only to residents of a zone who both have no available off-street parking and demonstrate a need for on-street parking.</p> <p>Permits caps set per block. Residents can purchase more than one permit only if there is no waiting list for the block.</p> <p>Generally, all blocks allow visitor parking for 1-2 hours; permits exempt residents.</p> <p>Visitor permits can be purchased by week for out-of-town guests, and short-term visitor permits (up to 3 hours) can be purchased in some zones based on need.</p>	<p>Permits based on need with no maximum - \$660 per year.</p> <p>Permits also available monthly; winter rates substantially higher than summer rates.</p>
<b>Saskatoon</b>	<p>Available to most residents in a residential zone. Vehicles must be registered to address.</p> <p>Two zone types based on congestion.</p> <p>Some multifamily residents participate and by demonstrating on-site parking is unavailable.</p> <p>Commercial buildings also participate.</p>	<p>One permit per person - \$25 per year</p> <p>One visitor permit per residence - \$5-25 per year.</p>
<b>Toronto</b>	<p>Available to residents of a zone who demonstrate a need for on-street parking.</p> <p>Permits caps set per block. Residents can purchase permits only if there is no waiting list for the block.</p> <p>Generally, all blocks allow visitor parking for 1-3 hours; permits exempt residents.</p> <p>Mixed residential/ commercial zones exist (interface areas.)</p>	<p>Permits based on need with no maximum and sold on a month-to-month basis.</p> <p>The first vehicle at a residence with no on-site parking is \$226 per year. Additional permits are \$476.</p> <p>Convenience permits (when on-site is available) are \$667 per year if there is no waitlist.</p>
<b>Vancouver</b>	<p>Available to most residents in a residential zone. Vehicles must be registered to address.</p> <p>Residents agree to parking restrictions through a petition process; City uses data to select the restriction.</p> <p>All zones require some public parking.</p> <p>Visitor parking permits available with documentation.</p>	<p>Unlimited permits - \$39-386 per year based on zone.</p> <p>Visitor permits - \$10 per week for up to three months.</p>
<b>Winnipeg</b>	<p>Available to most residents in a residential zone. Vehicles must be registered to address.</p> <p>All blocks allow visitor parking for 1-2 hours; permits exempt residents.</p> <p>Mixed residential/ commercial zones exist (interface areas.)</p>	<p>Maximum three permits - \$25 per year.</p> <p>Maximum of two visitor permits only available for 2-week stay - free to \$5</p>

## Fee Structures in Canada

The following chart shows the ranges of permit fees in Canadian cities.



## Public Engagement

As a basis for beginning the program review, Administration first looked at the problems and issues citizens regularly expressed about residential parking and the residential parking program. These issues primarily include visitor parking, consistency of parking restrictions, spillover issues near hospitals and post-secondary schools, access for businesses that serve residential areas and the ease of use of the program. These then framed the core technical issues considered in the review.

Public engagement consisted of two phases which included ten in-person events and online engagement. The first phase explored the problems and benefits of the existing program. Walkshops explored these issues in-depth with Calgarians in their communities. Open houses and online engagement gathered feedback in more traditional ways. Administration proposed various solutions to the issues that were uncovered and then held a second phase of engagement to test the soundness of the different proposed solutions. Preferences, values and feedback were then used to piece together a revised residential parking program.

Administration also engaged with Business Improvement Areas (BIAs) and other business group stakeholders that had traditionally been excluded from residential parking conversations.

The most common engagement theses were:

- RPP Zones are difficult to create and remove
- Parking restrictions are applied inconsistently
- Resident only parking is “exclusive” or “elitist”
- Visitors cannot easily access some neighbourhoods

- Residential parking fees should recover program costs
- Multifamily buildings have inconsistent access to residential parking
- Businesses need access to their residential customers

### **Mission Hybrid Pilot**

In 2016 Administration began a pilot project in the communities of Cliff Bungalow and Mission to test a hybrid parking solution for mixed use neighbourhoods. Calgary's parking program has always used discrete policies for residential and commercial areas, which in some cases leads to tensions that do not benefit either residents or businesses. Commercial and residential parking often have opposing demand patterns and efficiencies can be found through more creative policy.

The pilot project blends elements of the commercial and residential systems by allowing the paid parking system used in the adjacent commercial areas to blend into the residential area. The objectives are to create efficiencies by allowing for empty street space to be used more often and to introduce flexibility and resiliency into a system with static rules. This has distinct benefits for both the commercial and residential areas. Commercial areas benefit from additional street parking during business hours where residents are typically away. Resident permit holders, who are exempt from the time and hourly payment conditions of the hybrid zones, see benefit from more parking availability for their visitors. The City sees added benefit from the more efficient use of on-street parking overall. The final benefit of the pilot program is the encouragement of commercial customer vehicles back to commercial streets through the elimination of 'free parking' in the adjacent residential areas.

### **Flexible Permits**

Calgary operates two special residential parking zones in portions of the Bridgeland and Somerset communities. These zones are unique to medium-density multifamily settings and offers a permit that can be used interchangeably by residents or visitors (flex-permit). Residents are only able to obtain one permit per dwelling, and they are charged a fee for the permit. The flex-permits recognize that denser neighbourhoods could not support as many permits per home as lower density ones can but offer a more flexible alternative in exchange. This system has been successful in the two zones that use it and represents a good application of the fairness, productivity, user fee and responsible management principles.

### **CBZ Permit Zone**

The residential permit zone CBZ is a special area established by Council in 1997 (TTP97-28) as a temporary response to parking concerns raised in the Eau Claire community. At the time, residents were accustomed to on-street parking but as development accelerated in the 1990s, parking availability in Eau Claire decreased. To address the concern, Council adopted a grandfathering arrangement where some multifamily buildings are provided a specified number of parking permits in addition to their individual off-street space, on a transitional basis. In analyzing the CBZ area, Administration reviewed the history and conditions around the unique situation and determined that the provisions were inconsistent with Council's current guiding principles for parking policies. Specifically, issuing these permits does not ensure consistency in

the system, fairness to citizens or efficiency in managing public space. When reviewing the zone considering the principles in this report, it additionally does not align with the user fee and responsible management principles. Because of these misalignments, the CBZ zone is not a model for a renewed residential program and Administration recommends removing this zone after an adjustment period to phase out permits.

## 8. Financial Impact and Strategy

### Current Fee and Eligibility Structure

Under the residential parking program, most residents are eligible for an unlimited number of on-street permits. Except for the areas specified below, residents can apply for two residential permits (tied to a vehicle registered at the address) and two visitor permits (useable by any visiting vehicle with registration) at no cost. Additional residential permits can be purchased for \$52 per year and there is no maximum number of permits. Because of this, most households do not pay until obtaining their fifth or greater permit. This represents only four percent of permit holders.

Permits are also charged in two special cases. Some multifamily buildings in the Somerset and Bridgeland communities participate in flexible permitting areas where residents can purchase permits for \$52 per year that can be used interchangeably by residents or visitors (referred to as a flex-permit). These are limited to one per address, and the arrangement is offered only in these areas. Additionally, select buildings in the central business district are eligible for CBZ zone permits. These are tied to specific buildings and property owners and are available for \$25 per year.

Most households in Calgary have four or less permits, with a city-wide average of 2.3 per participating address (including both residential and visitor permits.) No address has more than seven permits.

<i>Permit Use, Fees and Revenue (2018/2019)</i>			
<i>Permit Type</i>	<i>Total Permits</i>	<i>Cost Per Permit</i>	<i>Total Revenue</i>
<i>Residential Permit</i>	35,878	Free/\$52 after 2 <sup>nd</sup>	\$94,500
<i>Visitor Permit</i>	20,786	Free	-
<i>Special Zones</i>	266	\$52	\$6,500
<i>CBZ Zone</i>	225	\$25	\$5,600
<i>Other*</i>	674	Free*	-
<b><i>Total</i></b>	<b>57,829</b>		<b>\$101,000</b>

\* Other permits include special permits for uses such as temporary permits for residents with out-of-province registration, construction vehicles working in RPP zones and non-resident landlords. These have varying fees based on the use and are not counted in program revenue.

## Program Expenses

Calgary's residential parking program operates with a substantial deficit. Despite rigorous cost cutting measures over the past four years using automated enforcement and online payment, resources are still needed to manage the program. Administrative costs customer service staff, software, ongoing engineering and analysis to adjust zones, new and replacement signage are all needed to operate the program. Enforcement in residential areas is also a net cost as compliance is generally high and fines do not typically cover the costs. There is also considerable loss of revenue in specific areas where residential parking for the exclusive use of residents would otherwise be paid on-street parking.

<i>Average Annual Program Expenses</i>	
<i>Program Component</i>	<i>Annual Expense</i>
<i>Administration/ Customer Service</i>	\$266,000
<i>Software Systems</i>	\$96,000
<i>Net Enforcement</i>	\$556,000
<i>Engineering, Analysis and Signage</i>	\$140,000
<i>Lost Revenue</i>	\$311,000
<i>Total Cost to City</i>	<i>\$1,369,000</i>

Under a new revised policy there are estimated savings from efficiencies and additional costs from increased use of data. Efficiencies are expected in administration costs with fewer permits expected to be managed, some efficiencies in enforcement and the elimination of lost revenue. New costs include data collection and analysis and additional provisions for signage changes to allow for zones to gradually adjust when needed.

<i>Estimated New Annual Program Expenses</i>	
<i>Program Component</i>	<i>Annual Expense</i>
<i>Administration/ Customer Service</i>	\$240,000
<i>Software Systems</i>	\$96,000
<i>Net Enforcement</i>	\$450,000
<i>Engineering, Analysis and Signage</i>	\$210,000
<i>Data Collection and Analysis</i>	\$85,000
<i>Total Cost to City</i>	<i>\$1,081,000</i>

## Approach to Fee Changes

In creating a fee strategy, Administration focused on Council's direction to achieve long-term financial sustainability for the program and took additional guidance from the User Fees and Subsidies Council Policy (CFO010) as well as the findings of the Financial Task force. Together, these support moving towards a full cost recovery model for residential parking.

The proposed policy includes a fee strategy based on two economic outcomes. The first is to minimally recover the costs to operate the program. This strategy directly relates to Council's objective to reach long-term financial sustainability. The second is to set prices at a rate representative of the market. This relates to the competitive nature of parking in some areas and the problems that could be faced if prices are set either too low or too high.

Because most permits are free today, the demand and elasticity of residential parking permits are not well established. This means that there is some risk that the number of permits issued in the future could be significantly less or more than today. Ongoing data collection and annual pricing adjustments can be made over time if it is shown that permits are priced inappropriately.

There is also risk is that if on-street parking is priced too low it could outcompete the off-street parking provided in a neighbourhood. Based on average vehicle ownership and current permit purchases, a cap of three residential and two visitor permits for low density dwellings and one for qualifying multifamily dwellings is recommended. This places a limit on the number of permits that could be purchased in an area and mitigates against over-subscription. A sliding scale is also recommended to promote efficiency. This recognizes that in some cases the first residential parking permit at an address may be out of necessity while a fourth or fifth is more likely a convenience.

The policy contemplates that different areas of the city may diverge over time. If the market for parking in one area would push prices up while other areas are stable, Administration could propose different tiers of pricing in different areas for Council to consider in annual fee schedules. As noted in attachment 7, several cities use this approach along with a cost-recovery goal for residential parking.

A financial model was used to test various permit fees and changes in how Calgarians may purchase them. Free permits today and poor data on market conditions necessitated a wide range of scenarios. Using the proposed policy principles and these models, the recommend fee schedule is estimated to provide an annual revenue of between \$1.4M and \$4.0M annually.

### **Fees in Interface Zones**

Interface areas are neighbourhoods where there are a mix of uses and neither residential nor commercial parking policies address the issues and needs of the community. In these settings it may be beneficial to establish an interface area which allows elements of each policy to overlap. Because of the nature of these parking zones, additional factors also need to be considered.

In interface zones visitor parking is provided through hourly on-street parking. Their very purpose is to provide more visitor parking options and free up stalls by promoting a more efficient use of space. Visitor permits go against this efficiency and are unneeded because of the availability of visitor space. It is not possible to effectively run interface areas if visitor permits are also extensively used. Therefore, residents in interface areas should not be eligible for visitor permits and flex-permits.

