

# Calgary Parking Policies – Commercial Areas Update

Detailed Report

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## Background

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As part of the ongoing Council Policy management program for the Calgary Parking Policies, several updates are desired to support operating legal and efficient commercial on-street operations. Policy updates that respond to evolving technologies and a more efficient parking management model have been scheduled but delayed for several years. Recent Council direction has confirmed the need to make policy adjustments, and to simplify certain processes.

The proposed changes primarily respond to the question of “how do we streamline commercial parking management policies and respond to new developments in managing on-street parking?”. Supporting housekeeping updates are also included to support operational needs. A summary of key objectives of this report for the *Calgary Parking Policies – Commercial Areas Update* are summarized below and described further through this detailed report to:

- Streamline parking management zone (paid area) implementation and adjustments: Policy amendments are only needed for more significant changes.
- Implement a nimbler on-street rate calculation process: Rates are adjusted more frequently, are subject to a minimum rate and tied to occupancy.
- Formalize different zone types: Registration required zones and other specialized zones are guided by policy, legal and enforceable.
- Incorporate minor changes: Update the policies and bylaw to reflect current practices and support operational needs.

## Benefits and Risks of Proposed Recommendations

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Parking management, with time and or pricing restrictions, in commercial areas is used industry-wide to optimize parking availability for the overall travelling public. As communities evolve, a more flexible and dynamic parking management policy is required to respond to area changes and parking demand. This helps in easing redevelopment pressure, supports parking turnover, optimizes parking availability and ultimately brings visitors to our communities to support area businesses.

Customers and citizens will benefit from a more consistent parking experience. Internally, these changes will streamline operational decisions and lower expenses for managing on-street public parking.

A perceived risk may be Administration’s increased control over managing paid parking areas. However, Administrative changes will be data supported and this risk is mitigated by bringing larger changes (such as completely new parking areas or time periods) to Council for discussion.

## Previous Council Direction

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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.”

Subsequently, Administration provided two updates to the Infrastructure and Planning Committee:

- At the January 11, 2023 meeting, IP2023-0022 *Postponed Report – Calgary Parking Policies Commercial Areas Update Report Due Q4 2022 to Q2 2023* was presented recommending postponement of the report to refine the policy amendments to the Calgary Parking Policy and allow for internal engagement and collaboration with the Calgary Parking division, following their integration into The City of Calgary from the Calgary Parking Authority. Council has also requested Administration to work with Business Improvement Areas on a broader review of on-street policies to support business needs.
- At the June 7, 2023, IP2023-0652 *Calgary Parking Policies Commercial Areas Update Briefing Report* was presented which outlined the contemplated changes at that time. As outlined in the Briefing Report, additional time until Q3 2023 was requested to finalize the policy amendments following recent engagement with interested parties consisting of BIAs that may be impacted. Following this engagement, Administration refined the potential updates to the Calgary Parking Policies Commercial Area Update.

## Policy Development

Calgary's parking policies are based on the principles of treating citizens with fairness and transparency combined with the principles of managing the system in a way that maximizes efficiency and customer experience. On-street parking is a public asset that is managed for the benefit of the entire community. The needs of residents, visitors, businesses, and services all compete for scarce parking resources and these need to be balanced through thoughtful policy development.

### Challenges with the current approach to setting paid zones

The current process gives Council a measure of control in setting where paid parking can be used and allows the public opportunity for direct input through report discussion at committee. This approach works well when addressing brand new areas (such as Britannia) or time periods (such as Downtown AM paid parking). However, it is very cumbersome for small changes in existing paid areas, such as the one-block extension of the paid zone in Bridgeland in report IP2022-0392. This cumbersome nature slows Administration's ability to provide a nimble and responsive street parking system to serve neighbourhoods as they change.

Amendments to Calgary Parking Policies enable Administration to improve efficiency and effectively manage paid parking operations, when supported by data. The proposed amendments address current challenges and further the overarching intent of the principles of the Calgary Parking Policies.

### Business Support and Service Reliability

Parking availability and turnover are key to successful parking management in commercial areas. When visiting commercial areas and to support the vitality of an area, users want to have reasonable access to the neighbourhood they are visiting. Areas with high parking demand and low parking availability and turnover may deter visitors and patrons to an area. Conversely, lower levels of parking restrictions may be appropriate to help maximize the use of the available curbside space in areas with low parking demand.

Key changes include consideration of parking demand changes throughout the year and efficient processes that improve Administration's responsiveness to an areas' needs. Adjusting boundaries to reflect block-level demand will provide greater consistency across zones and areas with similar challenges will be managed in similar ways.

Having a parking policy framework that is structured in a way for Administration to proactively and quickly respond to an areas' changing parking demands (and thus availability) is central to supporting Calgarians, businesses and providing service reliability in our commercial areas.

### **Increased Customer Flexibility and User Experience**

As curbside usage changes over time, existing policies and bylaws require review and, where required, modifications to adapt to the changing nature of our mobility system and the travelling public. Recent evolutions include loading zone usage and lower parking demand as seen through the COVID-19 pandemic. Furthermore, as we transition towards a post-pandemic environment, practices such as promotional pricing are recommended to help support our communities within paid parking areas.

### **Operational and Cost Efficiencies; Legislative**

As Administration continues to assess our current operational practices and identify practices to increase flexibility, efficiency and productivity, a series of changes have been identified. These will help Administration plan, manage, operate and maintain our public on-street parking assets. Additionally, changes will help minimize signage changes (and associated costs) and introducing bylaw amendments will support existing bylaws with clear requirements and outcomes.

## Policy Update and Program Description

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The following section summarizes key themes regarding proposed changes to the Calgary Parking Policies as they relate to commercial areas, including supporting bylaw updates.

### 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. Pricing area approval process
  2. Registration-Required zones
  3. Pricing area boundary adjustments
  4. On-street rate review period
- **Increased Customer Flexibility and User Experience**
  1. Promotional pricing
- **Operational and Cost Efficiencies**
  1. Low demand pricing framework

### Bylaw Updates

For the proposed bylaw changes, descriptions of the current state, proposed state and anticipated outcomes are discussed in Table 2. Table 2 has been developed to help explain the proposed changes to the Traffic Bylaw; where interpretation may contradict, the Proposed Amending Bylaw presented as Attachment 3 takes precedence. In summary, the key theme areas for the bylaw updates include:

- **Increased Customer Flexibility and User Experience**
  1. Loading Zone Duration
- **Legislative**
  1. License Plate Visibility
  2. Housekeeping Bylaw Updates

