

Operational Services Report to  
Infrastructure and Planning Committee  
2023 September 13

ISC: UNRESTRICTED  
IP2023-0910

## **Calgary Parking Policies – Commercial Areas Update**

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### **PURPOSE**

The purpose of this report is to provide recommendations in the update of Calgary Parking Policies. The intent of the recommendations is to modernize the policy to reflect current operations, parking management best practices, and current / evolving parking needs and demands. The proposed changes will improve Administration's ability to be more responsive to ever-evolving parking demand. Ultimately, this enables more effective support of parking turnover and optimizes parking availability to bring in visitors and support area businesses.

### **PREVIOUS COUNCIL DIRECTION**

At the May 10, 2022, Combined Meeting of Council, through a Motion Arising, Council adopted "That with respect to Report IP2022-0392, the following Motion Arising be adopted: That Council direct Administration to bring back an update to the Calgary Parking Policies to streamline the process for changes to the paid parking zones and return to Council through the Infrastructure and Planning Committee no later than Q4 2022."

### **RECOMMENDATION:**

That Infrastructure and Planning Committee recommend that Council:

1. Approve changes and additions to the Calgary Parking Policies by adopting changes to the Calgary Parking Policies CP2021-04 contained in Attachment 2.
2. Give three readings to the proposed bylaw in Attachment 3 to amend bylaw 26M96 "Calgary Traffic Bylaw".

### **RECOMMENDATION OF THE INFRASTRUCTURE AND PLANNING COMMITTEE, 2023 SEPTEMBER 13:**

That Council:

1. Approve changes and additions to the Calgary Parking Policies by adopting changes to the Calgary Parking Policies CP2021-04 contained in Attachment 2.
2. Give three readings to **Proposed Bylaw 47M2023** in Attachment 3 to amend bylaw 26M96 "Calgary Traffic Bylaw".

### **CITY MANAGER/GENERAL MANAGER COMMENTS**

General Manager Morgan concurs with this report.

### **HIGHLIGHTS**

- Streamline processes, decrease costs and reduce red-tape when implementing changes to paid parking areas.
- Allow Administrative adjustments to on-street pricing areas and boundaries to more accurately reflect seasonal and geographical parking demands.

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- Modernize the on-street rate calculation process, whereby rates are adjusted quarterly and low demand areas are managed to reduce signage changes and provide a more consistent customer experience.
- Proactively address and respond to an area's potential parking issues or emerging parking patterns with supporting data from registration-required mechanisms.
- Minor housekeeping updates reflect Calgary Parking and Mobility Operations initiatives.
- Implementation will be phased in over 2024 as Administration reviews paid areas to right size zone boundaries and time restrictions.

### DISCUSSION

Report IP2022-0392 recommended amendment of Calgary Parking Policies to add an additional block of 7A ST NE to the Bridgeland paid parking area. The original motion arising from report asked Administration to examine opportunities to enable such changes through Administrative action rather than require amendments to Council policy.

Further discussion arising from report IP2023-0022 asked Administration to consider broader amendments and supports for businesses as part of this work. As such, several updates are proposed to support operating commercial on-street parking. These changes are a result of several discussions with Business Improvement Area (BIA) representatives and other interested parties.

In summary, the key theme areas regarding the proposed changes in the Calgary Parking Polices include:

- Streamlining processes for changing/introducing parking paid parking area boundaries or time periods, whereby reports to Council are only needed for more significant changes such as time periods beyond existing practices or a proposed location is isolated from existing pricing areas. Paid parking area boundaries will no longer reside in Council policy but be maintained Administratively;
- Expanding the use of registration-required as a mechanism to help collect and review parking/loading data prior to potential paid parking/loading implementation;
- Providing greater flexibility for Administration to adjust pricing area boundaries to allow more consistent on-street parking pricing and better match areas of similar parking demand;
- Establishing a framework to manage low-demand areas by using long-stay parking or pricing removal once set minimum on-street pricing below \$1.00/hour is reached. This will provide a more consistent customer experience, and reduce resources needed for signage changes between paid/free parking;
- Modernizing on-street rate calculation process where rates are adjusted on a quarterly basis (January 1, April 1, July 1 and October 1) to account for any seasonal changes in parking demand;
- Incorporating promotional pricing as a temporary lever to support BIAs when parking costs may be impacting parking demand;
- Clarifying processes for new developments where managed/paid parking is anticipated with time-restricted or registration-required parking potentially being implemented to more proactively respond to parking demand changes and minimize impacts to the overall community; and

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- Updating references recognizing the changing nature of curbside use and other minor housekeeping changes.