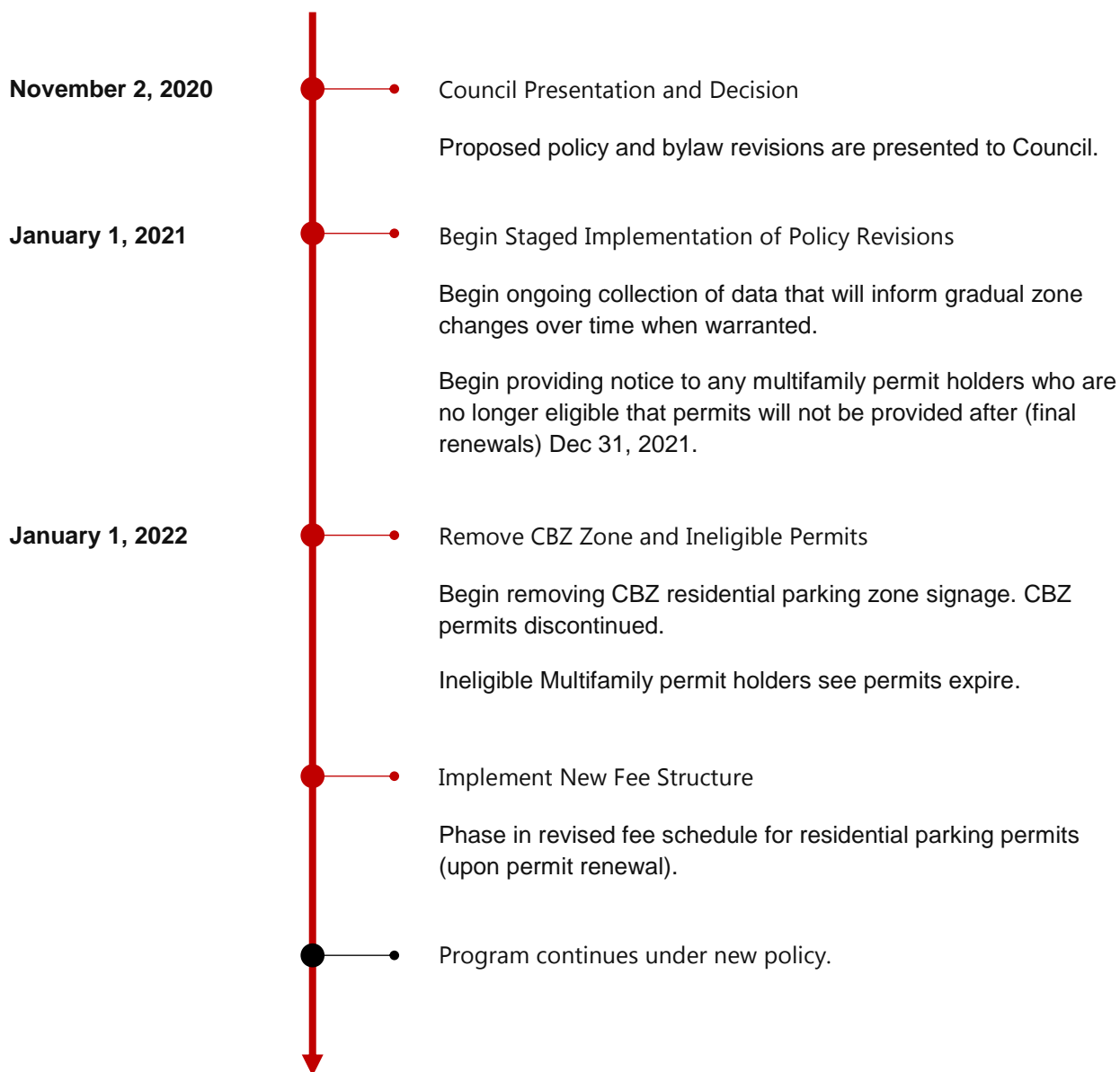


## Recommended Fee Schedule

<i>Proposed Annual Permit Fees</i>		
<i>Residential Areas</i>	<b>Ground-Oriented</b>	<b>Multifamily</b>
<i>1<sup>st</sup> Residential Permit</i>	\$50	N/A
<i>2<sup>nd</sup> Residential Permit</i>	\$75	N/A
<i>3<sup>rd</sup> Residential Permit</i>	\$125	N/A
<i>Visitor Permit (max 2)</i>	\$75	N/A
<i>Flex Permit</i>	N/A	\$75
<i>Interface Areas</i>	<b>Ground-Oriented</b>	<b>Multifamily</b>
<i>1<sup>st</sup> Residential Permit</i>	\$50	\$75
<i>2<sup>nd</sup> Residential Permit</i>	\$75	N/A
<i>3<sup>rd</sup> Residential Permit</i>	\$125	N/A
<i>Visitor Permit</i>	N/A	N/A
<i>Flex Permit</i>	N/A	N/A

## 8. Implementation

The proposed residential parking policy and program will be implemented in a staged approach. This is necessary to give permitholders time to adjust choices before any fee changes and give permitholders who would no longer be eligible time to transition. It also allows Administration to begin ongoing data collection. The following chart shows the proposed schedule.



## APPENDIX: Proposed Policy Update

The Calgary Parking Policies document has never incorporated a specific residential policy section. Instead, the original 2011 policy and 2017 reformatting left a section empty anticipating the Residential Parking Program Review project which was tasked with developing this policy. The policy update is comprised of three components:

- A new residential policy including strategic directions and specific policies for parking in residential neighbourhoods.
- A new Interface areas policy for limited use in some mixed-use areas.
- Consequential amendments to ensure consistency across the entire document.

The following three tables are sections of Schedule 1 of Council Policy TP017 (the Calgary Parking Policies document.) Each table represents a section proposed for amendment to revise residential parking policies. A further table of consequential housekeeping amendments follows.

In interpreting this document, sections of the policy that have revisions are shown in right column in their entirety. The left column summarizes changes from the current policy with margin notes. Margin notes with a shaded background represent new and changed policies while notes with a blank background remain as they are in the policy with no changes.

### Updates to City-Wide Parking Strategies (Section 5.1)

Updates to this section add definitions to the existing policy to support the proposed new residential and interface parking policy sections.

Notes	Policy Update for Approval
	<p>Section 5.1 On Street Management Processes</p> <p>The policies contained within this document should be regularly applied to on street parking in Calgary. However, it is recognized that the policy may not address every unique circumstance – hence stakeholder engagement and thoughtful consideration will be necessary when unique circumstances need to be addressed.</p> <p><b>For the purposes of this document, on-street parking management strategies and policies are divided into three general areas:</b></p>
Residential areas clarified to recognize a mix of uses	<p><b>Residential Areas</b> Areas of the city where the use of the property adjacent to the street frontage is predominantly residential but may include residential home-based businesses or live-work units and limited commercial uses.</p>
	<p><b>Commercial Areas</b> Areas of the city where the use of the property adjacent to the street frontage contains a commercial component at ground level, including those with residential components above. Commercial activities include retail and office</p>

BRZ changed to BIA	<p>uses, as well as industrial activities. Commercial areas come in a variety of forms. These include:</p> <ul style="list-style-type: none"> <li>• An individual business location in a residential area.</li> <li>• A collection of businesses around an important intersection.</li> <li>• Large areas with numerous small, medium and large businesses (such as a Business Improvement Areas).</li> <li>• Large-format retail (e.g. Westhills or Crowfoot).</li> <li>• Regional shopping malls (e.g. Chinook Centre).</li> <li>• A collection of businesses in an industrial or office park.</li> <li>• A collection of businesses along a major street (e.g. Macleod Trail).</li> </ul> <p>Vacant lands zoned for commercial use in a broader commercial area and standalone parking facilities for commercial parkers will also be considered as part of the commercial area when considering on-street space management around these properties.</p> <p>Regardless of the form or size of the commercial area, the on-street parking policies should take into consideration the entire commercial area, rather than applying on-street policies on a site-by-site basis within the commercial area. Very large, contiguous commercial areas may be broken down into finer management areas (e.g.: communities, pricing areas, BIA boundaries, etc.).</p>
Interface areas paragraph added to introduction section	<p><b>Interface Areas</b></p> <p>Areas of the city that have a mix of residential and commercial uses that can benefit from using rules for both. Interface areas recognize that parking demand gradually transitions where these two areas meet and does not abruptly change at a property line. On-street parking in many mixed use neighbourhoods needs to respond to the demand of both residential and commercial users, and an interface area can allow for a more efficient system that benefits both.</p> <p>Within each of the three policy areas, there are also unique uses that may have varying policies depending on the area these include:</p> <ul style="list-style-type: none"> <li>• parkland.</li> <li>• schools.</li> <li>• religious institutions.</li> <li>• community and government facilities.</li> <li>• utility buildings.</li> </ul> <p>Specific policies for these areas may be developed at a later date. In the interim, the policies of the area (residential or commercial) that the above reside in should apply.</p> <p>It should also be noted that the area-specific parking policies in Section 6 of the Calgary Parking Policies take precedence over the general policies in this section.</p> <p><b>Definitions</b></p>

	Generally, the definitions used in Traffic Bylaw 26M96 (as amended) apply to these policies. In addition, the following definitions apply to policies in the Calgary Parking Policies:
New definition added	Flankage Street – A street where the adjoining property is bounded by the side or back of a building.
New definition added	Frontage Street – A street where the adjoining property is bounded by the front side of a building. Where a building on a corner lot has two front sides, the frontage street is considered the one listed as the property's municipal address.
New definition added	Ground-Oriented Dwelling – A residential property where the primary access to each dwelling unit is independent. This includes detached, semi-detached and duplex houses, townhouses, rowhouses and some low profile multi-residential buildings that are below the thresholds defined in this policy.
	Home Space – An on-street or off-street parking space, on public or private property, that has been assigned exclusively to vehicles of a specific Carshare Organization (CSO). Home Spaces located on public property are renewed periodically by The City through a comprehensive process that gives multiple CSOs the opportunity to request spaces. CSOs must pay annual fees, as set out by The City, to apply for and use these spaces. Hourly on-street rates and time restrictions do not apply to these spaces. Use of Home Spaces is enforced by The City to ensure non-CSO vehicles do not use the space.
New definition added	Interface Area – An area of mixed land uses where commercial and residential policies coexist.
	Loading – Parking for no longer than 30 minutes, for the purposes of unloading and/or acquiring goods and/or passengers.
	Long-Stay Parking – A single session of parking that exceeds four hours in duration.
New definition added	Major Parking Generator – A hospital, educational institution, entertainment venue, commercial area consisting of several buildings, transportation hub or station, or other location that has a high number of visitors and generates a large amount of parking. A major parking generator typically sees more than 1,500 vehicle trips per day (or per event for locations such as stadiums) but should also consider the amount of on-site parking that the location has.
	Managed – On-street space is regulated by signage to establish maximum time limits for parking, pricing and/or establish dedicated space for special users.
New definition added	Multifamily Dwelling – A dwelling within a residential property containing more than four units where the primary access to more than 50 per cent of

	<p>dwelling units is through centralized entry points and whose ground floor has no more than 25 per cent commercial frontage.</p> <p>On-Site – Located on the land parcel where a need for parking or loading has arisen.</p> <p>On-Street – The space within City road right-of-way currently developed as a roadway.</p> <p>Parking Management Period (PMP) – A designated portion of time in a day in which parking time restrictions and/or prices apply.</p> <p>Parking Congestion – Occurs when parking supply is unable to serve parking demand, given the time restrictions and/or prices for the zone and parking management period. This would generally occur when the average occupancy of a space exceeds 80 per cent.</p> <p>Pricing Area – An area where a uniform price of parking applies within a Parking Management Period.</p> <p>Short-Stay Parking – A single session of parking that is four hours or less in duration.</p> <p>Carshare Organization (CSO) – An entity that:</p> <ul style="list-style-type: none"> <li>• Provides preapproved members of the public and/or multiple organizations access to a network of vehicles located in multiple locations;</li> <li>• Maintains a fleet size of five (5) or more available vehicles;</li> <li>• Charges for use over short periods of time (e.g. a day or less);</li> <li>• Includes insurance for each member as part of preapproval;</li> <li>• Provides vehicles to members using an unstaffed, self-service format;</li> <li>• Does not provide taxi or limousine services;</li> <li>• Ensures access is provided to available vehicles twenty-four hours a day, seven days a week; and</li> <li>• Displays the emblem of the carshare organization prominently on the vehicle.</li> </ul> <p>One-Way Carsharing – A carsharing system where members pick up a vehicle at one location, and deposit it at another location. Vehicles in one-way carsharing systems typically do not use Home Spaces, instead parking as though they were a privately-owned vehicle. CSOs may make special arrangements to enable the one-way carsharing vehicles to park in special locations (such as Residential Parking Permit zones).</p> <p>Reserved One-Way Space – An on-street parking space on public road right-of-way that has been assigned for the use of one-way carshare vehicles. Reserved One-Way Spaces may be used by any CSO with one-way vehicles that meet the requirements set out by The City to park in the space (e.g. length of the vehicle). These spaces may be created by The City at its discretion to optimize overall on-street parking activity, and as a result eligible CSO vehicles pay normal hourly on-street rates instead of annual</p>
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	fees when using the space. Use of Reserved One-Way Spaces is enforced by The City to ensure ineligible vehicles do not use the space.
New definition added	Residential Parking Zone (RPZ) – An area with high non-resident parking congestion that is designated by The City and where residents may obtain parking permits that exempt them from certain parking restrictions.
	Round-Trip Carsharing – A carsharing system where members pick up a vehicle at one location and must return it to the same location when they finish using the vehicle. Vehicles in round-trip carsharing systems typically have a Home Space assigned exclusively to each carsharing vehicle. Home Spaces may be located on public or private property, depending on the arrangements made by the CSO.