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

| <b>Theme / Description</b>  | <b>Current Program</b>  | <b>Proposed Program</b>  | <b>Outcome</b>  |
|---|---|--|---|
| <p><b><u>Business Support and Service Reliability</u></b></p> <p>1. Pricing area approval process</p>     | 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 current Calgary Parking Policies document.   | <p>Administration may introduce or adjust existing paid parking areas where parking occupancy data supports it, without presenting to Council, and replaced with a memo to impacted Ward offices.</p> <p>Council presentations are only needed for more significant changes such as:</p> <ul style="list-style-type: none"> <li>time periods beyond existing practices</li> <li>a proposed location is isolated from existing pricing areas</li> </ul> | <p>Reduces red-tape and resources required for data supported changes.</p> <p>Allows Administration to more efficiently and pro-actively make operational decisions that help to optimize parking availability, promote turnover to bring in visitors to support area businesses.</p>                           |
| <p><b><u>Business Support and Service Reliability</u></b></p> <p>2. Registration-Required zones</p>       | Registration-required is not currently in the policy; however, this system has been piloted in specific areas where additional parking data and management has been sought.   | As an important mechanism for collecting and analyzing parking data, registration-required and its usage are to be formally incorporated to clearly identify its role in parking management and the circumstances where it may be considered.  | Improved parking data allows Administration to identify and address potential parking congestion before significant impacts occur, more effectively implement paid parking, have more effective enforcement, and more efficiently identify and implement parking management strategies around new developments. |
| <p><b><u>Business Support and Service Reliability</u></b></p> <p>3. Pricing area boundary adjustments</p> | 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 | Formally allow adjustments to pricing area boundaries to reflect parking demand and to help group areas of similar demand patterns together.   | Providing greater flexibility for Administration to adjust pricing area boundaries provides more consistent on-street parking pricing, better match areas of similar parking demand and promotes consistency for the customer.  |

|   |   |  |   |
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|   | be contradictory to the intent of this policy change.   |  |   |
| <p><b><u>Business Support and Service Reliability</u></b></p> <p>4. On-street rate review period</p>  | On-street parking prices are reviewed annually for adjustments based on data from the previous year's occupancy.  | Review on-street parking rate adjustments on a quarterly basis (January 1, April 1, July 1 and October 1) instead of one-time annually.  | Rates will more accurately reflect and align with any seasonal changes in parking patterns and demand.  |
| <p><b><u>Increased Customer Flexibility and User Experience</u></b></p> <p>1. Promotional pricing</p> | Pricing adjustments are currently limited to allow staggered or progressive pricing adjustments annually.   | Introducing a mechanism to use temporary / promotional pricing to address low occupancy and remove when occupancy increases to at least 50%.   | Provides flexibility for Administration to more quickly support business improvement areas where parking costs may be affecting parking demand.   |
| <p><b><u>Operational and Cost Efficiencies</u></b></p> <p>1. Low demand pricing framework</p>         | Minimum pricing of \$1/hour in the current policy is limited to the introduction of on-street paid parking. Annual rate reviews currently allow pricing to go below \$1/hour. | Formally implementing a minimum pricing threshold of \$1/hour where occupancy is continuously below 50% and allowing the minimum to be adjusted with inflation. Instead of reducing pricing below \$1/hour, pricing may be considered for removal or long-stay parking may be implemented. | Allows for more efficient management of low occupancy areas, provides more consistent messaging and customer experience, and reduces resources associated with signage changes between paid/free parking. |



**Table 2: Proposed Bylaw Updates Summary**

| <b>Theme / Description</b>  | <b>Amending Bylaw Reference (Attch. 3)</b> | <b>Current Bylaw</b>   | <b>Proposed Bylaw</b>  | <b>Rationale</b>  |
|---|--|--|--|---|
| <p><b><u>Increased Customer Flexibility and User Experience</u></b></p> <p>1. Loading Zone Duration</p> | 6  | Duration of loading zones are explicitly stipulated within the bylaw (example 10 or 20 minutes).   | Traffic Bylaw changes may instead reference the time indicated and allowed on the traffic control device instead of being noted explicitly in the bylaw.   | Provides Administration greater flexibility to respond to usage patterns and needs in an area instead of being restricted to time periods outlined in the bylaw.                                |
| <p><b><u>Legislative</u></b></p> <p>1. License Plate Visibility</p>                                     | 4(f); 7(b)                                 | 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. | Stipulating that license plates are not obstructed to allow parking enforcement cameras to detect and read a license plates. Administration will initiate with 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. | Provides a mechanism for Administration to manage and enforce zone-controlled spaces as intended with parking enforcement cameras.  |
| <p><b><u>Legislative</u></b></p> <p>2. Housekeeping Bylaw Updates</p>                                   | 2; 4(a), 4(d)-(e); 7(a)-(b)                | References to “metered space”, “parking meter” and “ticket-controlled space”.  | Traffic Bylaw changes to delete the definition and use of the terms “metered space”, “parking meter” and “ticket-controlled space”.  | With the introduction of Park Plus and “zone-controlled space” as defined in the Traffic Bylaw, the deleted terms are no longer relevant or applicable to current parking management practices. |

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| 3 (a) | Refer to proposed change in column to the right.   | Adding the words “unless excluded by Council in the Calgary Parking Policies” after the words “Council” in subsection 2.2(2).   | Clarifying in the Bylaw where fees are set with consideration of the proposed policy changes.   |
| 3 (b) | Under the purview of the Calgary Parking Authority Committee through 28M2002, the General Manager of the Calgary Parking Authority could set administrative fees for items such as actions at the impound lot (storage rates, disposal fees, etc). | Incorporating into the Traffic Bylaw the authority that the General Manager of Calgary Parking Authority once had to the Director of Mobility.  | With the integration of Calgary Parking Authority as part of the City of Calgary, the previous/current authority that was provided to the General Manger of the Calgary Parking Authority is now provided to the Director of Mobility as the Calgary Parking Authority no longer exists,  |
| 4(a)  | Refer to proposed change in column to the right.   | Deleting 9 (21) (a) only, whereby (21) notes “Notwithstanding the other provisions of Section 9 a metered space, a ticket-controlled space or a zone controlled space located on a street may be used without payment:” and (a) notes “on Holidays and on any other day of the week between the hours of six o’clock in the evening and seven o’clock in the following morning; or” | Removing reference to specific pricing periods in the bylaw to be in-line with the intent of the proposed policy changes. Although this section in the bylaw is removed, with the revised policy, implementing pricing during the time period outlined in 9 (21) (a) would not be implemented through the proposed streamlined process (ie without Council approval). |
| 4(b)  | No owner or operator shall remain in the zone-controlled space for longer than the period of time for which payment was made.  | Adding the words “allow a vehicle to”, after the words “No owner or operator shall” in subsection 9(14).  | Clarifying the action of the owner or operator.   |

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|--|------|--|--|--|
|  | 4(c) | Refer to proposed change in column to the right. | Replacing the word “wholly” with “completely” by deleting the words “wholly within the metered space, ticket-controlled space or” in subsection 9(17)(a) and substituting in its place “completely within the” | Updating to include clearer and simpler language.  |
|  | 5(a) | Currently not addressed in document.             | Updating to include “Select Permit” as a parking permit type that is used as a type of residential parking permit.   | Incorporating the Select Permit to be recognized in the bylaw. Note this permit was also previously referred to as a “Special Permit”. |
|  | 5(b) | Refer to proposed change in column to the right. | Deleting the words “or has less than 20 dwelling units” in subsection 20(e) and substituting “and has 20 or fewer dwelling units”  | Current wording does not match the intent and has an overlapping conflict with other bylaw sections.                                   |
|  | 7(c) | Refer to proposed change in column to the right. | Deleting “51(2)” and substituting “51.2”   | Updating the numbered section reference format in Schedule “A” to match the format of the numbered section prior in the document.      |

## Benchmarking, Comparisons Engagement and Pilot Programs

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### Dynamic Pricing and Zone Boundary Changes

On-street parking best practices focus on convenience and how these spaces service local businesses including Business Improvement Areas (BIAs). On-street spaces serve a short-stay need and, as such, rely on high turnover rates. Appropriately managing hourly rates and hours of operation are key to the on-street parking program and ensure that customers have access to parking when they visit a particular area of the city.