Furthermore, key supporting proposed bylaw changes include:

- Stipulating that license plates are not obstructed to allow parking enforcement cameras to detect and read a license plates; Administration will initiate this change in the order of (1) identifying areas where there has been concerns or complaints (2) educating users about the bylaw and (3) as a last resort utilizing enforcement;
- Removing reference to specific pricing periods in the bylaw to be in-line with the intent of the proposed policy changes;
- Updating references to duration of loading zones explicitly, example 10 or 20 minutes, noted in the bylaw to “the time period allowed by the traffic control device” to allow administration better respond to an areas usage patterns; and
- Other minor housekeeping bylaw changes.

The current process for changing pricing areas requires Administration to bring an amendment of the Calgary Parking Policies to Council and present a report explaining the use of pricing as a mechanism to manage parking in a commercial area. The streamlined process is anticipated to clearly lay out the parameters within an updated and approved Calgary Parking Policies and reduce the frequency in which Administration presents to Council when new pricing areas are introduced or modified. Details of the proposed changes are further described in Attachment 1 with Attachment 2 outlining the policy changes for approval and Attachment 3 outlining the proposed bylaw amendments for approval.

Changes will be phased in over the course of 2024 as Administration reviews existing paid parking areas to right-size zone boundaries, incorporate minimum pricing, and determine the provision for long-stay zones and pricing in interface areas.

### EXTERNAL ENGAGEMENT AND COMMUNICATION

- |  |   |
|--|---|
| <input type="checkbox"/> Public engagement was undertaken        | <input checked="" type="checkbox"/> Dialogue with interested parties was undertaken     |
| <input type="checkbox"/> Public/interested parties were informed | <input checked="" type="checkbox"/> Public communication or engagement was not required |

The project team met with Business Improvement Areas (BIA) on February 27, 2023, to outline the work being conducted. A survey was released in March 2023 to gather BIA input and feedback. Community Associations with paid parking within their boundaries were also included in the survey; those without paid parking within their boundaries would require additional engagement if paid parking is to be implemented. A follow-up meeting with the impacted groups was held on April 24, 2023, to report back on the survey results.

The project team also held one-on-one meetings with BIAs in June regarding the survey results and to provide clarification and promote understanding of the proposed changes presented in this report.

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Feedback from the survey and one-on-one engagement helped inform and support the proposed policy amendments and processes. BIAs identified promotional pricing and the importance of communication as key items. Additional information regarding feedback received is provided in the Interested Party Engagement section of Attachment 1.

### **IMPLICATIONS**

#### **Social**

The proposed changes will allow Administration more quickly respond to changes in an areas' parking demand, which in turn supports parking turnover, optimizes parking availability and ultimately brings in visitors and supports vibrancy in our communities.

#### **Environmental**

The proposed policy changes provides Administration the ability to more quickly respond to an areas parking demands and, thus, reduce parking congestion. Further, this will decrease parking users' need to drive around looking for parking spaces which reduces impacts on traffic and the environment.

#### **Economic**

The proposed policy changes will streamline operational processes, increase efficiency, and reduce operational needs associated with managing public on-street parking.

#### **Service and Financial Implications**

#### **Other:**

The introduction of minimum pricing is expected to minimize operational costs and standardize the customer experience. Each time an area requires signage changes between paid to not-paid, or vice-versa, associated operating costs that are incurred are approximately \$900 per occurrence while the removal of paid parking will generally result in a lost of \$1,500 per stall annually.

The overall impact of on-street revenues will depend on a combination of the quarterly price adjustments and outcomes of Administration's review of paid parking areas over 2024. Zones with low occupancy will be reviewed to determine if changes to zone boundaries are needed to better match demand. Blocks with low demand may revert to no charge, whereas busier blocks would migrate to the \$1.00 per hour minimum price. Some areas may also be converted to long-stay parking to better match demand patterns.

### **RISK**

Streamlining of the paid parking process may be a perceived risk for some interested parties as it increases Administration's direct control over this item. This is mitigated by bringing larger changes, such as completely new parking areas or time periods, to Council for discussion.

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### ATTACHMENTS

1. Calgary Parking Policies – Commercial Areas Update – Detailed Report
2. Calgary Parking Policies – Commercial Areas Update – Amendments for Approval
3. **Proposed Bylaw 47M2023**
4. **Presentation**

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Doug Morgan	Operational Services	Approve
Troy McLeod	Operational Services – Mobility	Approve
Chris Blaschuk	Operational Services – Mobility – Calgary Parking	Consult
Ravi Seera	Operational Services – Mobility – Mobility Operations	Approve
Josh White	Planning and Development Services – City & Regional Planning	Inform

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City Clerks: C. Doi / J. Booth