**\*\*New\*\* Residential Parking Policy (Section 5.1.1)**

This new section defines residential parking strategies and adds residential policies to the Calgary Parking Policies document.

Notes	Policy Update for Approval
Entirely new section added to policy	<p><b>5.1.1 RESIDENTIAL AREAS</b></p> <p>Parking in residential areas is primarily for the use of community residents and the people, businesses and services that visit them. Residential parking should accommodate all of these user groups to allow for functioning, vibrant communities. Residential properties also vary in their typology, which affects the parking availability that they have on-site and the parking demand that they generate.</p> <p>As Calgary continues to grow and change as a city, the way people travel will also change. The Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) support vibrant communities where Calgarians have more choice in housing, travel and amenities. Over time, some areas will experience increases in density and intensity which in turn attract more residents and more visitors to the area. These are partly offset with improvements to walking, biking and transit, but they also attract more traffic and more vehicles parking. As this happens, there can be an increased need to regulate parking within and near these busy areas.</p> <p>In addition to busy neighbourhoods, venues with high volumes of visitors can increase the parking pressures faced by surrounding residents. Major parking generators such as hospitals and LRT stations are common examples. In these areas, parking restrictions may be necessary to allow residents and their visitors reasonable access to their community.</p> <p>Residential neighbourhoods that are within an area specific parking strategy policy area (section 6) are exempted from these residential policies. In those neighbourhoods, the area specific policy applies.</p> <p><b>Parking Space Users</b></p> <p>On-street parking is a public asset that should be available for public use. Residential areas have many user groups, such as visitors, residents and businesses. Specific policies for on-street parking in residential areas are intended to ensure that each of these user groups has reasonable access to the places they are visiting. The policy does not further prioritize between the types of visitors. However, visitors and residents are prioritized over parkers not directly accessing the community, such as shoppers of nearby commercial areas or visitors to nearby major institutions.</p> <p><i>Area residents</i> may park on-street when space is available. On-site parking at residential properties (including garages, parking pads and driveways) is the primary parking location for residents. Convenience parking for properties without adequate on-site parking, such as historical buildings, can be accommodated on-street when there is availability.</p>



	<p><i>Public amenity space parkers</i> are visitors to specific places in a residential community such as a park or community center. On-street parking adjacent to these public amenity spaces can be restricted with maximum time restrictions when appropriate but are never fully restricted to resident use only.</p> <p><i>Short-stay residential parkers</i> are private visitors to homes in a residential area or businesses providing services in a residential area. Visitors and businesses normally desire parking as close as possible to the residence they are visiting and have the option of using off-street parking such as driveways. Short-stay parking is accommodated on-street in residential areas in unrestricted or time restricted spaces.</p> <p><i>Long-stay residential parkers</i> are either visitors to a residence staying for a period of up to two weeks, or businesses that are providing prolonged, but temporary services in a residential community. Examples of visitors are out of town guests visiting friends and examples of businesses are tradespeople renovating a property over a period of several days or weeks. Long-stay parking can be accommodated on-street in some areas using unrestricted spaces but may utilize permits where restrictions are more stringent.</p> <p><i>Commercial parkers</i> are visiting nearby amenities such as retail shopping or major institutions. Commercial parkers may use residential space in some cases but are not the focus of the residential policy section.</p> <p><i>Accessible zone parkers</i> are accommodated by The City by locating specific accessible parking zones in suitable locations based on the requester's needs. Accessible parking ensures the equitable access and enjoyment of public spaces, and the safe and convenient access to private property when on-site parking is inadequate for Calgarians with mobility challenges. Special consideration is given for proximity to a specific property or near a curb ramp.</p> <p>Accessible zones are for the exclusive use of people with a valid accessible parking placard but are not tied exclusively to a specific vehicle or person. Zones are reviewed every five years to ensure that they are still needed and serving their intended purpose.</p> <p><b>Occupancy, Turnover and the Use of Residential Parking Zones</b> On-street parking is a public asset intended for public use. Efficient management of street space in residential areas encourages a sufficient amount of parking throughout the day to allow for the coming and going of the various visitor groups that need to access the area, while providing residents with an advantage in highly congested areas.</p> <p>Like other sections of this policy, residential on-street parking is most efficient when there is high but not complete occupancy. Occupancy describes how "full" on-street space is. A general rule is to strive for approximately 80 per cent occupancy so that there is continually space available for new parkers. This also reduces the amount of cruising behavior (parkers circling areas looking for</p>
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parking spaces) which in turn reduces traffic congestion and environmental impacts.

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

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

### **Relationships Between Dwelling Types**

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

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

	<p>Sometimes parking for a particular building or site will be addressed by another specific policy section of this document. In these cases, the specific policy section will override the general rules of residential areas contained here, and the buildings in question may be excluded from participating in an RPZ. Examples of this include downtown residences (covered by an area specific policy section 6.1) or buildings with significant parking reductions (covered by the zero-parking policy section 5.2). Buildings may also be excluded from an RPZ through land use planning. For example, a development permit condition may not allow a proposed development to participate in an RPZ.</p> <p><b>Pricing Strategy</b></p> <p>The residential parking permit system incurs costs in administering the permit system; maintaining the software used by customers and staff; installing, maintaining and replacing signage; analyzing zone performance; and providing enforcement. The two primary drivers of the pricing strategy are recovering the expenses of managing the system and ensuring the price does not distort the market for off-street parking. Council direction with respect to the residential parking program is to reach long-term financial sustainability. As such, the revenue from issuing permits should at minimum recover the expenditures in managing the system. In addition to this, prices should not be set so low as to outcompete the off-street parking market, which can cause widespread inefficiencies in parking. For example, if prices are artificially low it may become cheaper for residents to purchase permits, park on the street and sell their on-site parking to others.</p> <p>Permit prices should also encourage efficient use of street space and recognize the increasing congestion that additional permits in an area cause. The first permit issued to any household may be considered more critical than the second or third permits especially considering that these are in excess of the parking provided on-site. To encourage residential permit holders to use space efficiently and to factor in the convenience value of additional permits, prices should escalate with additional permits.</p> <p><b>Policies</b></p> <p>The following policies support The City's objectives to create vibrant communities while supporting efficient parking management in residential areas.</p> <p><b>Residential Parking</b></p> <ol style="list-style-type: none"> <li>1. On-street space should not be managed in residential areas unless there is demonstrated parking congestion, or it meets the criteria of establishing a residential parking zone.</li> </ol> <p><b>Residential Parking Zones</b></p> <ol style="list-style-type: none"> <li>2. Residential parking zones may be created when there is demonstrated, ongoing parking congestion in a residential neighbourhood, that is the result of a major parking generator.</li> </ol>
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	<ol style="list-style-type: none"> <li>3. When supported by data, Administration will establish new residential parking zones. <ol style="list-style-type: none"> <li>a. As a guideline, residential parking zones should be no smaller than 10 square blocks or approximately 20 hectares in area to ensure that neighbourhood issues are addressed at a neighbourhood scale. Similarly, zones should not be larger than 40 square blocks or about 80 hectares to avoid in-zone commuting.</li> <li>b. Residential zones are assigned a unique identifier (e.g.: zone ABC)</li> <li>c. A record of residential parking zones and boundaries will be maintained by The City and an up-to-date map of these will be posted on The City's website.</li> </ol> </li> <li>4. Within a residential parking zone, Administration may use a permitting system whereby residential permit holders are exempted from certain parking restrictions.</li> <li>5. All residential parking zones are reviewed regularly at intervals no longer than every 36 months to ensure that the on-street space is managed effectively.</li> <li>6. When no on-street space within a residential parking zone is regulated, that RPZ will be removed.</li> </ol> <p>Management of On-Street Space in Residential Parking Zones</p> <ol style="list-style-type: none"> <li>7. On-street space should be considered for management only when parking congestion is observed. Parking is considered congested when the occupancy of the residential area is shown to be over 80 per cent during repeated studies.</li> <li>8. When residential parking is congested in a residential parking zone, parking restrictions follow a staged scale which is uniform across the city. <ol style="list-style-type: none"> <li>a. When the average on-street occupancy of the residential area exceeds 80 per cent, parking restrictions can be introduced.</li> <li>b. When the average on-street occupancy of a residential area that has restrictions exceeds 80 per cent, parking restrictions are adjusted to the next more restrictive stage.</li> <li>c. When the average on-street occupancy of a residential area that has restrictions falls below 50 per cent, parking restrictions are adjusted to the next less restrictive stage.</li> <li>d. Parking restrictions should apply only to the periods of time where congestion is observed (e.g.: daytime, evening, overnight, weekend days or weekend evenings)</li> <li>e. The staged restrictions are: <ol style="list-style-type: none"> <li>i. No parking restrictions (unrestricted)</li> <li>ii. Two hour maximum time restriction except by permit</li> <li>iii. No parking except by permit</li> </ol> </li> <li>f. Two hour maximum time restrictions should be used in general, however other times may be used if necessary when context warrants. This includes using longer periods as a stage between (i) and (ii) when desirable.</li> </ol> </li> </ol>
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- g. Long-stay time restrictions should be avoided. If long-stay parking is desirable, parking restrictions should be removed for the time period(s) in question.
- 9. The City will consult with residents when considering a more restrictive stage for implementation.
- 10. Restrictions should be kept uniform on a block and consistent within the residential parking area.
- 11. Parking that is managed as “no parking except by permit” should be restricted to residential adjacent space on frontage streets only. Residential space on flankage streets and space adjacent to public spaces should always be managed with less restrictive parking.
- 12. Parking restrictions shall not be used for the primary purpose of reducing traffic congestion in a specific area.