Municipalities in Canada and the United States utilize the following criteria to conduct on-street rate changes:

- Occupancy and revenue performance
- Rate comparison analysis to off-street operation
- Benchmarking rates to other municipalities
- Review conditions that impact behaviour such as major parking generators (ie hospital, university) and commuter fees such as transit fees.

Municipalities such as Toronto, Vancouver and Victoria conduct annual on-street rate reviews utilizing occupancy data. This practice stopped during the pandemic and these municipalities incorporated programs such as free patio space on-street and free short-term parking to accommodate curbside activities such as deliveries and restaurant pick-ups. The subject municipalities are returning to their original rate review practice and rate changes are being planned for 2023 and 2024.

### Bridgeland and Edmonton Trail Registration-Required Pilot

Administration began a pilot project in the Bridgeland and Edmonton Trail, that are currently still in place, to test registration-required parking as a tool to assist with parking management and enforcement. Calgary's parking program has historically utilized discrete paid parking zones or time-restricted zones as tools for parking management in commercial areas. These two tools required users to either pay or utilize time-restricted parking which relies on manual enforcement – tire chalking. Registration-required was introduced as a tool which bridged the gap between the two systems where users are not required to pay; however, the use of registration more readily assists with time enforcement and data collection which assists in the review of whether paid parking implementation is required. It is a good option in areas where increased enforcement is needed, but demand is not high enough to warrant paid parking.

### Interested Party Engagement

The draft updates were presented at Business Improvement Area (BIA) standing meetings in February and April 2023; an online survey was distributed following the February meeting. The survey was open for feedback between March 3 and March 19, 2023, to affected BIAs (15) and Community Association (CAs) (14). The findings were compiled, and the results helped inform the finalization of policy recommendations to Council. 11 BIAs and 5 CAs (Total = 16) responded to the survey, of which 5 BIAs and 3 CAs (Total = 8) currently have on-street paid parking zones. A summary of the feedback and how the feedback informed the work is provided below in relation to the policy changes discussed above.

1. Streamlining processes to change/introduce paid parking areas or time periods

Respondents reported that for simple expansion of paid parking near or adjacent to existing paid parking areas that e-mail notification by Calgary Parking of new on-street paid parking zones or changes in paid parking times was a reasonable form of notification.

Feedback *[response in consideration of feedback]*:

- Public notification – of changes should not fall upon the BIAs and CAs *[posting of paid parking implementation will be made a minimum of 14 days in advance of pricing coming into effect at the adjacent impacted curbside]*.
- BIAs and CAs – would like to be offered an opportunity to discuss changes prior to implementation *[engagement with BIAs and CAs is the first step after pricing is determined to be considered for an area]*.

## 2. Expanding use of registration-required

Respondents reported that a registration system would be helpful in the collection of usage data and would support enforcement efforts.

Feedback *[response in consideration of feedback]*:

- Accessibility – options would need to be provided to customers that are not adept at technology use *[the registration-required system will effectively be the same as how users utilize Park Plus machines or the My Parking app with the key difference being that payment is not required where an area is registration-required only; additional payment options such as QR codes, text-to-park, and call-to-park will be available in registration-required areas]*.
- Barrier to use – such a system could potentially create barriers to the consumer base *[see prior, above]*.
- Marketing – changes to current system would have to be well advertised by Calgary Parking *[Calgary Parking has had successful advertisement of new registration-required areas such as Bridgeland and Edmonton Trail and will utilize those tools including newsletters, website updates, and social media campaigns to advise customers of on-street changes]*.
- Parking options – system would need to support short term free parking options - i.e. 2 hours free parking then payment starts *[Further evaluation of the ParkPlus and My Parking app would be required to accommodate such scenarios]*.
- Enforcement – optics of ticketing consumers for not registering in ‘free’ parking zones *[ticketing is focused on those staying beyond the time period posted on the traffic control device, registration assists in identifying the time when a vehicle arrives in an area]*.

## 3. Pricing area boundary adjustments

Respondents reported that the proposal to adjust zone boundaries for greater consistency in pricing was acceptable.

Feedback *[response in consideration of feedback]*:

- Policy changes – changes to policy should include public input opportunities *[the adjustment of the pricing area boundaries are primarily data driven in aiming to provide an average of 80% parking occupancy and significant public input is not anticipated as existing boundaries are adjusted to match supply/demand patterns]*.

- Marketing – changes to policy would need to be well advertised by Calgary Parking *[marketing of boundary adjustment changes may be incorporated with rate changes where Council is advised of the rate changes which is also updated on the website; sandwich boards may also be utilized in areas where a change may be considered significant]*.
4. Modernizing on-street rate calculation to a quarterly process

Respondents were divided on the proposed quarterly on-street parking rate adjustments. Although there are financial benefits to seasonal rate adjustments, marketing complexities and consumer base considerations should be considered.

Feedback *[response in consideration of feedback]*:

- Consumer deterrent – a fluctuating rate may deter customers *[the intent of the quarterly price adjustments is to better match demand patterns as they change throughout the year and more consistently provide parking availability with an 80% occupancy target; this was further explained at one-on-one meetings with BIAs where there was support of this practice]*.
- Communications – perception that prices increase during peak seasons rather than decrease during off seasons *[see prior, above]*.
- Marketing – consumers need to be informed of rate changes proactively *[pricing changes will be minimal (up or down \$0.25); marketing of price changes will be incorporated with the current rate change process where Council is advised of the rate changes which is also updated on the website]*.

5. Formally designating minimum pricing

Respondents were divided on the proposed minimum on-street rate policy change, and some understood that it would provide a more consistent experience while others noted the potential impacts.

Feedback *[response in consideration of feedback]*:

- Consumer deterrent – perceived loss of free parking might deter customers *[the intent of the minimum pricing is to set a floor rate of \$1 per hour where if pricing were to fall below this rate then the area can be free for the time-period of concerned; the proposed policy is aimed to help reduce the frequency in which pricing areas are removed and immediately re-introduced in low-occupancy areas; this was further explained at one-on-one meetings with BIAs where there was support of this practice as respondents initially perceived minimum pricing that prices will be brought up to a minimum price through the survey]*.
- Marketing – free parking is perceived as a draw in some areas *[see prior, above]*.

Following the survey, throughout May and June 2023, one-on-one BIA meetings were held to discuss the survey results and proposed policy changes for any additional input beyond the survey. An overview of the proposed bylaw updates was also provided at the one-on-one meetings. Feedback at the meetings were supportive and provided the opportunity for clarification where required. An addition to the proposed policy changes was promotional pricing which provides Administration the means to reduce on-street parking prices outside of the normal policy price change process to support BIAs.

Through the survey and one-on-one engagement, the feedback helped inform proposed policy amendments and internal processes with the key request being communication with BIAs prior to changes taking place.

## Implementation, Financial Impact and Strategy

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On-street parking occupancy generally decreases in the first quarter. However, occupancy stays consistent in the remaining three quarters of the year. Current overall on-street occupancy is 30% and 35% for Q1 and Q2 to Q4, respectively. These levels are expected to increase as parking operations continues to recover after the pandemic. The proposed policy changes could result in a 4% increase in revenue totaling \$12 M. On-street revenue in 2023 is projected to be in the order of \$11.5 M and prior to the pandemic revenue generated from on-street parking was in the order of \$16 M.

The introduction of minimum pricing with low occupancy areas is expected to minimize signage changes and standardize the customer experience for areas where of paid parking is on the threshold to remain. The removal of paid parking in a particular zone will generally result in a loss of \$1,500 per stall annually; for a typical block face, a change of signage sign is approximately \$900 if existing posts are used.

