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CITY CLERK'S DEPARTMENT

Item # 13.1

**Operational Services Report to
Infrastructure and Planning Committee
2022 September 9**

**ISC: UNRESTRICTED
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Update on Residential Parking Program Implementation

RECOMMENDATIONS:

That the Infrastructure and Planning Committee recommend that Council:

1. Adopt proposed amendments to Calgary Parking Policies (Council Policy CP2021-04) as identified in Attachment 2,
2. Give three readings to the Proposed Bylaw in Attachment 3 to amend bylaw 26M96 "Calgary Traffic Bylaw".
3. Direct that this Report be forwarded to the 2022 September 13 Combined Meeting of Council as an Item of Urgent Business.

RECOMMENDATION OF THE INFRASTRUCTURE AND PLANNING COMMITTEE, 2022 SEPTEMBER 9:

That Council:

1. Adopt proposed amendments to Calgary Parking Policies (Council Policy CP2021-04) as identified in Attachment 2,
2. Give three readings to **Proposed Bylaw 38M2022** to amend bylaw 26M96 "Calgary Traffic Bylaw".

HIGHLIGHTS

- Adjustments to the Residential Permit Parking (RPP) Program are recommended to introduce the Market Permit option for otherwise ineligible residents.
- What does this mean to Calgarians? These changes will increase flexibility and clarity as to what permits residents may access under the RPP program.
- Why does this matter? Council approved an updated residential parking program in 2021 which made changes to both Calgary Parking Policies (Policy CP2021-04) and Traffic Bylaw 26M96. This report recommends an additional revision to allow residents of large multi-residential buildings to have access to a new permit type to increase the amount of parking options available while limiting demand through permit pricing.
- The proposed policy and bylaw amendments (Attachments 2 and 3) would enable one new permit type called "Market Permit" to be made available to residents in large multi-residential buildings.
- Administration will propose pricing for market permits to encourage off-street parking as the primary parking choice for residents. These fees will be brought as part of the 2023-2026 Business Plan and Budget.
- This report has been made an item of urgent business to maximize the amount of notice that can be provided to citizens.
- 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

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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.

Over 2022, Administration has begun implementing the approved changes. This report proposes targeted policy changes to add additional flexibility for large, multi-residential buildings. These changes will help operationalize Council's policy.

Market Permit Option

The initial policies approved in section 4.1.1 of Calgary Parking Policies proposed allocating permit types based on consideration of a dwelling's ground-oriented nature and excluded permits for large, multi-residential buildings (4 stories or taller or greater than 20 units). Significant work was undertaken to determine permit eligibility for individual buildings. Additionally, in report C2022-0308, an option to develop a "market rate" permit initially for older, pre-1945 buildings was proposed upon expiry of their existing permit. Subsequent discussions with stakeholders and some Council members have inquired whether this option could be extended to all residents of large buildings. This option was not part of the original policy proposal and requires changes to the bylaw and policy to provide this option.

The following table summarizes the new permit option:

Residential Permit Type	Existing State	Eligible Dwellings	Future State
Market Permit One permit per dwelling offered at a market rate.	New product.	Residents in large, multi-residential buildings (4 stories or taller or greater than 20 units) in RPP zones.	Residents without a current permit can apply when available (Fall 2022). Residents with existing permits may transition to this option upon permit expiry.

Proposed amendments to the Calgary Parking Policies (Attachment 2) and Traffic Bylaw 26M96 (Attachment 3) will introduce this permit type and facilitate its implementation.

One of the key aspects of the policy changes is to manage on-street parking demand. The market permit considers pricing of surrounding off-street parking options. This is to encourage residents to use their off-street parking first, but provide an additional option if space is not available. A price analysis was conducted by reviewing rental rates for parking stalls in large buildings. The initial rates are at the lower end of these rental rates but should achieve this effect. Should Council approve the recommendations in this report, Administration will be recommending the following fee schedule as part of Council's user fee considerations in the 2023-2026 Business Plan and Budget. Administration is also in discussions with the Fair Entry team to determine if a reduced rate could be offered for qualifying individuals.

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MARKET PERMIT PRICING	HIGH (City Centre)	MEDIUM (Inner City)	LOW (Suburbs)
Monthly Rate	\$150.00	\$100.00	\$75.00
RPP Zone	C	P, J, SNA, O, GG, D, LL, AAA, V, M, L, K, Z, W, G, ZZ,	All Other

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 tailoring the implementation to respond to feedback from large multi-residential buildings who are currently restricted as new applicants from receiving RPP permits. The changes will be communicated directly to existing permit holders this fall. The broader public can find up-to-date information on both the Calgary Parking Authority (CPA) and City websites.

IMPLICATIONS

Social

The market permit option would enable parking to be available when there is a critical need and on-site parking options have been exhausted. The implementation team is also working with the City's Fair Entry team on options to provide fee relief in certain circumstances.

Environmental

The market permit approach and permit limit incentivise users to consider their broader travel options, including parking options and transportation methods like walking, biking and public transit. It also makes better use of the existing parking supply.

Economic

The Market Permit charges users a higher monthly cost compared to other permit types. The suggested permit pricing can be adjusted in the future depending on Market Permit demand.

Service and Financial Implications

Other:

\$500,000.00 (revenue)

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Permit costs to residents will depend on their parking zone but would be no more than \$150 per month per household. The above revenue amount is the estimated market permit revenue if 10 % of the current permit holders who will be losing their RPP purchase the new market permit. This potential revenue would be utilized to support the historically subsidized RPP program and surplus revenue would be contributed to the parking reinvestment program.

Costs to develop the market permit are nominal as the required programs already exist within the Calgary Parking Authority.

RISK

While there is interest in the market permit product, the extent of uptake will not be fully known until the product is available. If the price is too high, there could be a lack of interest in this product. Alternately, buildings with unclear eligibility in the past may now take advantage of this new product, which could increase demand. Administration will monitor demand and propose annual rate adjustments once the true demand is known to support the broader parking target of 80% occupancy on-street, which leaves enough room for visitors to find parking.

ATTACHMENTS

1. Background and Previous Council Direction
2. Proposed Changes to Section 4.1.1 of Calgary Parking Policies
3. **Proposed Bylaw 38M2022**

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Doug Morgan	Operational Services	Approve