

COUNCIL POLICY HOUSEKEEPING AMENDMENTS

EXECUTIVE SUMMARY

To align with the recently approved Council Policy Program, Administration has updated two policies relating to transportation planning. First, a new version of Council Policy TP017, now called “Calgary Parking Policies” is intended to replace the existing policy, titled “A Parking Policy Framework for Calgary”. The updated policy incorporates some housekeeping items identified in the report. Existing Policies TP014 “Parking Governance Roles and Responsibilities” and TP015 “Calgary Parking Authority Financial Returns to The City” are proposed to be repealed, since they are superseded by TP017 and do not need to stand alone going forward.

Second, revisions have been made to policy TP003, the Surface Transportation Noise Policy, to align with the new Council Policy Program. Urban Boulevards and Neighbourhood Boulevards have been added to the types of roads where noise mitigation will be accomplished through architecture rather than traditional means (e.g. noise walls). These road types were developed as part of the Calgary Transportation Plan but were not previously addressed by the Surface Transportation Noise Policy. No other changes to this policy area being recommended at this time.

ADMINISTRATION RECOMMENDATIONS

That the SPC on Transportation and Transit recommend that Council

1. Replace Council Policy TP017 “A Parking Policy Framework for Calgary” in its entirety with the contents of Attachment 1, and rename the policy “Calgary Parking Policies”
2. Repeal Council Policy TP014 “Parking Governance Roles and Responsibilities”.
3. Repeal Council Policy TP015 “Calgary Parking Authority Financial Returns to The City”.
4. Replace Council Policy TP003 “Surface Transportation Noise Policy” in its entirety with the contents of Attachment 2.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2017 JULY 19:

That Council:

1. Replace Council Policy TP017 “A Parking Policy Framework for Calgary” in its entirety with the contents of **Revised** Attachment 1, and rename the policy “Calgary Parking Policies”;
2. Repeal Council Policy TP014 “Parking Governance Roles and Responsibilities”;
3. Repeal Council Policy TP015 “Calgary Parking Authority Financial Returns to The City”; and
4. Replace Council Policy TP003 “Surface Transportation Noise Policy” in its entirety with the contents of Attachment 2.

PREVIOUS COUNCIL DIRECTION / POLICY

Council Policy TP017 was first adopted at the 2011 June 13 Meeting of Council as part of report LPT2011-49. The policy was last amended at the 2017 May 29 Regular Meeting of Council.

The origins of Council Policy TP003 date back to 1983, and the policy was formally adopted as part of report OD88-2 in 1988 April. The policy was last amended in 2000.

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Council adopted Policy CC046 at the 2015 December 07 Combined Meeting of Council. The revised policy aims to enhance accountability and transparency, create operational efficiencies for Administration and make the decision-making process at Council more effective.

BACKGROUND

A Parking Policy Framework for Calgary was created as part of the review of the Calgary Parking Authority (CPA) conducted in 2010 and was first approved by Council in June 2011. At the time, as part of the discussion of the roles and responsibilities for Council, Administration and the CPA, it was identified that a clear policy framework was necessary to support implementation of parking activities by all three parties. The intent at the time was to create a living document that would be revised and expanded as parking policies were developed in more detail. This has taken place through activities under two Parking Policy Work Plans that Council has supported, and resulted in a number of major amendments over the past five years that have added significant policy components in an incremental fashion.

The Surface Transportation Noise Policy was established in 1988 to address concerns from excessive noise adjacent to transportation facilities. The policy establishes the criteria, including noise levels, which would trigger construction of noise attenuation. Council approved recommendations in 1996 and 2000 that respectively addressed two issues: An increase in the noise level requirement for attenuation on truck routes (from 60 to 65 dB) and clarifying the point of measurement of the noise on residential property.

INVESTIGATION: OPTIONS AND ANALYSIS

A review of the policies was conducted for alignment with the recently adopted Council Policy CC046 (Council Policy Program). In addition, the following actions were completed:

For policy TP017 – Attachment 1:

- Align with the new corporate identity, and adopt a more citizen-focused name (Calgary Parking Policies)
- Update to reflect the 2017 June CPA Bylaw amendments
- Align the Council Policy Template component with policy CC046
- Reformat the document to be a portrait format contained in a binder, to facilitate the living nature of the policy
- Review and amend the placeholder headings

A review of the document was conducted. The following changes have been made in the revised document:

Section	Change	Rationale
Executive Summary	Generalize	Message was originally from March 2011.