#### Management of Permit System

- 13. When a residential parking zone is established, The City may operate a permitting system which exempts permit holders from certain parking restrictions such as a maximum time of stay.
- 14. Permits are valid only for the residential parking zone in which they are issued for.
- 15. Permits may be issued to a resident on a block with parking restrictions within a residential parking zone under one of the following classes.
  - a. Resident of a ground-oriented dwelling:
    - i. Residents are eligible for a permit for each vehicle registered to the address up to a maximum of three (3) permits.
    - ii. Residents are eligible for a maximum of two (2) permits issued for visitors unless located within an interface area.
    - iii. Residents within an interface area are not eligible for a visitor permits.
  - b. Resident of a multifamily dwelling:
    - i. Residents are eligible for a maximum of one (1) permit if:
      - 1. The building is five (5) stories in height or less, and
      - 2. Has fewer than 40 dwelling units.
 The permit is usable either by a vehicle registered to the address or a visitor unless the residence is located within an interface area where the permit is usable only for a vehicle registered to the address.
    - ii. Residents of multifamily dwellings six (6) stories or taller or with 40 dwelling units or more are ineligible for permits.
    - iii. Notwithstanding policy (15, b, ii) residents of a multifamily building that have a residential parking permit(s) as of October 1, 2020 will remain eligible until the earlier of:
      - 1. They no longer live at that address, or

	<p style="text-align: center;">2. December 31, 2021</p> <p>16. Notwithstanding policy (15), residents of particular buildings or areas are ineligible when they are:</p> <ul style="list-style-type: none"> <li>a. Located in an area where there is an area specific policy contained in in section 6 of this document unless that section specifies participation,</li> <li>b. In a building that is guided by the zero parking or significant parking reductions policy section 5.2.1 of this document, <ul style="list-style-type: none"> <li>i. For the purposes of this section a significant reduction is considered 50 per cent or more.</li> </ul> </li> <li>c. In a building deemed ineligible as a condition of a development permit or statutory planning document,</li> <li>d. In a building that has 25 per cent or more commercial space at ground-level as measured by the frontage or flankage of the commercial space.</li> </ul> <p>17. In addition to residents, permits may also be issued to:</p> <ul style="list-style-type: none"> <li>a. Non-resident landlords owning a property within a residential parking zone,</li> <li>b. Religious institutions, community associations and schools in accordance with rules established in the Traffic Bylaw 26M96 as amended,</li> <li>c. Carshare Organizations (CSOs) in accordance with section 5.1.6 of this document,</li> <li>d. Other special permits issued from time-to-time at the discretion of the Traffic Engineer.</li> </ul> <p>18. Permits will not be issued to vehicles that either exceed 4,500 kilograms in weight, or exceed 6.7 metres in length, or exceed 2.9 metres in height or any combination of these.</p> <p>19. Notwithstanding policy (19), special permits may be issued to commercial vehicles that exceed these dimensions for the purpose of construction activities in an RPZ.</p> <p>20. Permits issued to eligible residential parkers will be subject to conditions of use stated in the Traffic Bylaw 26M96 as amended, including but not limited to providing proof of eligibility, providing payment, and refraining from misuse of a permit.</p> <p>21. Misuse of a permit may result in revocation of a permit and disqualify a person from being eligible for a future permit.</p> <p>22. Permit prices are established to fully recover the operating and capital costs of managing the residential parking system.</p> <p>23. A schedule of permit prices will be presented to Council for approval annually by Council Resolution during budget deliberations.</p>
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**\*\*New\*\* Interface Areas Policy (Section 5.1.3)**

This new section defines interface areas and adds policies to the Calgary Parking Policies document.

Notes	Policy Update for Approval
Entirely new section added to policy	<p><b>5.1.3 INTERFACE AREAS</b></p> <p>Calgary's parking policies have typically provided for either a commercial-based or a residential-based parking management tool. However, many communities have significant commercial and residential uses that are closely intertwined. These can come in a variety of forms such as:</p> <ul style="list-style-type: none"> <li>• Areas with many mixed-use buildings,</li> <li>• Main Street areas with a predominantly commercial main street but predominantly residential side streets, and</li> <li>• Activity Centre areas with a predominantly commercial core that transition to higher-density and then lower-density residential buildings.</li> </ul> <p>Use of on-street parking is impacted by both commercial and residential properties and can vary significantly based on the individual businesses or dwelling types. Commercial and residential parkers also have different travel patterns that require different levels of parking throughout the day.</p> <p>The City recognizes that in interface areas neither residential nor commercial policies will completely address parking concerns. It is important in these situations to have policy in place that treats mixed-use areas in a way that reflects the transitional and mixed-demand nature of their parking needs.</p> <p>Interface areas use appropriate policies from both the residential and commercial areas to allow for a more efficient parking solution that meets needs from both user groups.</p> <p><b>Relationship Between Commercial and Residential Properties</b></p> <p>If only residential and commercial policies are applied, interface areas do not promote efficiency. Where there is paid on-street parking, there is an incentive for people visiting both homes and businesses to park in free areas first. This can lead to a situation where on-street residential parking is highly congested, but on-street commercial parking is underused, even when it is more convenient. Where commercial areas are unpaid, the opposite can occur where residential parkers may monopolize spaces intended for short-term visits to businesses.</p> <p>By overlapping policy in interface areas, parking can be made more convenient for both user groups, providing more commercial parking during business hours, providing more residential access during evenings and weekends, and removing incentives to cruise for parking instead using space that is more convenient and available.</p> <p><b>Policies</b></p>

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

#### Establishing Interface Areas

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

#### Management of the On-Street Space in Interface Areas

8. Where an interface zone exists, residential zones may be priced for short-term or long-term parkers.
9. When on-street parking is priced within an interface area, residential permit holders may be exempted from certain conditions, namely on-street hourly payment and maximum time restrictions.
10. For paid parking adjacent to permit-eligible residential properties:
  - a. Parking restrictions should exempt residential permit holders from required payment and maximum time restrictions.

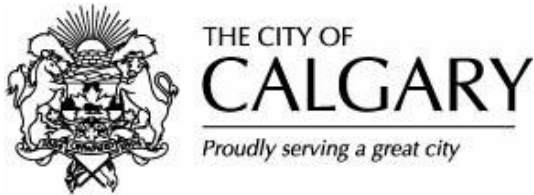


	<p>b. Maximum time restrictions longer than four hours (long-stay) may be considered.</p> <p>11. For paid parking adjacent to commercial properties:</p> <p>a. Parking restrictions will not exempt residential permit holders and remain priced for all users.</p> <p>12. Administration will attempt to keep signage uniform on a block as is practicable given policies 10 and 11.</p> <p>13. Residential permit holders must adhere to all other parking regulations and restrictions.</p> <p>14. Notwithstanding these policies, other restrictions that facilitate accessible parking stalls, loading zones, taxi zones, bus zones, and other such limited uses shall continue to be permitted.</p> <p>Managing Parking Supply</p> <p>15. On-street space shall be priced in accordance with the commercial policies of section 5.1.2.</p> <p>16. Prices shall be uniform across the interface and commercial area.</p> <p>17. For the purposes of establishing the price of parking, the process in policy (10) of section 5.1.2 will be used.</p>
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### **Consequential Housekeeping Updates to Support New Policy Sections**

Updates to this section are housekeeping amendments required to support the additional and revised policies.

<b>Section to Update</b>	<b>Details of Update</b>
Table of Contents	<ol style="list-style-type: none"><li>1. "Section 5.1.3 Interface Areas" added to table of contents</li><li>2. Appendix 1 renamed "Appendix 1 – Pricing and Interface Areas"</li></ol>
Appendix 1	<ol style="list-style-type: none"><li>3. Renamed "Appendix 1 – Pricing and Interface Areas"</li></ol>
All	<ol style="list-style-type: none"><li>4. Page numbers updated throughout document</li></ol>



## COUNCIL POLICY

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**Policy Title:** Visitor Parking Permit Policy  
**Policy Number:** LUP005  
**Report Number:** OD90-90, OD87-64  
**Approved by:** City Council  
**Effective Date:** 1986 and amended 1987  
**Business Unit:** Land Use Planning & Policy

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### **BACKGROUND**

The Visitor Parking Permit Policy was first approved by City Council on 1986 June 1. The policy provided for provisions for issuing one visitor parking permit to all single detached dwellings and semi-detached duplex dwellings within the Residential Parking Zone System. At the 1986 April 12 Council meeting, traffic Bylaw 40M80 was amended to facilitate the issuance of visitor parking permits to residents of residential parking zones. At that time, Council also required “that the Transportation Department present an evaluation of the visitor permit system to council, one year after it is in effect.”, under Recommendation 3 of Clause OD86-34.

Since the inception of the Visitor Parking Permit Policy in 1986, complaints were received by the Transportation Department and several Aldermen from tenants and owners of multi-unit developments stating that the system is unfair. The reason cited is the policy discriminates against multi-family complexes (i.e. townhouses, apartments).

Due to the complaints received from tenants and owners in the residential parking district, it was recognized that there was a need for the Transportation Department to re-evaluate the current Visitor Parking Permit System. Based upon the Transportation Department’s analysis, it was recommended that the Visitor Parking Permit Policy be revised to accommodate residents of triplexes, fourplexes and low density condominiums and townhouses. The revised policy would not compromise on-street curb parking and will minimize the concerns with the existing policy. It was further recommended that two visitor parking permits be issued to each single family residence or duplex dwelling.

On 1987 June 22 Council approved the recommendations and amendment to the existing policy was made increasing the number of parking permits from one to two for each single family and duplex dwelling unit.



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## COUNCIL POLICY

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### **PURPOSE**

The development of a policy for issuing visitor parking in restricted residential parking zones was necessary to manage on street on-street curb parking as well as provide for additional parking space for owners and tenants in residential areas. Additionally, the amended Visitor Parking Permit Policy provides for the possibility of visitor parking by way of residential choice for a portion of the area under restriction to be unrestricted, with the system administered at the local level.

### **SCOPE**

A detailed review of the condo and townhouse addresses by the Transportation Department in 1986 revealed a large number of relatively low density semi-detached row housing developments. Based on this information and in keeping with the original directive to minimize on-street parking usage by larger developments the following residences qualified for visitor parking permits per unit:

- Triplex and fourplex dwelling units
- Condominium or townhouse developments that are low density in nature (excluding stacked or apartments style dwelling units).

### **POLICY**

See attached [Policy](#) document.

### **PROCEDURE**

See attached [Policy](#) document.



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## COUNCIL POLICY

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### **AMENDMENTS**

At the 1986 April 21 Council meeting, the recommendations outlined in Clause 0D87-64 were approved and Traffic By-Law 8M89 section 28(1) was amended to include residents of triplexes, forurplexes and condominiums and townhouses which are not stacked or apartment style.

Traffic By-law 40M80 was amended to facilitate the issuance of visitor parking permits to residents of residential parking zones.

Traffic By-Law 29M87 was amended to allow the issuance of two visitor parking permits to each single family residence and duplex dwelling.

TO Rescind

NOMINATING, AGENDA AND PERSONNEL COMMITTEE REPORT - 1985 OCTOBER 16

36-85-24  
NM85-45  
Sewage Charges

MOVED BY ALDERMAN SCOTT, SECONDED BY ALDERMAN BARDSLEY, that the Recommendation contained in Clause NM85-45 of the Report of the Nominating, Agenda and Personnel Committee, dated 1985 October 16, Re: Sewage Charges, be confirmed.

MOTION CARRIED

36-85-25  
NM85-47  
Parking Zones -  
Comm. Associations

MOVED BY ALDERMAN BARDSLEY, SECONDED BY ALDERMAN BAXTER, that the Recommendation contained in Clause NM85-47 of the Report of the Nominating, Agenda and Personnel Committee, dated 1985 October 16, Re: Restricted Residential Parking Zones - Community Associations, be confirmed.

(ALDERMAN HODGES OPPOSED)

MOTION CARRIED

36-85-26  
NM85-48  
Parking Zones -  
Visitor Parking

MOVED BY ALDERMAN BARDSLEY, SECONDED BY ALDERMAN BAXTER, that the Recommendation contained in Clause NM85-48 of the Report of the Nominating, Agenda and Personnel Committee, dated 1985 October 16, Re: Restricted Residential Parking Zones - Visitor Parking, be confirmed.

MOTION CARRIED

REPORT OF THE COMMISSIONERS - 1985 OCTOBER 16

36-85-27  
A85-06  
Backhoe Machines

MOVED BY ALDERMAN BARDSLEY, SECONDED BY ALDERMAN SCOTT, that the Recommendations contained in Clause A85-06 of the Report of the Commissioners, dated 1985 October 16, Re: Tender No. 5-5264 - Supply of Nine Only Front End Loader Backhoe Machines, 100 - 110 Horse Power Class; Tender No. 5-5285 - Supply of Five Only Front End Loader Backhoe Machines - 60 Horse Power Class, be adopted.

MOTION CARRIED

36-85-28  
44M85  
1st Reading

MOVED BY ALDERMAN BARDSLEY, SECONDED BY ALDERMAN SCOTT, that By-law No. 44M85, Being a By-law of The City of Calgary to Authorize the Leasing of Certain Equipment, be introduced and read a first time.

MOTION CARRIED

36-85-29  
44M85  
2nd Reading

MOVED BY ALDERMAN BARDSLEY, SECONDED BY ALDERMAN SCOTT, that By-law No. 44M85 be read a second time.

