

Commercial Area Update

Summary of Proposed Changes

Summary

The following document summarizes key themes regarding proposed changes to the Calgary Parking Policies as they relate to commercial areas, including supporting bylaw updates. It is of note that the contents of this document are in draft form and to be finalized following review and engagement with interested parties.

Policy Updates

For the proposed policy changes, descriptions of the current state, proposed state and anticipated outcomes are discussed in Table 1. In summary the key theme areas for the Policy updates include:

- **Business Support and Service Reliability**
 1. Streamlining processes to change/introduce paid parking areas or time periods
 2. Expanding use of registration-required
 3. Pricing area boundary adjustments
 4. Modernizing on-street rate calculation to a quarterly process
- **Increased Customer Flexibility and User Experience**
 1. Updates with the changing nature of curbside use
 2. Setting an annual contribution approach to the parking reinvestment fund using a 'surcharge' amount on on-street paid parking
- **Operational and Cost Efficiencies**
 1. Formally designating minimum pricing

Bylaw Updates

For the proposed bylaw changes, descriptions of the current state, proposed state and anticipated outcomes are discussed in Table 2. In summary, the key theme areas for the bylaw updates include:

- **Increased Customer Flexibility and User Experience**
 1. Enabling Curbside Electric Vehicle Charger Placement with Permitting
 2. Loading Zone Duration
- **Legislative**
 1. Time Restricted Parking Controls
 2. License Plate Visibility;
 3. Housekeeping Bylaw Updates.

Table 1: Proposed Calgary Parking Policy Updates Summary – Commercial Areas

Theme / Description	Change	Outcome
<p><u>Business Support and Service Reliability</u></p> <p>1. Streamlining processes to change/introduce paid parking areas or time periods</p>	<p><u>Current:</u> All new pricing areas need to be presented to Council with an amendment to the Calgary Parking Policies, even when supported by data with more than 80% parking occupancy, as pricing area boundaries are fixed within the policy.</p> <p><u>Proposed:</u> Where more than 80% occupancy is experienced, Administration may prepare a memo for Council regarding the introduction, expansion or retraction of existing paid parking areas while also engaging with impacted BIA/CA. Council presentations are only needed for more significant changes such as:</p> <ul style="list-style-type: none"> • locations requiring greater engagement • time periods beyond existing practices • a proposed location is isolated from existing pricing areas 	<p>The change is anticipated to streamline the introduction of or changes to paid parking areas where significant engagement is not anticipated – such as adding an additional block of paid parking. This approach more proactively responds to parking demand in an area to help manage parking availability and provide turnover to support adjacent land uses.</p>
<p><u>Business Support and Service Reliability</u></p> <p>2. Expanding use of registration-required</p>	<p><u>Current:</u> Registration-required is not currently in the policy; however, this system has been piloted in specific areas where additional parking management has been sought in addition to existing time-restricted parking zones.</p> <p><u>Proposed:</u> Registration-required is proposed to be formally incorporated to clearly identify the role of this parking management measure, its intent and the circumstances where it may be considered.</p>	<p>Registration-required provides a means of more efficient enforcement with license plate recognition technology and simultaneously provide opportunities for data collection to help determine potential pricing that may need to be considered. With data collected from registration-required parking in place, this will allow for paid parking to be implemented more effectively, following the policies outlined, in areas where paid parking is anticipated to be needed. Such process may help alleviate potential parking congestion before it causes significant impact to surrounding neighbourhoods, especially around new developments where supporting studies have identified needs in the</p>

		development application process.
<p><u>Business Support and Service Reliability</u></p> <p>3. Pricing area boundary adjustments</p>	<p><u>Current:</u> The pricing area boundaries, where there is consistent pricing within an identified area, is currently determined and set within the Appendix section of the Calgary Parking Policies. As item 1, above, is implemented, having a fixed paid parking area boundary map within a Council approved policy would be contradictory to the intent of this policy change.</p> <p><u>Proposed:</u> In addition to adjusting boundaries as additional pricing areas are added/removed, pricing areas are proposed to be subject to review by Administration and adjusted to help group areas of similar demand patterns together.</p>	Providing greater flexibility for Administration to adjust pricing area boundaries will help to provide more consistent on-street parking pricing and better match areas of similar parking demand.
<p><u>Business Support and Service Reliability</u></p> <p>4. Modernizing on-street rate calculation to a quarterly process</p>	<p><u>Current:</u> On-street parking prices are reviewed annually for adjustments.</p> <p><u>Proposed:</u> A mechanism for on-street parking rates adjustments on a quarterly basis (January 1, April 1, July 1 and October 1) instead of one-time annually.</p>	Quarterly rate adjustments based on parking demand from the previous year will help account for any seasonal changes in parking demand and more proactively responds to parking demand in an area to help manage parking availability and provide turnover to support adjacent land uses.
<p><u>Increased Customer Flexibility and User Experience</u></p> <p>1. Updates with the changing nature of curbside use</p>	<p><u>Current:</u> Currently not addressed in document.</p> <p><u>Proposed:</u> Introducing and identifying elements that have been introduced in the recent years, such as seasonal patios, and identifying the potential for the placement of curbside electric vehicle chargers.</p>	The updates are intended to identify the recent changes in curbside use, such as seasonal patios, and respond to likely changes to come, such as electric vehicle chargers, which have been implemented in other jurisdictions.