Approval(s): Logan, Malcolm concurs with this report. Author: Blaschuk, Chris
City Clerk's: J. Lord Charest

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	message	Executive summary uses more general language explaining the purpose of the policy.
3 – Parking Governance Roles and Responsibilities	Add clarity to align with recent changes to the CPA Bylaw	The Calgary Parking Authority Bylaw 28M2002 was amended by Council at the 2017 June 26 meeting to provide clarity on the roles of both the Council-appointed board and CPA Administration. Preamble has been added prior to the beginning of The Role of the Calgary Parking Authority section (page 6) to acknowledge this clarity and the role of the bylaw relative to the policy.
5.1 – On-Street Parking Management Policies	Revise definition of Commercial Areas	Amend definition and references to include Industrial Areas, as there will not be separate policy developed for Industrial areas.
5.1.3 – Residential / Commercial Interface Areas (On-Street)	Delete placeholder section	Interface policies are dealt with as part of the Residential and Commercial sections (rather than their own section)
5.1.4 – Industrial Areas (On-Street)	Delete placeholder section	Industrial areas will follow the same policies as commercial areas.
5.1.5 – Snow and Ice Control Policies (On-Street)	Delete placeholder section	The Snow and Ice Control Policy (TP004) will contain any parking policies related to snow and ice control.
5.2.2 – Parking in Business Revitalization Zones 5.2.3 – Transit Park and Ride Strategies 5.2.4 – Shared Parking 5.2.5 – Provision of parking for preferred parkers 5.2.6 – Parking Design Policies 5.2.7 – Pricing Policies	Delete placeholder sections	Rather than continue to have placeholder sections, Administration will amend the policy incrementally to add these components on a go-forward basis. For example, work is ongoing for section 5.2.4 to enable public parking in existing developments. This work will add this section back in at the time policy amendments are proposed.
Business Revitalization Zone	Revise term	Update the term to Business Improvement Area when referenced in the document
Parking Policy Framework	Revise term	Update any use of the Parking Policy Framework to reflect the new title, Calgary Parking Policies.

This report recommends repealing two separate policies, Council Policy TP014 “Parking Governance Roles and Responsibilities” and Council Policy TP015 “Calgary Parking Authority Financial Returns to The City”. These two policies are already wholly contained within policy TP017. They were originally approved separately in 2011 March (LPT2011-25) as they were

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ahead of the delivery time frame for A Parking Policy Framework for Calgary and were an integral part of the recommendations of the CPA review. It is no longer necessary to keep them as separate policies. Approving the revised policy TP017 in Attachment 1 will include approval of the entirety of these policies. The content of both policies remain unchanged in Attachment 1, and references to the old policy numbers have been removed.

For policy TP003 (Surface Transportation Noise Policy) – Attachment 2:

The policy was reviewed and reformatted to align with the new Council policy format. While the contents of the policy are essentially unchanged, the organization of the policy is different than the original 1988 policy. A definitions section has also been added. The previously approved changes from 1996 and 2000 were not previously incorporated into the policy. This housekeeping report allows incorporation of these changes into the formal policy document.

Urban Boulevards and Neighbourhood Boulevards are street types that were introduced when the Calgary Transportation Plan was adopted in 2009. They are currently not addressed in the Surface Transportation Noise Policy. The purpose of these streets is to emphasize walking, cycling and transit and have a high integration with adjacent land uses. In order to achieve this integration, noise attenuation should be accommodated through architectural design. Traditional noise attenuation structures would not facilitate the goals of these street types. Thus, Administration recommends excluding these two street types from the Surface Transportation Noise Policy.

Stakeholder Engagement, Research and Communication

As the policies have not changed significantly, no engagement exercises were conducted. Key stakeholder groups will be provided the revised policy documents once approved.

Strategic Alignment

Calgary Parking Policies supports the transportation objectives of both the Municipal Development Plan and Calgary Transportation Plan to thoughtfully manage parking in concert with broader transportation and land use objectives.

The Surface Transportation Noise Policy is an important policy to maintain quality of life in communities adjacent to major transportation routes.

Social, Environmental, Economic (External)

These impacts have not been reviewed as part of this report as they were addressed when the policies were originally approved.

Financial Capacity

Current and Future Operating Budget:

None.

Current and Future Capital Budget:

None.

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Risk Assessment

There is no anticipated risk to adopting the revised policies.

REASONS FOR RECOMMENDATIONS:

The proposed recommendations align the policies with current Council policies and corporate identity. Combining policies makes it easier for the public to find information on parking they are interested in.

ATTACHMENTS

REVISED Attachment 1 – Council Policy TP017 – Calgary Parking Policies
Attachment 2 – Council Policy TP003 – Surface Transportation Noise Policy