MOTION CARRIED

36-85-30  
44M85  
Authorize 3rd

MOVED BY ALDERMAN BARDSLEY, SECONDED BY ALDERMAN SCOTT, that authorization now be given to read By-law No. 44M85 a third time.

MOTION CARRIED UNANIMOUSLY

36-85-31  
44M85  
3rd Reading

MOVED BY ALDERMAN BARDSLEY, SECONDED BY ALDERMAN SCOTT, that By-law No. 44M85, Being a By-law of The City of Calgary to Authorize the Leasing of Certain Equipment, be read a third time and passed.

MOTION CARRIED

NM85-48 RESTRICTED RESIDENTIAL PARKING ZONES - VISITOR PARKING

6739 Alderman Bardsley

WHEREAS it is desirous to permit for the provision of visitor parking in restricted residential zones;

AND WHEREAS there appears to be at present only one zone where same is provided;

NOW THEREFORE BE IT RESOLVED that Council amend the legislation to provide for the possibility of visitor parking by way of residential choice for a portion of the area under restriction to be unrestricted, or in the alternative to provide a sticker system for visitors similar to that used in the National Parks, such system to be administered at the local level.

RECOMMENDATION OF THE NOMINATING, AGENDA AND PERSONNEL COMMITTEE, 1985 OCTOBER 16:

Refer to the Administration for a report to Council through the Standing Policy Committee on Operations and Development.

20-87-55  
31M87  
1st Reading

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that By-law No. 31M87, Being a By-Law of The City of Calgary to Amend By-Law Number 40M80, The Traffic By-Law, be introduced and read a first time.

MOTION CARRIED

20-87-56  
31M87  
2nd Reading

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that By-law No. 31M87 be read a second time.

MOTION CARRIED

20-87-57  
31M87  
Authorize 3rd

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that authorization now be given to read By-law No. 31M87 a third time.

MOTION CARRIED UNANIMOUSLY

20-87-58  
31M87  
3rd Reading

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that By-law No. 31M87, Being a By-Law of The City of Calgary to Amend By-Law Number 40M80, The Traffic By-Law, be read a third time and passed.

MOTION CARRIED

20-87-59 4601  
OD87-64  
Evaluation of  
Visitor Parking  
Permit System

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that the Recommendation contained in Clause OD87-64 of the Report of the Standing Policy Committee on Operations and Development, dated 1987 June 8 and 10, Re: Evaluation of Visitor Parking Permit System, be adopted.

MOTION CARRIED

20-87-60  
29M87  
1st Reading

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that By-law No. 29M87, Being a By-law of The City of Calgary to Amend By-Law Number 40M80, The Traffic By-Law, be introduced and read a first time.

MOTION CARRIED

20-87-61  
29M87  
2nd Reading

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that By-law No. 29M87 be read a second time.

MOTION CARRIED

20-87-62  
29M87  
Authorize 3rd

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that authorization now be given to read By-law No. 29M87 a third time.

MOTION CARRIED UNANIMOUSLY

20-87-63  
29M87  
3rd Reading

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that By-law No. 29M87, Being a By-law of The City of Calgary to Amend By-Law Number 40M80, The Traffic By-Law, be read a third time and passed.

MOTION CARRIED



20-87-64  
Motion Arising  
OD87-64  
Visitor  
Parking Permits

4601

MOVED BY ALDERMAN BARDSLEY, SECONDED BY ALDERMAN BLOUGH, that the Administration review the Traffic By-law to determine a provision to allow the Director of Transportation or his designate to issue visitor parking permits for up to a six month period, when in his sole opinion such circumstances not normally covered in the By-law may warrant, and report back to Council through the Standing Policy Committee on Legislation.

MOTION CARRIED

20-87-65  
OD87-65  
Parking  
Zone 'F'  
Pleasant Heights

4607

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that the Recommendation contained in Clause OD87-65 of the Report of the Standing Policy Committee on Operations and Development, dated 1987 June 8 and 10, Re: Extension of Residential Parking Zone 'F' into the Pleasant Heights Community, be adopted.

MOTION CARRIED

20-87-66  
30M87  
1st Reading

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that By-law No. 30M87, Being a By-law of The City of Calgary to Amend By-Law 40M80, the Traffic By-Law, be introduced and read a first time.

MOTION CARRIED

20-87-67  
30M87  
2nd Reading

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that By-law No. 30M87 be read a second time.

MOTION CARRIED

20-87-68  
30M87  
Authorize 3rd

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that authorization now be given to read By-law No. 30M87 a third time.

MOTION CARRIED UNANIMOUSLY

20-87-69  
30M87  
3rd Reading

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that By-law No. 30M87, Being a By-law of The City of Calgary to Amend By-Law 40M80, the Traffic By-Law, be read a third time and passed.

MOTION CARRIED

20-87-70  
OD87-68  
Downtown Policy  
Team (NM87-06)

4610

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that the Recommendation contained in Clause OD87-68 of the Report of the Standing Policy Committee on Operations and Development, dated 1987 June 8 and 10, Re: Downtown Policy Team (NM87-06), be adopted.

MOTION CARRIED

20-87-71  
OD87-69  
Maintenance of  
Barclay Mall

4614

MOVED BY ALDERMAN DUERR, SECONDED BY ALDERMAN HAVELOCK, that the Recommendation contained in Clause OD87-69 of the Report of the Standing Policy Committee on Operations and Development, dated 1987 June 8 and 10, Re: Maintenance of Barclay Mall, be adopted.

MOTION CARRIED

COMMISSIONERS' REPORT TO OPERATIONS AND DEVELOPMENT COMMITTEE

4497  
4498

1987 JUNE 8

OD 87-64 RE: EVALUATION OF VISITOR PARKING PERMIT SYSTEM

ISSUE:

The continuance of visitor parking permits for residents of residential parking zones.

BACKGROUND:

At the April 21, 1986 Council meeting, Traffic By-Law 40M80 was amended to facilitate the issuance of visitor parking permits to residents of residential parking zones. Recommendation 3 of Clause OD86-34 (Attachment A) required "that the Transportation Department present an evaluation of the visitor permit system to Council, one year after it is in effect".

INVESTIGATION:

Since the June 1, 1986 inception of issuing visitor parking permits, the Transportation Department issued 553, 1986 permits. 1702, 1987 visitor parking permits had been issued as of April 31, 1987.

During the past year, the Transportation Department documented the problems and questions concerning the visitor permit system. The following summarizes the problems and recommends the appropriate action.

1. Prior to the system being implemented, the Transportation Department felt that there could be abuse of the permits. It was anticipated that some local residents might give or sell their visitor permit to a non-resident who needed a parking space. During the past year, there were 12 reported instances of this type of abuse. The Transportation Department does not consider this to be a major problem and plans no action to rectify this situation.
2. Residents, when applying for their residential parking sticker and visitor permit, questioned Transportation Department staff about the reasoning for issuing only one visitor permit. When the system was being developed, it was decided that more than one permit would lead to proliferation and abuse. The Transportation Department, upon reconsidering this issue, believes that two permits would not cause either a traffic or parking problem. As a result, the Department is recommending revising the by-law accordingly.

.../2

COMMISSIONERS' REPORT TO OPERATIONS AND DEVELOPMENT COMMITTEE .../2

RE: EVALUATION OF VISITOR PARKING PERMIT SYSTEM

3. The Transportation Department continually receives requests from non-residents, for either a residential parking sticker or a visitor parking permit. The requests are from absentee landlords, maintenance people, real estate agents, and institutional employees (Womens Shelters, Red Cross, etc.). These requests are denied for several reasons. The residential parking zone system was established to provide protection for local residents from non-resident parkers. The Department has no means of determining how to issue permits to non-residents. For example, Alberta Vehicle Registration provides the necessary documentation for the local residents. By issuing 2 visitor parking permits, there should be some relief provided for people doing business in residential parking zones. The Transportation Department believes that the affected individuals should make their own off-street parking arrangements and that the existing policy be retained.

The Calgary Police Service has monitored the visitor parking permit system for the past year and indicate they have had no difficulties.

CONCLUSION:

Since the visitor parking permit system appears to be working reasonably well and there is no blatant abuse of the permits, the Transportation Department recommends retaining visitor parking permits for residents of residential parking zones. It is further recommended that two permits be issued to each single family residence or duplex dwelling.

RECOMMENDATIONS:

That the Operations and Development Committee recommend to Council:

1. That the Transportation Department continue to issue visitor parking permits per the guidelines outlined in Clause OD86-34.
2. That Council give the necessary three readings of Amending By-Law 29M87 (Attachment B) allowing the issuance of two visitor parking permits to each single family residence and duplex dwelling.

RECOMMENDATION OF THE STANDING POLICY COMMITTEE  
ON OPERATIONS AND DEVELOPMENT, 1987 JUNE 8 & 10

That the Recommendations contained in Clause OD87-64 be approved.

ACTION RECOMMENDED

Approval and Three Readings given to By-Law 29M87.

ATTACHMENTS

- A. Commissioners' Report OD87-34
- B. Amending By-Law 29M87

COMMISSIONERS' REPORT TO THE OPERATIONS AND DEVELOPMENT COMMITTEE

1986 APRIL 7

2724

OD86-34 RE: VISITOR PARKING PERMITS FOR RESIDENTIAL PARKING ZONES

ISSUE

For the convenience of visitors, should visitor parking permits be issued to residents who live in a residential parking zone on a street that has a signed, time-limited parking restriction.

BACKGROUND

At the 1985 October 21 meeting of City Council, the following motion by Alderman Bardsley was referred to the Administration for a report to the Operations and Development Committee.

*WHEREAS it is desirous to permit for the provision of visitor parking in restricted residential zones;*

*AND WHEREAS there appears to be at present only one zone where same is provided;*

*NOW THEREFORE BE IT RESOLVED that Council amend the legislation to provide for the possibility of visitor parking by way of residential choice for a portion of the area under restriction to be unrestricted, or in the alternative to provide a sticker system for visitors similar to that used in the National Parks, such system to be administered at the local level.*

The Transportation Department has reviewed the visitor parking problem on several occasions during the past three years. On each occasion, the concept of visitor parking stickers was not recommended for two reasons. First, there is a high potential for abuse through rental or sale of the permit to non-residents. Secondly, the existing permit system allows for the legitimate cancellation of tickets which are issued inadvertently. This is because the Transportation Department registers the vehicle license plate number, address and vehicle make, which serves as verification of permit ownership. The proposed visitor permit system would not involve any means of registry. As such, there will be no means of verifying that anyone ticketed for violating the parking restriction did, in fact, display a visitor permit.

INVESTIGATION

There are fifteen (15) residential parking zones in the City adjacent to major traffic generators, and three (3), two hour parking zones in the core. These zone boundaries are indicated on the attached plan. The intent of the zone system is to discourage on-street parking of vehicles attracted by major generators and leave the street space available for residents.

In the core zones, parking on every road is limited to two hours unless more restrictive regulations are posted. In the other zones, parking restrictions are installed on a block by block basis, through petition from the block residents. Residents are exempted from these parking restrictions provided they obtain a residential parking permit. These permits are issued annually by the Traffic Operations Division, and must be picked up in person. The permits are valid throughout the zone in which the vehicle owner resides. Approximately 6,000 permits are issued annually.

Citizen complaints regarding the lack of visitor parking provisions in restricted parking zones are most frequently submitted by casual visitors, out of town visitors, and visitors to the sick, elderly and handicapped. In all of these cases, these visitors are subject to the time-limited parking restrictions and, if parked on the street, they must move their cars every

ATTACHMENT: OD87-64

OD86-34

COMMISSIONERS' REPORT TO THE OPERATIONS AND DEVELOPMENT COMMITTEE

.../2

RE: VISITOR PARKING PERMITS FOR RESIDENTIAL PARKING ZONES

one or two hours. It is often claimed that there is no space available for visitor parking.

The Transportation Department has most recently discussed this issue with Alderman Bardsley, the St. Andrews Heights Community Association and the Hillhurst-Sunnyside Community Association. As a result of these discussions, it was agreed that a visitor parking permit system could work if the following permit guidelines were adopted.

