

INTERIM LONG STAY ON-STREET PARKING

EXECUTIVE SUMMARY

The proposed amendment to *A Parking Policy Framework for Calgary* enables The City and the Calgary Parking Authority (CPA) to allow for long-stay paid on-street parking (greater than 4 hours) in short-stay areas with low demand. Hourly prices would continue to be determined by short-stay demand, and a maximum price would be set for longer parking sessions. The on-street long-stay parking is intended to be an interim use; as the short-stay demand in the area increases the long-stay parking would transition back into short-stay-only parking.

ADMINISTRATION RECOMMENDATION

That the SPC on Transportation and Transit recommend that Council amend Policy 5.1.2 (7) in *A Parking Policy Framework for Calgary* (TP017) by replacing the policy with the contents of Attachment 1.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2017 JANUARY 18:

That the Administration Recommendation contained in Report TT2017-0043 be approved.

PREVIOUS COUNCIL DIRECTION / POLICY

A Parking Policy Framework for Calgary was first approved in 2011. It establishes goals for the management of on- and off-street parking in Calgary. There is not specific Council direction for this report. Administration is proposing this amendment to increase flexibility to allow for long-stay on-street parking in paid commercial areas.

BACKGROUND

The commercial on-street parking policies are based on achieving an 85% occupancy sustained over a parking management period. When the policies were developed the main objective was to manage short-stay parking demand. In some locations, annual occupancy data indicates chronically low occupancy in short-stay zones. At the same time, there is significant long-stay demand in surrounding parking lots. These blocks are typically found in areas where redevelopment is starting to occur or are in the process of redevelopment and the uses that generate short-stay demand have yet to be fully built-out.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The priority of the street space is to first meet short-stay parking needs. However, in areas where there is not short-stay demand and long-stay demand exists, the parking infrastructure on-street is not being optimally used. Administration is proposing a policy amendment (Attachment 1) that would allow blocks in these zones to provide long-stay parking. This would provide the flexibility in on-street parking options for areas undergoing redevelopment where the short-stay demand has diminished due to the changing nature of the area, or in areas that lack short-stay demand. The policy would essentially price on-street space in a similar fashion to off-street parking lots.

Administration analyzed three options for increasing the flexibility and efficiency of on-street parking usage: keep the on-street dedicated to only short-stay (no changes), introduce separate

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zones for long-stay, and introduce parking policy to allow for flexibility to add long-stay parking. These options are outlined as follows:

Option	Pros	Cons
No Changes	<ul style="list-style-type: none"> On-street dedicated only to short-stay parking Supports Downtown Parking Strategy No impact on Transit ridership No impact on achieving multi-modal goals 	<ul style="list-style-type: none"> On-street parking remains underutilized Long-stay parking demand not met Inefficient use of infrastructure Forgone revenue No flexibility for on-street parking use
Create Separate Long-Stay Pricing Zones	<ul style="list-style-type: none"> Long-stay pricing areas exist in current policy (existing practice) Street space used more efficiently Revenue from on-street long-stay parking Provides parking without requiring capital investment 	<ul style="list-style-type: none"> Inefficient for block-by-block pricing zones (requires Council approval to set up each zone and for any changes as demand changes) Lacks flexibility to adapt to market Increase in parking supply encourages driving May impact Transit ridership May impact achieving multi-modal goals For Downtown, does not support parking strategy if maintained over long term
Policy Amendment	<ul style="list-style-type: none"> Most flexible option, allows shift between short and long-stay parking to occur as an operational change On-street space used most efficiently Efficient to react to changing market demand on block-by-block basis Revenue from on-street long-stay parking Provides parking without requiring capital investment 	<ul style="list-style-type: none"> Increase in parking supply encourages driving May impact Transit ridership May impact achieving multi-modal goals For Downtown, does not support parking strategy if maintained over long term

The proposed policy amendment would be applied on individual blocks in pricing areas where occupancy of the block is consistently less than 35%. This would maintain short-stay-only parking on any high-occupancy blocks within the pricing area. Additionally, no more than roughly 75% of the total blocks in the pricing area could be used for long-stay parking to maintain some short-stay parking in the area. As the short-stay demand in the area increases, blocks with long-stay parking will be reverted back to short-stay-only. Transactions in the zone

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for longer than four hours would not be considered in the short-stay occupancy calculations as to not skew short-stay pricing changes.