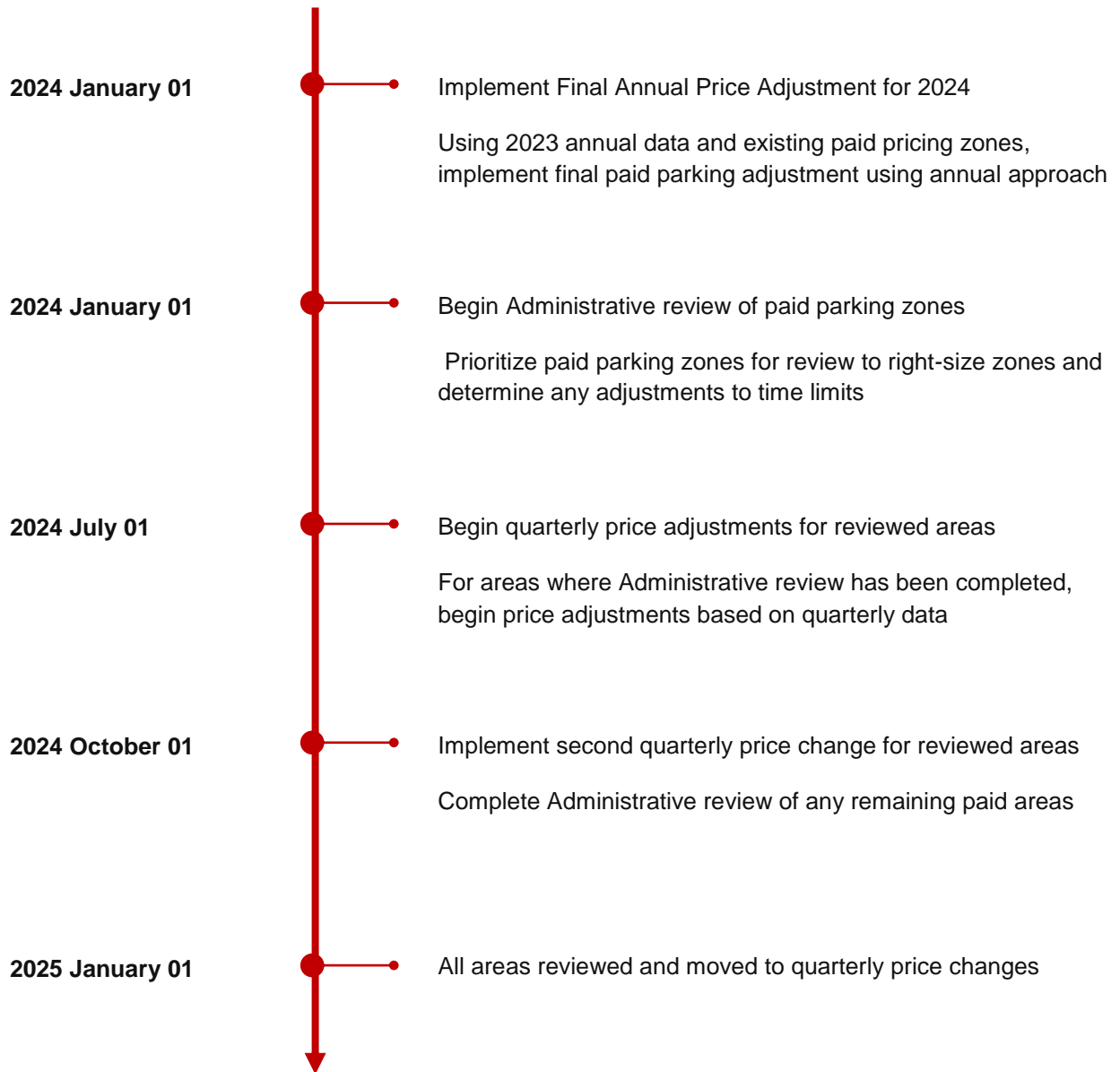
Over 2024, Administration will review paid parking zones and make adjustments to support the overall objectives of the parking strategy. Key aspects to be reviewed include:

1. Review pricing area boundaries so that they are more closely aligned within the same block. Periphery blocks at the edge of paid areas that have no demand may be converted to free parking or long-stay parking. Blocks where demand is more significant will be increased to the minimum of \$1 per hour if the area price is lower than this. A modest supply of paid parking in blocks immediately adjacent to high-demand areas will be included in the pricing area to provide some capacity and transition to non-paid areas.
2. Where short-stay demand is low, but long-stay demand is present, increase time limits on blocks or convert blocks to long-stay parking or registration-required parking.
3. Review adjacent blocks without payment that may be in adjacent residential areas. Consider introducing interface zones in these locations.
4. Determine the effective date for the quarterly rate adjustment to commence.

In the interim, a final, annual adjustment will be made at the end of 2023 to support initial pricing in 2024.

## Implementation

The proposed Calgary Parking Policies – Commercial Areas Update will be implemented in a staged approach. This allows Administration to begin ongoing data collection to support the proposed policy changes. The following chart shows the proposed schedule.





## Appendix: Proposed Policy Update – Change Overview

The following three tables are sections of Schedule 1 of Council Policy TP017 (the Calgary Parking Policies document.) Each table represents a section proposed for amendment to revise the Calgary Parking Policies. A further table of consequential housekeeping amendments follows.

In interpreting this document, sections of the policy that have revisions are shown in right column in their entirety. The left column summarizes changes from the current policy with margin notes. Margin notes with a shaded background represent new and changed policies while notes with a blank background remain as they are in the policy with no changes.

With the following tables describing the changes to the policy, for simplicity, Attachment 2 is presented which provides the final proposed wording changes to the Calgary Parking Policies for approval.

### Updates to Executive Summary (Section 1)

Updates to this section summarize the primary changes on the current version.

| Notes   | Proposed Amendments for Approval   |
|---|--|
| Delete date reference.                                |  |
| Summary of the primary changes in the current update. | <p>In March 2011, A Parking Policy Framework for Calgary was developed to combine the numerous parking policies and Council decisions about parking into one document. In addition, the Parking Policy Framework served as an outline for new policies that were in development. The success of this policy is based on having a single governing strategy for parking, which allowed for better alignment of the various guidelines, principles and rules.</p> <p>Building on this, the Calgary Parking Policies is a consolidation of the numerous updates made since 2011. These updates continue the evolution of parking policies and strategies in a changing city. In 2022, Council directed Administration to update the Calgary Parking Policies to streamline the process for changes to paid parking zones. This most recent update of Calgary Parking Policies incorporates this direction and outlines the policy and processes for Administration to utilize for implementing or changing paid parking zones.</p> <p>Calgary Parking Policies is broken into several sections covering the various aspects of parking in Calgary. First is the purpose of the document and how it fits into to The City’s policy landscape. Next, the policy covers city-wide parking policies for on-street and off-street parking that apply to all areas of Calgary. Specific parking cases that have additional guidelines and policy are also covered in this section.</p> <p>Finally, area specific parking strategies are covered. This section primarily includes policies for the city centre where additional policies guide parking management to achieve and maintain a vibrant downtown. The policy affirms that on-street parking should focus on short-stay needs like customers and visitors to the downtown, and addresses the need for long-stay parking, loading and bicycle parking.</p> <p>Parking in a dynamic city like Calgary is a constantly evolving subject and Calgary Parking Policies is intended to be updated regularly to address the emerging and changing needs of the community</p> |