1. One visitor permit only issued to each residence.
2. The visitor permit to be issued only to homes or duplexes within R1, R2, and RM-2 land use designations.
3. The visitor permit is to be issued on an annual basis; the same as the residential permit.
4. The address of the residence to which the visitor permit is issued will be displayed on the permit.
5. The visitor permit will not be replaced if lost or stolen during the calendar year issued.
6. The visitor permit will only exempt a vehicle within one standard (150m) city block from the address displayed on the permit.
7. The Calgary Police Service reserves the right to cancel a residence's visitor parking permit if continual abuse is cited.

The Transportation Department maintains serious concerns that a visitor permit system may be open to abuse despite these conditions. It is conceded, however, that the only way to determine the viability of the concept is through implementation. It must be stressed that, while the Police Service and the Transportation Department are willing to implement the visitor permit system, its success will ultimately depend on the ability of the residents to use the system responsibly.

The Law Department has been requested to prepare the necessary amendments to Traffic By-Law 40M80.

CONCLUSION

The Transportation Department recommends that a visitor parking permit program be initiated subject to the guidelines as outlined. It will only be through implementation that the viability of a visitor permit system can be evaluated.

FINANCIAL IMPACT

At this time, several forms of the actual visitor stickers are being reviewed and final costs for production are not yet available. It is estimated that this cost would be in the range of \$3,000 to \$6,000. Although funds are not presently dedicated for this purpose, this cost will be covered in Traffic Operations Budget, Program 102.

RECOMMENDATION

That the Operations and Development Committee recommend to Council:

- 1) That the Transportation Department issue one visitor parking permit, when requested, to each residence in a restricted parking zone where the street is signed accordingly, and

ATTACHMENT 1. 0007 001

0D86-34

COMMISSIONERS' REPORT TO THE OPERATIONS AND DEVELOPMENT COMMITTEE .../3

RE: VISITOR PARKING PERMITS FOR RESIDENTIAL PARKING ZONES

- 2) that the Transportation Department issue each visitor parking permit in accordance with the guidelines stated in this report, and
- 3) that the Transportation Department present an evaluation of the visitor permit system to Council, one year after it is in effect.
- 4) give three readings of the amending by-law allowing the issuance of visitor parking permits.

RECOMMENDATIONS OF THE STANDING POLICY COMMITTEE  
ON OPERATIONS AND DEVELOPMENT, 1986 APRIL 7 & 9

1. That the Recommendations contained in Clause 0D86-34 be approved.
2. That at the time a resident requests an annual parking permit, that the resident be advised, by the Transportation Department, of the change in policy with regards to the issuance of one visitor parking permit.
3. That the Police Commission be requested to consider an appeal procedure, in the event the Calgary Police Service cancels a permit, during the one-year evaluation period.
4. That By-Law No. 24M86 be attached to Clause 0D86-34 when forwarded to Council.

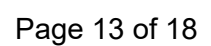
ACTION RECOMMENDED

Approval, and three readings given to By-Law No. 24M86.

ATTACHMENTS

Map of Residential Parking Zones  
By-Law No. 24M86





23-90-130 **9093**  
OD90-90  
Visitor Parking  
Permit Policy

MOVED BY ALDERMAN LEIGH, SECONDED BY ALDERMAN SMITH, that the Recommendation contained in Clause OD90-90 of the Report of the Standing Policy Committee on Operations and Development, dated 1990 July 3, 4 and 16, Re: Review of the Visitor Parking Permit Policy, be adopted.

MOTION CARRIED

23-90-131  
Motion Arising  
Temporary Visitor  
Parking Permits

MOVED BY ALDERMAN SCOTT, SECONDED BY ALDERMAN LONGSTAFF, that the Administration be requested to review the circumstances raised by Alderman Scott at the 1990 July 24 Regular Meeting of Council, and to establish for Council review, through the 1990 October 1 meeting of the Standing Policy Committee on Operations & Development, proposed criteria whereby on the basis of individual merit and special unique circumstances, a visitor parking permit may be issued for a temporary period.

MOTION CARRIED

23-90-132  
38M90  
1st Reading

MOVED BY ALDERMAN LEIGH, SECONDED BY ALDERMAN SMITH, that By-law No. 38M90, Being a By-law of The City of Calgary to Amend By-law 8M89, the Calgary Traffic By-law, be introduced and read a first time.

MOTION CARRIED

23-90-133  
38M90  
2nd Reading

MOVED BY ALDERMAN LEIGH, SECONDED BY ALDERMAN SMITH, that By-law No. 38M90 be read a second time.

MOTION CARRIED

23-90-134  
38M90  
Authorize 3rd

MOVED BY ALDERMAN LEIGH, SECONDED BY ALDERMAN SMITH, that authorization now be given to read By-law No. 38M90 a third time.

MOTION CARRIED UNANIMOUSLY

23-90-135  
38M90  
3rd Reading

MOVED BY ALDERMAN LEIGH, SECONDED BY ALDERMAN SMITH, that By-law No. 38M90, Being a By-law of The City of Calgary to Amend By-law 8M89, the Calgary Traffic By-law, be read a third time and passed.

MOTION CARRIED



R E V I S E D

**COMMISSIONERS' REPORT TO OPERATIONS AND DEVELOPMENT COMMITTEE**

1990 July 03

8814

OD90-90 RE: REVIEW OF THE VISITOR PARKING PERMIT POLICY

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**ISSUE:**

Should the Visitor Parking Permit Policy for the Residential Parking Zone System be revised to include higher density residential developments.

**BACKGROUND:**

The Visitor Parking Permit Policy was approved by City Council on 1986 June 1. The policy provided provisions for issuing one visitor parking permit to all single detached dwellings and semi-detached duplex dwellings within the Residential Parking Zone System. On 1987 June 22 Council approved an amendment to this policy increasing the number of permits from one to two for each single family and duplex dwelling unit.

**INVESTIGATION:**

Since the inception of the Visitor Parking Permit Policy in 1986, the Transportation Department and several Alderman have received complaints from tenants and owners of multi-unit developments stating that the system is unfair. The reason cited is the policy discriminates against multi-family complexes (i.e. townhouses, apartments). As a result of these complaints, the Transportation Department reviewed the provisions of the policy.

As of 1990 January 1, there were 6,070 addresses located within the 25 Residential Parking Zones (see Attachment 1). 5,130 of these addresses represent 5,760 single family and duplex dwelling units that are eligible for visitor parking permits.

Attachment 2 (Table 1) indicates a breakdown of the addresses by type of dwelling unit. Of the 940 addresses which are not eligible for visitor parking permits, 156 are either triplexes, fourplexes, condominiums, or townhouses. The remaining 784 are high density apartments including developments such as Place Concorde with 600 suites and Hull Estates with 297 units. A detailed review of the condo and townhouse addresses revealed a large number of relatively low density semi-detached row housing developments. Based on this information and in keeping with the original directive to minimize on-street parking usage by larger developments the following could qualify for two visitor parking permits per unit:

- triplex and fourplex dwelling units.
- condominium or townhouse development that are low density in nature (excluding stacked or apartment-style dwelling units).

Attachment 2 (Table 2) indicates the number of additional dwelling units that would meet this criteria. Only the higher density and stacked developments, such as apartments where street frontage is at a minimum would not be eligible for visitor parking permits.

..../2

COMMISSIONERS' REPORT TO OPERATIONS AND DEVELOPMENT COMMITTEE      OD90-90  
...../2

RE: REVIEW OF THE VISITOR PARKING PERMIT POLICY

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**FINANCIAL IMPACT:**

The estimated cost for issuing the additional visitor parking permits would be \$ 1,000.00 per year. There are sufficient funds in Traffic Operations Division Budget Program 102.

**CONCLUSION:**

Based upon the Transportation Department's analysis, the current Visitor Parking Permit Policy could be revised to accommodate residents of triplexes, fourplexes and low density condominiums/townhouses. This would not compromise on-street curb parking and will minimize the concerns with the existing policy.

**RECOMMENDATION:**

That the Operations and Development Committee recommend that Council approve the following:

1. That the Law Department be instructed to bring forward an amendment to Traffic By-law 8M89 Section 28(1) to include residents of triplexes, fourplexes and condominiums or townhouses which are not stacked or apartment style and,
2. That this by-law come into effect on 1990 November 1 to coincide with the yearly renewal process.

**STANDING POLICY COMMITTEE ON OPERATIONS & DEVELOPMENT,  
1990 JULY 3, 4 & 16**

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**DECISION AND INSTRUCTION:**

That the Administration be requested to provide a corrected Page No. 1 of Clause OD90-90 as discussed, prior to submission to Council and By-law No. 38M90, to the City Clerk's Department to be included as an attachment to Clause OD90-90.

**RECOMMENDATION OF THE STANDING POLICY COMMITTEE  
ON OPERATIONS AND DEVELOPMENT, 1990 JULY 3, 4 & 16**

Approval of the Recommendations contained in Clause OD90-90 Re: Review of the Visitor Parking Permit Policy.

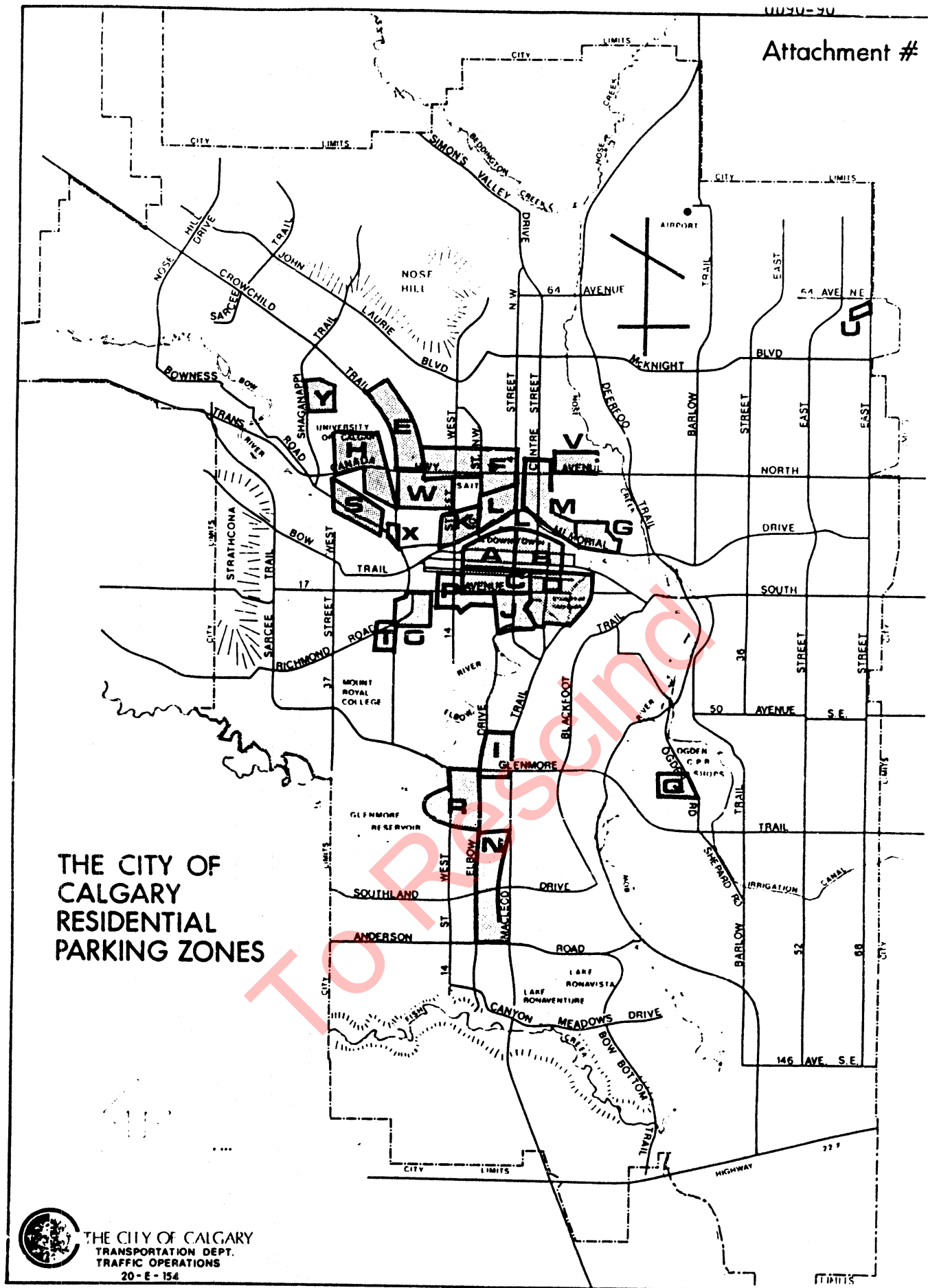
**Action Recommended**

Approval and Three Readings given to By-law No. 38M90.  
(Majority Vote Required)