The pricing of the long-stay blocks would follow similar procedure to the pricing policy changes currently existing for short-stay parking in *A Parking Policy Framework for Calgary*. Under the proposed policy changes, the long-stay parking would be the sum of the short-stay hourly price for the first four hours and a long-stay premium added to transactions longer than four hours. The initial long-stay premium for the pricing zone will be established by considering surrounding off-street parking rates. In some instances the long-stay premium may be negative, such that the maximum price could be achieved within the four hour short-stay period while still remaining in line with surrounding off-street parking rates. Attachment 2 provides examples as to how the policy would determine pricing.

Initial implementation of long-stay parking would result in roughly 160 short-stay stalls being converted into long-stay stalls in areas including the East Village, West Downtown, the Beltline and 16 Avenue NW. These areas would be transitioned over the course of 2017. It is expected that many of these areas will transition back to short-stay parking over the next decade as redevelopment occurs. This helps support the long term travel objectives for the Downtown while efficiently using resources in the interim.

Stakeholder Engagement, Research and Communication

The Calgary Downtown Association and other BIA groups with pricing zones in their boundaries have been informed of the proposed policy amendments.

Strategic Alignment

The Key Directions for Land Use and Mobility within the Calgary Transportation Plan (CTP) include key direction #8 – optimize infrastructure. By more efficiently using the on-street parking, the existing infrastructure can be more effectively used. Additionally, the CTP emphasizes that “technology, time restrictions and pricing should be used for addressing parking demand issues, instead of increasing supply in existing areas of the city”, allowing interim long-stay parking on street addresses the demand for interim long-stay parking without requiring additional supply to be built.

The proposed policy changes do not align with the current Downtown Long-Stay Parking Policy 6.1.5 (3) “Long-stay parking should occur off-street, rather than on-street, in the downtown during weekdays”. The original intention of this policy was to address permit parking zones in the downtown. This policy is being addressed as part of the Downtown Parking Strategy work and will be refined as part of that work.

Social, Environmental, Economic (External)

Parking is being improved for users by allowing for a mix of parking duration options in underutilized on-street areas by having the flexibility to be responsive to parking demand.

Allowing for interim long-stay on-street parking increases area vitality until such time as short-stay demand has increased to the available capacity.

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Financial Capacity

Current and Future Operating Budget:

It is anticipated that by introducing a long-stay option in underutilized zones there would be an increase in on-street parking revenue to CPA.

Current and Future Capital Budget:

Costs to change signage in long-stay zones will be accommodated within existing budgets.

Risk Assessment

The policy amendments do potentially increase auto usage in the interim, especially into the downtown core. This may negatively impact transit ridership. The proposed policy change currently would add approximately 160 long-stay spots in total, with about 105 located in the periphery of the core and 40 in the beltline, approximately the size of a small surface lot in each area. In the long-term, this risk is negated as the spaces revert back to short-stay-only parking. There is the potential that some fringe areas may be unable to generate sufficient short-stay demand and long-stay parking may persist for some time.

Conversely, if the proposed policy changes are not approved, the on-street infrastructure will continue to be used inefficiently, there will be reduced flexibility for on-street parking options and the City will forgo revenue that could be generated from long-stay on-street parking.

REASONS FOR RECOMMENDATIONS:

The proposed policy changes to enable interim long-stay parking on-street allow for more efficient usage of existing parking infrastructure in areas where there is low occupancy in short-stay blocks. As the long-stay parking is an interim use, the blocks would be reverted to short-stay parking as demand for short-stay parking is generated.

ATTACHMENT(S)

1. Policy amendment for section 5.1.2(7) in *A Parking Policy Framework for Calgary* (TP017)
2. Policy Price Examples