### Updates to On-Street Parking Management Policies (Section 4.1)

Updates to this section adds or updates definitions to the existing policy to support the proposed updates to the commercial parking policy section.

| Notes   | Proposed Amendments for Approval   |
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| Replacing “stakeholder” with “interested parties” | <p>4.1 On-Street Parking Management Policies</p> <p>The policies contained within this document should be regularly applied to on-street parking in Calgary. However, it is recognized that the policy may not address every unique circumstance – hence <u>interested parties</u> engagement and thoughtful consideration will be necessary when unique circumstances need to be addressed.</p> <p><b>For the purposes of this document, on-street parking management strategies and policies are divided into three general areas:</b></p> <p><b>Residential areas</b><br/>Areas of the city where the use of the property adjacent to the street frontage is predominantly residential but may include residential home-based businesses or live-work units and limited commercial uses.</p> <p><b>Commercial areas</b><br/>Areas of the city where the use of the property adjacent to the street frontage contains a commercial component at ground level, including those with residential components above. Commercial activities include retail and office uses, as well as industrial activities. Commercial areas come in a variety of forms. These include:</p> <ul style="list-style-type: none"> <li>• An individual business location in a residential area.</li> <li>• A collection of business around an important intersection.</li> <li>• Large areas with numerous small, medium and large businesses (such as a Business Improvement Areas).</li> <li>• Large-format retail (e.g. Westhills or Crowfoot).</li> <li>• Regional shopping malls (e.g. Chinook Centre).</li> <li>• A collection of businesses in an industrial or office park.</li> <li>• A collection of businesses along a major street (e.g. Macleod Trail).</li> </ul> <p>Vacant lands zoned for commercial use in a broader commercial area and standalone parking facilities for commercial parkers will also be considered as part of the commercial area when considering on-street space management around these properties.</p> <p>Regardless of the form or size of the commercial area, the on-street parking policies should take into consideration the entire commercial area, rather than applying on-street policies on a site-by-site basis within the commercial area. Very large, contiguous commercial areas may be broken down into finer management areas (e.g. communities, pricing areas, BIA boundaries, etc).</p> <p><b>Interface areas</b><br/>Areas of the city that have a mix of residential and commercial uses that can benefit from using rules for both. Interface areas recognize that parking demand gradually transitions where these two areas meet and does not abruptly change at a property line. On-street parking in many mixed-use neighbourhoods needs to respond to the demand of both residential and commercial users, and an interface area can allow for a more efficient system that benefits both.</p> <p>Within each of the three policy areas, there are also unique uses that may have varying policies depending on the area these include:</p> |

- Parkland
- Schools
- Religious institutions
- Community and government facilities
- Utility buildings

Specific policies for these areas may be developed at a later date. In the interim, the policies of the area (residential or commercial) that the above reside in should apply.

It should also be noted that the area-specific parking policies in Section 6 of the Calgary Parking Policies take precedence over the general policies in this section.

### **Definitions**

Generally, the definitions used in Traffic Bylaw 26M96 (as amended) apply to these policies. In addition, the following definitions apply to policies in the Calgary Parking Policies:

**Carshare Organization (CSO)** – An entity that:

- Provides preapproved members of the public and/or multiple organizations access to a network of vehicles located in multiple locations.
- Maintains a fleet size of five or more available vehicles.
- Charges for use over short periods of time (e.g. a day or less).
- Includes insurance for each member as part of preapproval.
- Provides vehicles to members using an unstaffed, self-service format.
- Does not provide taxi or limousine services.
- Ensures access is provided to available vehicles twenty-four hours a day, seven days a week.
- Displays the emblem of the carshare organization prominently on the vehicle.

**Flankage street** – A street where the adjoining property is bounded by the side or back of a building.

**Frontage street** – A street where the adjoining property is bounded by the front side of a building. Where a building on a corner lot has two front sides, the frontage street is considered the one listed as the property's municipal address.

**Ground-oriented dwelling** – A residential property where the primary access to each dwelling unit is independent. This includes detached, semi-detached and duplex houses, townhouses, rowhouses and some low profile multi-residential buildings.

**Home space** – An on-street or off-street parking space, on public or private property, that has been assigned exclusively to vehicles of a specific Carshare Organization (CSO). Home Spaces located on public property are renewed periodically by The City through a comprehensive process that gives multiple CSOs the opportunity to request spaces. CSOs must pay annual fees, as set out by The City, to apply for and use these spaces. Hourly on-street rates and time restrictions do not apply to these spaces. Use of home spaces is enforced by The City to ensure non-CSO vehicles do not use the space.

**Interface area** – An area of mixed land uses where commercial and residential policies coexist.

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|   | <p><b>Loading</b> – Parking for no longer than 30 minutes, for the purposes of unloading and/or acquiring goods and/or passengers.</p> <p><b>Long-stay parking</b> – A single session of parking that exceeds four hours in duration.</p> <p><b>Major parking generator</b> – A hospital, educational institution, entertainment venue, commercial area consisting of several buildings, transportation hub or station, or other location that has a high number of visitors and generates a large amount of parking. A major parking generator typically sees more than 1,500 vehicle trips per day (or per event for locations such as stadiums) but should also consider the amount of on-site parking that the location has.</p> |
| <p>Addition of the term “registration-required” as part of the definition</p>         | <p><b>Managed</b> – On-street space is regulated by signage to establish maximum time limits for parking, registration-required, pricing and/or establish dedicated space for special users.</p>   |
|   | <p><b>Multi-residential dwelling</b> – A dwelling within a residential property containing more than four units where the primary access to more than 50 per cent of dwelling units is through centralized entry points and whose ground floor has no more than 25 per cent commercial frontage.</p> <p><b>On-site</b> – Located on the land parcel where a need for parking or loading has arisen.</p> <p><b>On-street space</b> – The space within City road right-of-way currently developed as a roadway.</p>  |
| <p>General time-periods of the parking management period added to the definition.</p> | <p><b>Parking Management Period</b> – A designated portion of time in a day in which parking time restrictions and/or prices apply. The times, time periods or days of the parking management period may differ from the typical periods to help address an area’s context in promoting parking / loading turnover and availability as outlined in this policy; although, generally the parking management periods are as follows:</p> <ul style="list-style-type: none"> <li>• Weekdays: 7:00 or 9:00 – 11:00; 11:00 – 13:30; 13:30 – 15:30; 15:30 – 18:00.</li> <li>• Saturdays: 9:00 – 18:00.</li> </ul>  |
|   | <p><b>Parking congestion</b> – Occurs when parking supply is unable to serve parking demand, given the time restrictions and/or prices for the zone and parking management period. This would generally occur when the average occupancy of a space exceeds 80 per cent.</p> <p><b>Pricing area</b> – An area where a uniform price of parking applies within a Parking Management Period.</p>   |
| <p>New definition added</p>   | <p><b>Registration-required Parking</b> – An area of parking where users are required to register their parking session, however no payment is required.</p>   |
|   | <p><b>Short-stay parking</b> – A single session of parking that is four hours or less in duration.</p> <p><b>One-way carsharing</b> – A carsharing system where members pick up a vehicle at one location, and deposit it at another location. Vehicles in one-way carsharing systems typically do not use home spaces, instead parking as though they were a privately owned vehicle. CSOs may make special arrangements to enable the one-</p>   |