**ATTACHMENTS:**

1. Residential Parking Zone Map
2. Table 1 - Residential Dwelling Units in Residential Parking Zone System  
Table 2 - Dwelling Units Meeting New Criteria for Visitor Parking Permits.
3. By-law No. 38M90

Attachment #



OD90-90  
ATTACHMENT 2

TABLE 1

Residential Dwelling Units Presently in the  
Residential Parking Zone System

TYPE OF DWELLING	NO. OF ADDRESSES	TOTAL DWELLING UNITS	TOTAL QUALIFIED FOR VISITOR PERMITS
Single family	4,500	4,500	4,500
Duplex	630	1,260	1,260
Triplex	91	273	0
Fourplex	12	48	0
Condominium	38	358	0
Townhouse	15	69	0
Apartment	<u>784</u>	Not Available	<u>0</u>
TOTAL	6,070		5,760

TABLE 2

Number of Dwelling Units Meeting New Criteria For Visitor Parking Permits

TYPE OF DWELLING	NO. OF ADDRESSES	TOTAL DWELLING UNITS	DWELLING UNITS MEETING NEW CRITERIA
Triplex	91	273	273
Fourplex	12	48	48
Condominium	38	358 a	52 b
Townhouse	<u>15</u>	<u>69</u> a	<u>36</u> b
TOTAL	156	748	409

a) Represents stacked or apartment style (i.e. multiple dwelling units) and row type (i.e. individual dwelling unit) developments.

b) Represents row type developments only.

**Proposed Wording for a Bylaw to Amend Calgary Traffic Bylaw 26M96**

1. Bylaw 26M96, the Calgary Traffic Bylaw, as amended, is hereby further amended.
2. Subsection 2(1)(av) is deleted in its entirety and the following is substituted:  
  
“(av) “*Traffic Engineer*” means the person appointed to the designated officer position established under section 2.1 of this Bylaw or that person’s designate;”
3. In section 9(10) the words “or in any *Residential Parking Zone*” are added after the word “parkade”.
4. Sections 20, 21, 22, 23, 24, 25, 26, 26.01, 26.02, 26.03, 26.1, and Schedules “K” and “P” are all deleted in their entirety.
5. The following is added after section 19 as sections 20, 21, 22, 23, 24, 25 and 26:

**“RESIDENTIAL PARKING ZONES – DEFINITIONS AND INTERPRETATION”**

20. In sections 20 to 26:

- (a) “*large multi-family building*” means a building of six (6) stories or more in height or a building with more than 40 dwelling units;
- (b) “*Parking Zone Permit*” includes a valid and subsisting Residential Parking Permit, Visitor Parking Permit, or a Flex Permit issued under section 24;
- (c) “*Residential Parking Zone*” means an area designated by the Traffic Engineer of one or more streets where the use of the property adjacent to the street frontage in the area is primarily residential but may include residential home-based businesses or live-work units; and
- (d) “*small multi-family building*” means a building that is five (5) stories in height or less and has fewer than 40 dwelling units;

**DESIGNATION OF PARKING ZONES**

21. (1) The Traffic Engineer is authorized to designate one or more adjacent streets, or part of one or more adjacent streets, in the City as a *Residential Parking Zone*.
- (2) The Traffic Engineer may assign unique identifiers to each *Residential Parking Zone* to distinguish them.

- (3) The Traffic Engineer may authorize parking spaces on any *street* within a *Residential Parking Zone* to be designated *zone controlled spaces* under section 9.
- (4) The Traffic Engineer may amend the boundaries of a *Residential Parking Zone* or remove a *Residential Parking Zone* at any time.
- (5) The Traffic Engineer must keep a record of the streets that are within an area that has been designated as a *Residential Parking Zone* and a record of every *traffic control device* placed in a *Residential Parking Zone* and these records must be available for public inspection at the office of the Traffic Engineer during business hours and available at [www.calgary.ca](http://www.calgary.ca).

### **RESTRICTIONS ON PARKING IN PARKING ZONES**

- 22. The Traffic Engineer may post a *traffic control device* within a *Residential Parking Zone* imposing parking restrictions.

### **ELIGIBILITY FOR PARKING ZONE PERMITS**

- 23. (1) The following persons are eligible to apply for a *Parking Zone Permit*:
  - (a) a person who resides within a *Residential Parking Zone* that has on-street parking restrictions on a street directly adjacent to the person's dwelling and wishes to park a vehicle registered to that person's residence on-street;
  - (b) a person who resides within a *Residential Parking Zone* that has on-street parking restrictions on a street directly adjacent to the person's dwelling and wishes visitors to that person's residence to be able to park on-street;
  - (c) a person who is the head of a religious institution or is the president of a community association located within a *Residential Parking Zone*, provided no more than five permits are issued for each institution or association; and
  - (d) a person engaged in temporary construction or maintenance work in a *Residential Parking Zone*.
- (2) Despite subsection (1) the following persons are not eligible to apply for a *Parking Zone Permit*:
  - (a) a resident who lives in a dwelling unit in a *large multi-family building*;

- (b) a resident of a building where the development permit for that building states that no parking permits would be issued;
  - (c) a resident of an area where access to residential on-street parking permits are limited, restricted, or otherwise discouraged under a statutory plan; and
  - (d) a resident of a building that has more than 25 percent or more commercial frontage at ground level.
- (3) An application for a *Parking Zone Permit* by an eligible person must be in the form and contain the information prescribed by the Traffic Engineer.

#### **AUTHORITY OF TRAFFIC ENGINEER**

24. (1) The Traffic Engineer is authorized to issue and renew *Parking Zone Permits* to eligible persons that may exempt a vehicle from one or both of:
- (a) parking contrary to a specific *traffic control device* within a *Residential Parking Zone*; and
  - (b) making payments for the use of a space in a *zone controlled space* that is within a specific *Residential Parking Zone*.
- (2) In administering *Parking Zone Permits* the Traffic Engineer may:
- (a) issue and renew *Parking Zone Permits* that are valid for use only by a specific person and/or vehicle within a specific *Residential Parking Zone*;
  - (b) create categories of types of *Parking Zone Permits* and charge different fees for the issuance or renewal of each type of *Parking Zone Permit*;
  - (c) issue or renew a *Parking Zone Permit* on a set term of a number of weeks, months, or years;
  - (d) amend or revoke a *Parking Zone Permit* at any time where the person using the permit has failed to comply with a condition of the permit or has provided false or misleading information in obtaining the permit;
  - (e) refuse to renew a *Parking Zone Permit* at the end of its term length;
  - (f) require any person applying for a *Parking Zone Permit* to provide documentation demonstrating:
    - (i) that person's residency within a *Parking Zone*,
    - (ii) the person's ownership and registration of a vehicle, or

- (iii) any other information necessary in the opinion of the Traffic Engineer to determine whether to issue, renew or revoke a *Parking Zone Permit*;
- (g) attach terms and conditions to a *Parking Zone Permit*; and
- (h) set a limit to the number of *Parking Zone Permits* that will be issued to a specific *small multi-family building* and set a limit to the number that will be issued overall within a particular *Residential Parking Zone* based on one or more of:
  - (i) congestion, occupancy, and turnover of streets,
  - (ii) the number of street parking spots,
  - (iii) the type of traffic control devices and parking conditions in the *Residential Parking Zone*, and
  - (iv) the type and/or density of residential dwellings in the *Residential Parking Zone*.
- (3) The Traffic Engineer is not required to issue or renew a *Parking Zone Permit* unless the required fee for the permit has been paid by the person applying for the permit.
- (4) Fees paid for a *Parking Zone Permit* are not refundable.
- (5) *Parking Zone Permits* are not transferable.
- 25. (1) The Traffic Engineer may revoke, refuse to issue, or refuse to renew, a *Parking Zone Permit* where:
  - (a) the applicant is not eligible to apply;
  - (b) the permit limit set by the Traffic Engineer for *Parking Zone Permits* for a particular *small multi-family building* or overall within the *Residential Parking Zone* would be exceeded;
  - (c) the applicant has misused a current or previously issued *Parking Zone Permit* or failed to abide by terms and conditions placed on a permit, or supplied false or misleading information in applying for a permit;
  - (d) the vehicle applied for is not a passenger automobile or exceeds a maximum weight of 4500 kg or exceeds 6.7 meters in length or exceeds 2.9 meters in height and is not intended to be used for limited term construction or maintenance activities in the *Residential Parking Zone*; or



- (e) the *Residential Parking Zone* is removed.
- (2) The Traffic Engineer may attach one or more of the following terms and conditions to a permit:
  - (a) that the permit expires on a set date from when it is issued;
  - (b) that the permit only applies to one unique *Residential Parking Zone*;
  - (c) that the permit is only valid for specific times of the day or specific days of the week; or
  - (d) that the permit can only be used for a specific vehicle.
- (3) Any person who relies on a permit in defence to a charge under this Bylaw or the Parking Bylaw has the onus of proving that he or she was the holder of a valid and subsisting *Parking Zone Permit*.
- (4) The Traffic Engineer may delegate the power to issue, revoke or administer permits under this section at any time to the Calgary Parking Authority or any other City employee.

#### **PROHIBITIONS**

- 26. (1) The owner or operator of a vehicle must not park or stop or permit the parking or stopping of a vehicle contrary to a *traffic control device* in a *Residential Parking Zone*.
- (2) Notwithstanding subsection (1) a vehicle for which a valid and subsisting *Parking Zone Permit* has been issued may be parked on a street in a *Residential Parking Zone* where parking is restricted by a *traffic control device* despite that restriction.
- (3) The exception set out in subsection (2) only applies in the specific *Residential Parking Zone* for which the *Parking Zone Permit* has been issued as identified by the unique identifier designated by the Traffic Engineer and only exempts from the specific *traffic control device* specified in the *Parking Zone Permit*.
- (4) A person must not use a *Parking Zone Permit* contrary to its terms or conditions.
- (5) A person must not provide misleading or false information when applying for a *Parking Zone Permit*.

## **TRANSITIONAL**

26.1 A residential parking permit or a commercial business zone permit issued prior to November 2, 2020 and which was subsisting as of that date continues in effect until the original date of expiry for that permit and:

- (a) where the person holding that permit is not eligible for a *Parking Zone Permit* that person may renew the permit up to a maximum end date of January 1, 2022; or
- (b) where the person holding that permit is eligible for a *Parking Zone Permit* they must apply upon expiry of that permit for a *Parking Zone Permit*.”

## **Consequential Amendments**

6. In Schedule “A”, under the headings indicated, after:

<b>SECTION</b>	<b>OFFENCE</b>	<b>EARLY PAYMENT AMOUNT 1</b> (if paid within 10 days after the date of the offence)	<b>FINE PAYMENT AMOUNT 2</b> (if paid after 10 days but within 30 days after the date of the offence)	<b>SPECIFIED PENALTY</b>
“19(2)	Removing chalk mark on tire			\$30.00”

the following is deleted:

<b>SECTION</b>	<b>OFFENCE</b>	<b>EARLY PAYMENT AMOUNT 1</b> (if paid within 10 days after the date of the offence)	<b>FINE PAYMENT AMOUNT 2</b> (if paid after 10 days but within 30 days after the date of the offence)	<b>SPECIFIED PENALTY</b>

“26.02(1)	Sell, Trade, or Rent Permit	\$40.00	\$50.00	\$75.00
26.02(2)	Use of Visitor Parking Permit for Unauthorized Purpose	\$40.00	\$50.00	\$75.00
26.02(3)	Use of Special Parking Permit for Unauthorized Purpose	\$40.00	\$50.00	\$75.00
26.03(b)	Failure to Display Parking Permit in Manner Required	\$40.00	\$50.00	\$75.00
26.1(5)	Failure to Display Permit	\$40.00	\$50.00	\$75.00
26.1(6)	Parking without Valid Permit	\$40.00	\$50.00	\$75.00”

and the following is substituted:

SECTION	OFFENCE	EARLY PAYMENT AMOUNT 1 (if paid within 10 days after the date of the offence)	FINE PAYMENT AMOUNT 2 (if paid after 10 days but within 30 days after the date of the offence)	SPECIFIED PENALTY
“26(1)	Parking without a permit	\$40.00	\$50.00	\$75.00
26(4)	Misuse permit	\$40.00	\$50.00	\$75.00
26(5)	Providing false information	\$40.00	\$50.00	\$75.00”

### Coming into Force

7. This Bylaw comes into force on the day it is passed.



## **Parking Management Zone Changes - Britannia**

### **RECOMMENDATION:**

That the SPC on Transportation and Transit recommend that Council:

Amend Council Policy TP017 "Calgary Parking Policies" to add the new Britannia pricing area zone 25 as proposed in Attachment 1.

