

Residential Permit Parking Provision for Older Large Buildings

RECOMMENDATIONS

That Council:

1. Adopt proposed amendments to Calgary Parking Policies (Council Policy CP2021-04) as identified in italics in Attachment 2.
2. Give three readings to bylaw 14M2022 (Attachment 3) to amend bylaw 26M96 "Calgary Traffic Bylaw".

HIGHLIGHTS

- Adjustments to the Residential Permit Parking (RPP) Program are recommended to enable multi-residential (greater than 20 unit) properties older than 1945 to continue to participate in the program.
- What does this mean to Calgarians? Supporting older properties with this program will offset any detraction they may have due to a lack of on-site parking.
- Why does this matter? The change addresses a potential inequity for older buildings which were designed and constructed prior to the dominant use of the car for travel (pre-car), as well as the establishment of parking requirements. Some of these properties are also listed on the Inventory of Evaluated Historic Resources as having heritage value in the public interest.
- Policy and bylaw adjustments are proposed (Attachments 2 and 3) that would enable one multi-residential "flex" permit per unit for these buildings, similar to other medium density properties (less than 20 units).
- The number of buildings that would become again eligible for permits is modest and impacts to available street parking can be managed through existing tools.
- An option for a market rate street pass would offer an additional option for residents.
- Council approved the recommendations in report TT2020-1346 which made changes to both Calgary Parking Policies (Policy CP2021-04) and Traffic Bylaw 26M96 to revise the RPP program to exclude large, multi-residential buildings from receiving permits in the future.
- Strategic Alignment to Council's Citizen Priorities: A city that moves
- Background and Previous Council Direction is included as Attachment 1.

DISCUSSION

At the 2021 January 18 meeting of Council, Council approved the recommendations of report TT2020-1346, which made significant changes to the Residential Permit Parking (RPP) program (Attachment 1). Prior to approval, the RPP program had never been formally documented as a policy and largely functioned as a collection of rules developed over time. The policy was developed to increase financial sustainability, improve customer service and consistency, better use street space and support the objectives of the Municipal Development Plan and Calgary Transportation Plan.

Historically, multi-residential buildings had not been treated consistently with respect to eligibility for permits. In high-density areas, there is also not sufficient street space to designate exclusively for parkers from these buildings, and most buildings have on-site parking for residents. The RPP changes set a new limit that sees buildings greater than 4 stories or over 20

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units no longer eligible for permits. Smaller, multi-residential buildings will be transitioned to a maximum of 1 flex pass per unit that can be used either for personal or visitor parking.

Implementation Actions

To implement the approved direction, as of January 2022, residents who currently do not have a permit who reside in an ineligible building are no longer able to obtain a new RPP permit for street parking.

Residents who currently have a permit and live at an address that is no longer eligible for permits will be able to renew their permit for 2022, but will be advised in the coming months that the permit will not be renewed in the future. Permits renew on a two-year cycle; expiry would occur over 2023-2024.

Roughly 4500 households are impacted by the above changes.

In implementing the first step, the City and Calgary Parking Authority (CPA) have received feedback from affected residents, which was anticipated. Some of the challenges raised have been:

- Landlords have onboarded new tenants who assumed residential permits would continue to be available.
- Some citizens have sold properties with an expectation of access to the program for future owners.
- Some past permit holders have let their permits lapse and are finding upon renewal that they are not able to apply for a new permit (CPA is enabling renewal if the lapse is less than 30 days).
- Older properties developed prior to the establishment of parking requirements lack on-site parking in the pre-car era.

As a result of the above, Administration was asked to explore what possibility to allow permit privileges to continue for older properties lacking on-site parking. Staff reviewed data for parking provisions for older, large multi-residential buildings built prior to 1945. It was found that the number of large buildings built prior to this date was few and they did not exceed the 20-unit limit significantly in most cases. A preliminary analysis of eligibility indicated that making this change would see approximately 300 additional permits remain eligible. This would be a modest impact that can be addressed in the short term and does not fundamentally alter the intention of keeping the program focused on lower-density buildings. Amendments to Calgary Parking Policies (Attachment 2) and Traffic Bylaw 26M96 (Attachment 3) facilitate this change.

It is important to note for older properties that the date of construction does not mean that no parking exists on-site. Buildings were free to determine how much parking was built or have added on-site parking over time. The land use bylaws at the time also did not contain any parking requirements. Thus, some buildings have never had on-site parking as a result.

Administration, through the original RPP review, noted that some cities (e.g. Toronto) do require evidence that there is not sufficient on-site parking prior to making residential street permits available. This is typically focused on single-family homes. Administration feels this would be challenging to assess for multi-residential buildings. There would be a significant administrative

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element to track what parking is available at multi-residential properties, how it is being used, and why it is not being provided to potential RPP applicants.

Should Council approve Administration's recommendation, the proposed eligibility change would be implemented in two stages. The first stage would be to allow residents in now eligible older buildings to resume applying for new residential permits in the short term. This would be implemented following Council's decision. Applicants would be advised that the permit will be for one year only, at which time there will not be an option for renewal. This treatment is similar to other residents who have existing permits that will become ineligible in 2023/2024.

Once the permit has expired, the second stage would be to employ a market rate permit which could be offered to residents in older, large multi-residential buildings. This would offer an option for those who desire parking beyond what is available to them through the RPP program. The market permit would take into context the cost of the surrounding parking options as well as available capacity in the area. This would be treated as a pilot with older, large multi-residential properties. Depending on the results of the pilot, it could be made available to other properties at a future point. This would position the permit as a last resort once other options, such as on-site parking have been exhausted, but parking is still needed. Different prices for parking are already enabled by existing policy and bylaw provisions.

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

Public engagement was completed as part of the original program review. These proposed changes are in response to feedback from owners and occupants of older properties who are challenged to find alternate parking given the lack of on-site parking provided for these properties.

IMPLICATIONS

Social

The criteria for this provision include some sites which are listed on the Inventory of Evaluated Historic Resources. By allowing the exemption outlined in this report, this may assist with the retention of older buildings which supports the objectives of section 2.3.3. of the Municipal Development Plan as well as the Calgary Heritage Strategy.

Environmental

The proposed changes do facilitate auto usage by residents who would otherwise be required to find alternate arrangements if parking is not available. However, the properties in question generally have a limited amount of on-site parking. Therefore, many residents already take advantage of alternate forms of transportation.

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Economic

The market permit option would enable parking to be available when there is a critical need and on-site parking options have been exhausted.

Service and Financial Implications

No anticipated financial impact

\$0

Enabling permits for these locations would be aligned with fees for other permit holders. The market rate option, if there is significant interest, would increase the amount of revenue received from parking permit fees.

RISK

It is possible, given the specific focus on increasing eligibility for older properties, that there may be more permits issued to residents in these buildings than there was prior to the policy revisions, or that there may be additional requests to expand the scope of eligibility for the program.

ATTACHMENTS

1. Previous Council Direction, Background
2. Proposed Changes to Section 4.1.1 of Calgary Parking Policies
3. Proposed Bylaw 14M2022

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
D. Morgan	Operational Services	Approve