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|  | <p>way carsharing vehicles to park in special locations (such as Residential Parking Permit zones).</p> <p><b>Reserved one-way space</b> – An on-street parking space on public road right-of-way that has been assigned for the use of one-way carshare vehicles. Reserved one-way spaces may be used by any CSO with one-way vehicles that meet the requirements set out by The City to park in the space (e.g., length of the vehicle). These spaces may be created by The City at its discretion to optimize overall on-street parking activity, and as a result eligible CSO vehicles pay normal hourly on-street rates instead of annual fees when using the space. Use of reserved one-way spaces is enforced by The City to ensure ineligible vehicles do not use the space.</p> <p><b>Residential Parking Zone (RPZ)</b> – An area with high non-resident parking congestion that is designated by The City and where residents may obtain parking permits that exempt them from certain parking restrictions.</p> <p><b>Round-trip carsharing</b> – A carsharing system where members pick up a vehicle at one location and must return it to the same location when they finish using the vehicle. Vehicles in round-trip carsharing systems typically have a home space assigned exclusively to each carsharing vehicle. Home spaces may be located on public or private property, depending on the arrangements made by the CSO.</p> |
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**Updates to Commercial Areas (Section 4.1.2)**

Updates to this section add definitions to the existing policy to support the proposed commercial areas policy updates.

| Notes   | Proposed Amendments for Approval  |
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| <p>Underlined added to recognize the changing nature of these areas</p> | <p>4.1.2 Commercial Areas</p> <p>The role of on-street parking varies widely in commercial areas. Inner-city commercial areas, characterized by small and medium sized buildings and businesses with direct street frontage, are intense users of on-street parking space. Suburban areas generally accommodate parking on-site, with more limited use of on-street parking. <u>As development norms change over time, this relationship will continue to evolve.</u> In the downtown, on-street and underground parking serve both retail businesses and office clientele.</p>   |
|   | <p>Use of on-street parking can also be significantly impacted by individual businesses due to a variety of factors including the type of business, level of economic success, the nature of the customers and employees, and the available travel options in the area. These factors will change as business areas grow and evolve over time, thus it is important to have policy in place that enables on-street space to timely respond to such changes to ensure that economic health and vitality is maintained.</p> <p>The Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) envision Urban and Neighbourhood Boulevards as vibrant areas with street front businesses and many available travel options. While the long-term goal is to increasingly accommodate travel to these areas via walking, cycling and transit, it is recognized that the automobile will continue to support business activity as these areas grow and change over time. The objective of the commercial on-street policies is to allow on-street parking usage to respond to these changes as these corridors develop.</p> |

### ***Parking space users***

On-street parking is a public asset that should be available for everyone to use. However, in creating policies for on-street parking space, it is helpful to manage the space to best facilitate the objectives of the area. In commercial areas, the main focus is on providing parking and loading services for customers and clients. For commercial areas, the priority of commercial on-street parking space users is as follows:

- Short-stay commercial parkers
- Shoppers
- Business visitors
- Loading (when not provided off-street or in the alley).
- Non-parking street uses
- Residential visitors
- Business employees
- Area residents
- Other longer-term parkers

Underlined added to recognize current changes to the types of uses

Short-stay commercial parkers are the primary users of on-street space in commercial areas. It is recognized that customers want to be as close as possible to their destination to make shopping quick, convenient and accessible. If this is not possible, customers may drive longer distances to travel to locations where on-site parking is plentiful. This is less desirable as it decreases area vitality and increases greenhouse gas emissions. Given this, short-stay parking is a limited commodity.

To manage the use of on-street space, time restrictions and pricing will need to be used in some locations. In commercial areas where short-stay parking is generally provided on-site, the management of on-street space for short-stay users is less critical. The City will only manage on-street space in these areas if the on-site parking supply is insufficient, causing parking congestion.

Loading is generally provided to enable the pickup and drop-off of goods and passengers. It is not intended to be used as short-term parking (for instance, to go into a business to make a purchase or visit). Instances of loading should be no longer than 30 minutes and users should try to minimize their time in loading zones as much as possible. If a business has on-site loading, loading should take place on-site rather than on-street. This applies to both goods and people (when the loading space is designed to accommodate customer drop-offs). However, in areas where on-site loading does not exist, the use of on-street loading zones is reasonable.

Underlined added to recognize the changing nature curbside use

Generally, there should be no more than one loading zone per block face in a commercial area. Businesses are expected to share loading spaces which may not be directly in front of businesses that use the space. Loading spaces are also in place to facilitate the drop-off of customers and employees. Time restrictions and pricing may be used to ensure that loading spaces turn over and are not monopolized. The amount of loading space in a commercial area should not exceed 10 per cent of the managed space (for context, as of 2011, 7.2 per cent of all priced space is designated for loading). This is to ensure that there is a sufficient amount of on-street space for parkers and other users. As business models evolve, more loading spaces may be desirable to adapt to more pickup and drop-off services such as food delivery or curbside pickup shopping.

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| <p>Non-parking street uses added to recognize the changing nature curbside use</p>                                    | <p><b><u>Non-parking street uses</u></b> may be appropriate in some settings to add vibrancy and retail opportunities to the public realm. <u>Seasonal patios, additional plaza space and bicycle or scooter parking may be desirable in some areas at some times, at the expense of other curbside uses like parking and loading. This use should be weighed against the various needs of the neighbourhood businesses and residents and may be desirable depending on the specific context.</u></p>  |
|   | <p><b>Residential visitors</b> may use on-street parking in commercial areas. As commercial areas become more mixed-use there will be increasing demand for on-street parking by residential visitors. The approaches used to ensure available parking for short-stay customers is also appropriate for short-stay residential visitors. Residential visitors with longer-stay needs should access on-site visitor parking or off-street parking in paid parking facilities.</p> <p><b>Business employees</b> may also look to use on-street parking in commercial areas. Where the demand for short-stay on-street parking is less, long-stay parking is reasonable. Longer time restrictions (four hours or greater) may be employed. It should be kept in mind that parking for employees will not be accommodated “at any cost.” if on-street space is not sufficient to meet employee parking demand off-street parking should be sought or other travel options (walking, cycling, transit) used.</p>  |
| <p>Underlined added to highlight the application of interface areas</p>   | <p>The City may also use pricing to manage parking congestion in long-stay commercial areas. If pricing is used, impacts on adjacent residential areas should be considered – it is preferable to keep employees parked on streets adjacent to commercial areas rather than in residential areas. <u>In these cases, interface parking may be applicable.</u></p>  |
| <p>Underlined inconsequential wording added for clarity</p>   | <p><b>Area residents</b> may be users of on-street space in commercial areas, but they are not the focus of on-street commercial parking policies. Resident parking should be sought on-site or on streets <u>that are</u> adjacent to residential areas rather than <u>in</u> commercial areas.</p>   |
|   | <p><b><i>Turnover, occupancy and the use of time restrictions and pricing</i></b></p> <p>One of the main tenets of efficient parking management is to encourage turnover to ensure that on-street space is not stagnant. Turnover describes the departure of previously parked vehicles to allow new parkers to access a given parking space. It is generally desirable to encourage turnover in business areas so that new space is continually available for customers. When parking congestion arises, time restrictions and pricing may be needed to encourage turnover.</p>   |
| <p>Underlined added/modified to clarify the use of 80 per cent in for occupancy review throughout this subsection</p> | <p>Occupancy describes how “full” the on-street space is. Generally, a well-established rule of thumb is to have on-street space in a given area 85 per cent full at any given time to ensure that a small amount of space is continually available for new vehicles arriving to the area. <u>When evaluating occupancy in practice, a rate of 80 per cent is utilized especially for shorter blocks where the 80 per cent rate helps to provide availability and turnover of parking spaces.</u> By keeping occupancy at 80 per cent, the amount of cruising around for parking space is typically decreased. This is very beneficial from a traffic management and environmental point of view.</p> <p>When parking congestion increases in an area, the problem of cruising for a parking space becomes exacerbated. Additionally, the perception of parking congestion may cause customers to not consider the area at all. While it may be possible to provide additional off-street parking spaces, this is an expensive undertaking that may not be</p> |