### **HIGHLIGHTS**

- Parking demand growth due to economic activity has increased parking pressure at the Britannia commercial node. Studies completed in 2019 and 2020 support transitioning on-street parking in the neighbourhood to paid parking to better manage this parking pressure.
- *What does this mean to Calgarians?* Adding paid parking allows Administration to manage parking based on demand according to policies outlined by Council. Prices are adjusted to ensure a small amount of available space at all times, improving parking conditions, efficiency and reducing traffic.
- *Why does it matter?* Popular areas with considerable parking pressure can be detrimental to the surrounding community because of increased traffic and safety concerns, and to businesses by discouraging customers from visiting if parking is often unavailable. Paid parking addresses both these concerns.
- Calgary's parking policies use a scale of parking management tools to lighten parking pressures in commercial areas. When maximum-time restrictions are no longer enough to manage parking pressure, the next stage is to add pricing.
- Policies for paid parking are outlined in Calgary Parking Policies (TP017). This Council Policy uses data on an ongoing basis to measure parking demand and adjusts prices to maintain a small but consistent amount of available parking.
- Calgary Parking Policies is intended to achieve fairness and consistency when addressing parking concerns. The addition of a new pricing area in Britannia will improve efficiency in the street usage and improve long-term business vitality in this area.
- At the 2019 September 30 Meeting of Council, Council referred report TT2019-0694 to Administration to "work in collaboration with the Area Councillor, for further refinement and engagement of the local businesses and residents." After these conversations, Administration agreed to monitor the area for one year which would allow for new developments in the area to open and potentially add parking to the neighbourhood that could alleviate congestion.
- Strategic Alignment to Council's Citizen Priorities: A city that moves

### **DISCUSSION**

Increasing popularity, new businesses and nearby land redevelopment have increased parking pressure at the Britannia commercial node centered at Elbow Drive and 49 Avenue SW.

Calgary uses a staged approach to parking management in commercial areas. Parking is not managed by default. As parking pressures in a neighbourhood increase, maximum time parking is first used and adjusted to manage increased demand. When hourly parking alone cannot manage the parking issues, pricing is the final stage used. Calgary Parking Policies guides Administration in creating new paid parking areas and sets out what conditions warrant this

### **Parking Management Zone Changes - Britannia**

stage of parking management. From time to time Administration reports to Council to adjust these areas or to add new ones following the approved Council Policy.

The main objectives of the policy are to:

- Promote efficiency,
- Set expectations and reduce uncertainty,
- Ensure fairness,
- Ensure consistency,
- Provide predictability, and
- Provide transparency.

Studies conducted in 2019 showed that parking occupancy was over the 80 per cent threshold set in the Council Policy and that paid parking was warranted. At that time, some new developments in the neighbourhood were nearing completion and others had been proposed. Following meetings in fall 2019, Administration agreed to monitor the neighbourhood for an additional year allowing for any changes to the parking supply and update these findings. In August and October 2020 these studies were updated, and data continues to support introducing paid parking.

<b>Occupancy of Parking Spaces in Britannia Area</b>		
<b>Time Period</b>	<b>Average Observed Occupancy Across Area</b>	
	<b>2019</b>	<b>2020</b>
Weekday Morning	94%	87%
Weekday Afternoon	90%	88%
Saturday Morning	87%	86%
Saturday afternoon	84%	85%

While introducing charging in any time period or area is not popular, the intent of the policy is to make parking space available for those who are seeking to park and visit these areas. The result of these changes will be to:

- Encourage people to park in less congested areas, access off-street parking, visit at less congested times and generally use the space more efficiently,
- Reduce congestion, particularly by reducing 'cruising' for available on-street parking,
- Encourage people to consider alternate travel options,
- Ensure spaces are available for those who want to come park at these times and are currently unable to find street parking.

The surrounding residential communities of Britannia, Elboya and Windsor Park currently participate in the Residential Parking Permit program which mitigates spillover parking issues in the neighbourhood.

Enforcement has been reviewed following community concerns that parking pressures were primarily from users not following the rules in the area. Few parking infractions are observed in this area indicating that a strong majority of users are parking legally. This conclusion supports using paid parking as the next available and appropriate tool.

## **Parking Management Zone Changes - Britannia**

A contributing factor to increased on-street parking demand would be due to a low parking provision by recent developments in the area. This parking provision is aligned with supporting the neighbourhood main street typology for the area and increased travel by walking, cycling and transit over time. At the 2020 July 15 Standing Policy Committee of Planning and Urban Development, Council, with respect to report PUD2020-0805, directed Administration to Council prepare amendments to the Land Use Bylaw to remove minimum parking requirements for businesses uses. If these amendments are approved by Council at the November 02 Public Hearing of Council (C2020-1084), it is likely that there will be an increased need to use paid parking as a tool to manage parking demand in areas similar to Britannia in the future.

### **STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)**

- ☐ Public Engagement was undertaken
- ☐ Public Communication or Engagement was not required
- ☒ Public/Stakeholders were informed
- ☐ Stakeholder dialogue/relations were undertaken

Consultation with businesses and landowners was completed in 2019 prior to report TT2019-0694. In preparation for this report, these stakeholders were again contacted and provided information on the recommendation and a forum to provide their feedback to Administration and Members of Council.

Conversations over the past year continue to confirm that there are a variety of perspectives on this issue. The Council Policy does not contemplate consensus when moving towards paid parking and it is acknowledged that most stakeholders do not support this transition. Further consultation is unlikely to result in achieving a consensus or a different recommendation based on empirical studies.

There are several conversations ongoing in this community related to land and development involving land owners and other City business units. These conversations will continue.

### **IMPLICATIONS**

#### **Social**

A consistent approach to parking policy will ensure fair treatment for all businesses. Parking access should be improved for all users by providing a wider variety of parking options through more varied pricing and pricing periods that are responsive to demand.

#### **Environmental**

The focus on reducing vehicle cruising for parking spaces is anticipated to marginally reduce GHG emissions.

#### **Economic**

Paid parking increases parking availability and reliability of parking for customers. Customers are less likely to avoid the area due to a lack of parking supply when paid parking improves availability.

## **Parking Management Zone Changes - Britannia**

Additionally, paid parking areas see additional benefit through the Parking Revenue Reinvestment Fund. This program returns a portion of parking revenue back to communities to invest in local priorities.

### **Service and Financial Implications**

Adding paid parking to the Britannia area is expected to generate approximately \$150K annually in gross parking revenue to Calgary Parking Authority. Through the financial policies that govern parking, this revenue is returned to The City through Calgary Parking Authority's dividend.

### **Increase in rates or fees**

\$1.50 per hour

The costs of introducing paid parking are recovered through parking revenue and surpluses are returned to The City through the Calgary Parking Authority dividend. Though revenue is not the primary reason for introducing paid parking, it can provide a small benefit to City finances.

### **RISK**

There is risk that parkers may relocate to an alternate location where parking is available free of charge. This is weighed against the risks seen today where minimal parking turnover during high-demand periods and general parking congestion which are deterrents to visiting businesses in the area.

There are risks in not acting as well, where parking pressure is expected to continue increasing with no additional tools available to manage it. This causes additional traffic from drivers searching for available on-street parking and can damage the vitality of businesses when parking is unavailable and unreliable.

As the surrounding community participates in the residential parking program, the risk of spillover in these areas is low.

### **ATTACHMENTS**

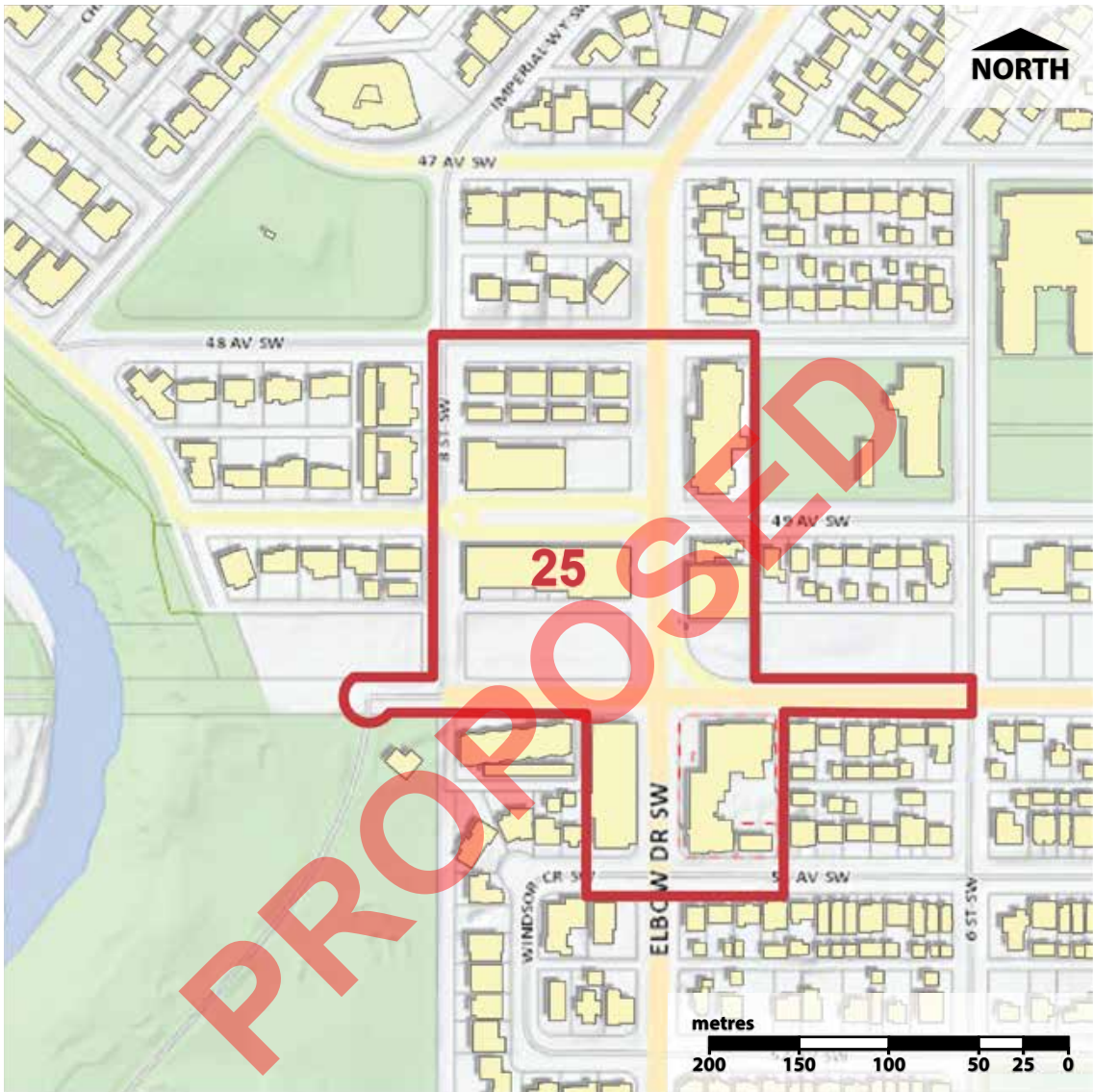
1. Zone 25 Britannia (Proposed)

### **Department Circulation**

General Manager	Department	Approve/Consult/Inform
Doug Morgan	Transportation	Approve
Moe Houssaini	Calgary Parking Authority	Consult
Stuart Dalgleish	Planning & Development	Inform



**Zone 25**  
**Britannia**



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