<p><u>Increased Customer Flexibility and User Experience</u></p> <p>2. Setting an annual contribution approach to the parking reinvestment fund using a 'surcharge' amount on on-street paid parking.</p>	<p><u>Current:</u> Under the current Calgary Parking Policies, The City reinvested a portion of net returns above the budget amount from the sale of parking into the parking reinvestment fund. There hasn't been any contributions into the parking reinvestment fund since 2019 and there are no forecasted contributions prior to 2026 based on the current contribution model.</p> <p><u>Proposed:</u> Proposed surcharge method is introduced in the Financial Return Policies section whereby BIAs and CAs may opt into this model provided that contributions to this fund are not forecasted prior to 2026.</p>	<p>This model will help provide more predictable fund availability for BIAs and CAs who may desire to opt into this surcharge model.</p>
<p><u>Operational and Cost Efficiencies</u></p> <p>1. Formally designating minimum pricing</p>	<p><u>Current:</u> When on-street parking paid parking is introduced, pricing is currently only identified to start at a minimum of \$1/hour.</p> <p><u>Proposed:</u> Formally defining minimum pricing at \$1 per hour which may be adjusted with inflation. The minimum pricing has also been added as part of the process where on-street parking rates are reduced that it shall not be decreased below the minimum pricing, in which case pricing is removed.</p>	<p>With the proposed policies surrounding the defined minimum pricing, this is anticipated to help standardize the customer experience, allow for more consistent messaging around payment, reduce the frequency of changes over time between paid/free parking and reduce operational costs, such as signage, in making these changes</p>

Table 2: Proposed Bylaw Updates Summary

Theme / Description	Change	Outcome
<p><u>Increased Customer Flexibility and User Experience</u></p> <p>1. Enabling Curbside Electric Vehicle Charger Placement with Permitting</p>	<p><u>Current:</u> A permissions process for enabling curbside electric vehicle chargers, or elements of them, within the street right-of-way is currently not in place.</p> <p><u>Proposed:</u> Street Bylaw changes will provide a means for Administration to authorize, oversee and manage the likely proliferation of on-street electric vehicle charging stations with a permitting system</p>	<p>Provide a mechanism for the City of Calgary to review, authorize and permit curbside electric vehicle chargers in the street right-of-way.</p>
<p><u>Increased Customer Flexibility and User Experience</u></p> <p>2. Loading Zone Duration</p>	<p><u>Current:</u> Duration of loading zones are explicitly stipulated within the bylaw (example 10 or 20 minutes).</p> <p><u>Proposed:</u> Traffic Bylaw changes may instead reference the time indicated and allowed on the traffic control device instead of being noted explicitly in the bylaw.</p>	<p>Provides Administration greater flexibility to respond to usage patterns in an area instead of being restricted to time periods outlined in the bylaw.</p>
<p><u>Legislative</u></p> <p>1. Time Restricted Parking Controls</p>	<p><u>Current:</u> An explicit enforcement system with respect to time-restricted spaces is currently not in place.</p> <p><u>Proposed:</u> Introducing a mechanism for Administration to educate and enforce users of time restricted spaces where users may be rolling vehicles within a block-face; Administration is intending to proceed with this change in the order of (1) identifying areas where there has been concerns or complaints (2) educating users about the proposed bylaw and (3) as a last resort utilizing enforcement;</p>	<p>Greater guidance on the enforcement of time-restricted spaced to promote greater turnover to service adjacent area land uses.</p>
<p><u>Legislative</u></p> <p>2. License Plate Visibility</p>	<p><u>Current:</u> An explicit enforcement system with respect to visibility (or obstruction of) license plates is currently not in place as it relates to parking enforcement cameras in zone controlled spaces where they are utilized.</p> <p><u>Proposed:</u> Stipulating that license plates are not obstructed to allow parking enforcement cameras to detect and read a license plates; similarly, education is the first tool followed by enforcement of reoccurrences.</p>	<p>Provides a mechanism for Administration to manage and enforce zone controlled spaces as intended with parking enforcement cameras.</p>

<p><u>Legislative</u></p> <p>3. Housekeeping Bylaw Updates</p>	<p><u>Current/Proposed:</u> Currently engaging internally regarding minor housekeeping bylaw updates which are required to support Administrative processes.</p>
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