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| <p>Identification of the use of registration-required parking to supplement time restrictions</p> | <p>feasible in many cases. Also, on-street space in a commercial area is usually finite. Thus, in order to reduce parking congestion and encourage turnover, it is necessary to introduce time restrictions and pricing to maintain the parking space at <u>80</u> per cent occupancy.</p> <p>Time restrictions are the first tool to be used to manage parking. Generally, The City will use a two-hour maximum time restriction. This provides customers and business visitors a generous amount of time to shop and conduct their activities and promotes turnover, while discouraging longer-stay uses such as employee parking. Other maximum time restrictions may be used as context warrants, but they should be the exception. <u>Registration-required may supplement time restrictions as a means to provide 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.</u></p>   |
| <p>Underlined text revised to reflect updated methodology for introducing pricing</p>             | <p>If time restrictions are not enough to achieve <u>80</u> per cent occupancy, pricing is the next tool to be applied. Again, the objective is to promote turnover and maintain <u>80</u> per cent occupancy of the on-street space. In areas where pricing is currently not used, Administration will conduct analysis to verify the parking occupancy of the area <u>and may introduce pricing following Council-approved policies and methodology.</u> <u>Commercial areas will be monitored and pricing incrementally adjusted to ensure the 80 per cent occupancy goal</u> is achieved. Once pricing is established as a tool, prices should be adjusted, based on collected data, to maintain <u>80</u> per cent occupancy over time as the area changes. This will again reduce parking congestion and cruising. It should be noted that these tools are also typically used by the private sector to manage off-street parking space. By managing the on-street space pricing in a similar fashion, both the on-street and off-street space will achieve a price equilibrium for the area.</p> <p>It is recognized that pricing will generate revenue for The City. However, revenue should not be the sole driver of parking pricing in commercial areas – rather it is an outcome of using pricing as a tool to promote parking turnover and make space available for customers. It is also not advisable, in general, to set prices well below that which would achieve <u>80</u> per cent occupancy. Artificially low prices cause parking congestion, discourages turnover and promotes long-stay users (such as employees) to occupy short-stay parking space. While customers may appreciate reduced fees for parking, they may be less likely to visit an area where parking is, or is perceived to be, congested because of artificially low parking prices.</p> |
| <p>Underlined inconsequential wording change</p>  | <p><b><i>Parking for specific user groups</i></b></p> <p>It may be desirable to designate space for specific user groups so long as they support the goals of the Calgary Transportation Plan and promote business vitality. These policies generally describe formal, ongoing dedication of on-street space to specific user groups. For temporary needs, the Traffic Engineer may permit <u>specified</u> users to exclusively use on-street space at his/her discretion.</p>  |
|   | <p><b>Carshare parking</b></p> <p>Carshare vehicles offer multiple benefits such as reducing automobile ownership and increasing walking, cycling and carpooling travel. Smaller carshare vehicles also reduce the parking footprint in on-street locations. Separate city-wide carshare policies have been developed in section 4.1.6 and apply to commercial on-street parking areas.</p>  |



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| Underlined changed to clarify timing of this work   | <p><b>Taxis</b><br/> <u>In 2011</u>, The City conducted a successful pilot of allowing taxis to load and wait for passengers at fire hydrant locations in the downtown. This practice has improved on-street space use for all users and ensures that hydrant spaces are vacated should an emergency situation occur. An extension of this practice to all commercial areas where on-street space is managed is proposed. Given the availability of hydrant space, new non-hydrant taxi stands are discouraged, with the exception of late-night taxi stands. Late night taxi stands are beneficial in that they can send business patrons quickly on their way home and reduce potential social problems.</p>   |
| Removed opening line referencing valet parking as “new” and underlined inconsequential wording change | <p><b>Valet parking</b><br/> <u>*text removed*</u> Valet parking encompasses any service where a professional driver retrieves the vehicle of a customer in order to park it at an alternate location. Several policies around the operation of valet parking services on-street are <u>noted</u>.</p> <p><u>The</u> policies aim to contain the size of valet operations on a block face, identify where valet operations are appropriate, and outline the recovery of forgone revenues. If valet parking services prove popular and the number of valet parking zones proliferates, it will be necessary to establish formal protocols and procedures to oversee the valet industry.</p>   |
| Underlined inconsequential wording changes  | <p><b>Charter buses</b><br/> <u>Charter</u> bus space should <u>typically</u> only be dedicated when there is an ongoing need to provide loading for charter buses. Charter buses should seek long-stay parking in off-street locations or in on-street areas where parking is not managed.</p>  |
|   | <p><b>Accessible parking</b><br/> Dedicated accessible parking is important to ensure equal access and enjoyment of commercial areas for individuals with mobility challenges. One challenge in the context of on-street space is providing reasonable opportunities for accessible parking areas while trying to limit stagnant street space. A maximum of one per cent of commercial spaces dedicated to accessible parking is proposed (for context, as of 2011, 0.8 per cent of all priced space is designated as accessible parking). This permits some growth in dedicated accessible parking space over time.</p> <p>Locations for accessible parking may be identified by businesses or organizations in commercial areas where there is evidence of a need for designated space. It should be kept in mind that the remaining on-street space is also available for all users. In areas where demand is low, it may not be necessary to mark space as dedicated. Should there be a broader need to consider additional dedicated accessible parking spaces beyond a maximum of one per cent, a more comprehensive review of accessible parking in the context of on-street space should be undertaken.</p> <p><b>Bicycle parking</b><br/> Consideration should be given to providing bicycle parking in on-street spaces where it is not feasible to provide bicycle parking off-street, or to provide additional supply during periods of peak demand (e.g.: during street festivals). Removable racks are one option that could be used to provide bicycle parking on a temporary basis. Generally, a single auto parking space can contain 10 to 12 bicycles at once. Providing bicycle parking where it is insufficient facilitates sustainable travel options and reduces auto congestion.</p> |
| Underlined added to recognize the   | <p><b>Business activities within on-street space</b><br/> Businesses that promote and enhance pedestrian activity and the street environment are welcome to use on-street parking space <u>where feasible</u>. Examples include <u>patio</u></p>   |

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| changing nature curbside use   | <p><u>spaces</u>, food trucks and other street vendors. Appropriate permits must be obtained prior to conducting on-street business activities, and forgone parking revenues may be a consideration. Business activities that do not transact directly with walk-up customers within the on-street space should seek alternate locations to conduct business (e.g.: building loading docks) should they require additional time beyond maximum parking time limits. Examples include delivery services, repair services and mobile shredding services.</p>  |
|  | <p><b>Capacity</b></p> <p>The City recognizes that, in allocating the use of on-street space, there will be a tradeoff between parking and vehicle capacity. Generally, capacity should be maintained where integration with land use is not critical, and the movement of vehicles (auto, bus and cycle) is prioritized.</p> <p>On Urban and Neighbourhood Boulevards, it is more desirable to create an environment that fully integrates adjacent land uses and facilitates several modes of travel (with focus on pedestrians, cyclists and transit). In these areas, there will likely be short-stay parking demands for businesses next to the boulevard space. Parking also provides a buffer from vehicle traffic that can improve safety and the atmosphere of the sidewalk space. Vehicle movement, while important, is not the primary focus in Urban and Neighbourhood Boulevards. Thus, it may be reasonable to manage on-street space for parkers and other users rather than provide additional vehicle capacity. Peak period restrictions can facilitate the balancing of these objectives.</p> <p><b>Relationship with new developments</b></p> <p>Often with new developments comes the opportunity to review the management of on-street space around the development site and area. If there is significant on-street capacity, it may make sense to permit a relaxation of the development's off-street parking and/or loading requirements. This ensures that both the on-street and on-site development parking and loading space are efficiently used. However, it is important not to officially include on-street space as part of the onsite development requirements - unless the road is officially closed and becomes part of the development. The main reason is if the space is seen as belonging to the development, tenants may expect on-street space to be designated solely for their use. This will generate operational challenges and will reduce the efficiency of the on-street space. By keeping the space open to the public, it allows The City to manage the space over time to best meet the area's changing needs. The relaxation approach is a reasonable compromise to giving consideration for surrounding on-street parking capacity while maximizing flexibility into the future.</p> <p>During the construction process, it may be necessary to block off portions of the on-street space to facilitate construction. This should be minimized where possible. Where parking is managed, the on-street space should not be used to provide parking for site workers, or store materials which can be easily stored elsewhere.</p> |
| New paragraph added clarifying steps taken for new developments where managed/paid | <p><u>As an additional challenge, some newly developing commercial and mixed-use areas are planned and built with the knowledge that on-street parking will be scarce. In these settings there may be ample off-street parking to meet the areas parking needs, however on-street space remains convenient for most users and will tend to be in high demand. In these situations, it may be advantageous for The City to implement time restriction or registration-required parking pre-emptively based on projected demand from appropriate parking studies that form part of the</u></p>  |

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| <p>parking is anticipated</p>   | <p>development process. <u>With the time restrictions or 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.</u></p>   |
|   | <p><b>Policies</b></p> <p>The following policies support The City's objectives of efficient, effective parking management in commercial areas while supporting business vitality and change over time.</p> <p><b>Management of the on-street space</b></p>  |
| <p>Addition of the term "registration-required" as part of managed space</p>  | <p>1. On-street space should not be managed in commercial areas unless the area meets the criteria for time, <u>registration-required</u> and/or pricing restrictions.</p> <p>2. On-street space should be considered for management when there are currently no time or pricing restrictions in place, and parking congestion is sustained throughout one or more parking management periods within the commercial area.</p>   |
| <p>Addition of the term "registration-required" as part of managed space</p>  | <p>3. Maximum time restrictions, <u>which may be supplemented with registration-required,</u> are the first tools that should be used to manage parking when parking congestion arises.</p>   |
| <p>Removed irrelevant "DELETED (2016 June 20, Report TT2016-0341)"</p>  |   |
| <p>Underlined represents changes as a result of removing Pricing and Interface Areas Appendix and replacing with maps posted on Calgary.ca. Boundaries are adjusted per the updated policy.</p> | <p>4. <u>Maps available on Calgary.ca identify</u> the uniform pricing areas established in Calgary and which parking management periods pricing is used for in each pricing area.</p> <p>5. Pricing will be uniform across each pricing area described in <u>4</u>.</p> <p>6. <u>Boundaries between uniform pricing areas may be adjusted by Administration to help group areas of similar occupancy patterns with the objective to provide areas of similar parking availability patterns with consistent pricing and rate changes.</u></p> |
|   | <p><b>Managing short stay parking supply</b></p>  |

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| <p>New section added clarifying steps taken for new developments where managed/paid parking is anticipated</p>             | <p>7. Maximum time restrictions should be established when the average on-street occupancy of the commercial area exceeds 80 per cent in one or more parking management periods.</p> <p>a. Time restrictions should only cover the parking management periods where 80 per cent occupancy is exceeded.</p> <p><u>b. In cases deemed appropriate through the development approvals process, Administration may use time restriction or registration-required parking immediately in newly developing commercial areas if the following conditions are met:</u></p> <p>i. <u>The area is a new development in a developed or developing area, and</u></p> <p>ii. <u>High parking demand above 80 per cent occupancy is projected, supported by an appropriate parking or transportation study.</u></p> |
| <p>Provision for and identification of when longer time restrictions may be utilized</p>                                   | <p>8. A two-hour maximum time restriction should be used in general. <u>Other</u> restrictions may be used as necessary when context warrants. Restrictions less than one hour should be avoided. <u>Longer time restrictions may be utilized as described in 14 to 18.</u></p>  |
| <p>Section moved to under Policy 14 with long-stay parking</p>   |  |
| <p>Removed inconsequential parenthesis / elaborating text</p>  | <p>9. Pricing should be introduced in a commercial area when an average occupancy exceeds 80 per cent over one or more parking management periods and maximum time restrictions are already in place.</p> <p>a. Requests for the use of pricing may be identified by Administration, Council, businesses or the general public. Commercial Areas may also be analyzed for occupancy when a Residential Parking Zone is established, as this is usually an indicator of parking congestion.</p> <p>b. Administration will investigate the area in question to determine if the average occupancy exceeds 80 per cent over any parking management period.</p>  |
| <p>Removed and modified text for concision and consistency with the intent of the Policy</p>                               | <p>c. <u>*text removed*</u> Pricing will generally be considered only if the 80 per cent average occupancy is exceeded over <u>one</u> or more consecutive parking management periods.</p>   |
| <p>Updated methodology for introducing paid parking which follows the 80 per cent occupancy methodology of the Policy.</p> | <p>d. If the area is found to exceed an 80 per cent average occupancy <u>and is in the vicinity of an existing pricing area</u>, Administration will prepare a new pricing area by:</p> <p>i. <u>Communication with area BIAs, community associations or interested parties to explain the analysis and rationale for establishing a pricing area a minimum 90 days prior to the planned start date of paid parking implementation,</u></p> <p>ii. <u>Preparing a memo for Council explaining the use of pricing as a mechanism to manage parking in the commercial area of concern. This memo will be brought to</u></p>  |

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|   | <p><u>impacted Council member(s) a minimum of 30 days prior to the planned start date of paid parking for feedback prior to implementation. If endorsement for the implementation of the pricing area is not met, Policy 9.e. shall be followed. Council members may request for review time extensions a minimum 14 days prior to the proposed date for implementing the pricing area, and</u></p> <p>iii. <u>Posting a copy of the paid parking area for public viewing by parking customers will be made at the adjacent impacted curbside for a minimum of 14 days prior to pricing coming into effect.</u></p> <p>iv. <u>Once the pricing area is added to the uniform pricing area map posted on Calgary.ca, policies surrounding the pricing of on-street space will apply.</u></p>   |
| <p>Maintaining the pre-existing methodology for introducing paid parking which does not follow the 80 per cent occupancy methodology of the Policy.</p> | <p>e. <u>If the area is found to have less than an 80 per cent average occupancy and the use of pricing is desired by Administration, Council, businesses or the general public; or is not within the vicinity of an existing pricing area or outside existing days or time periods that pricing is applied, as defined for Parking Management Period, which may require additional engagement with interested parties and Council:</u></p> <p>i. Administration will identify a new pricing area based on the request or add additional parking management periods for pricing if the pricing area already exists.</p> <p>ii. Administration will communicate with area <u>BIA's, community associations or interested parties</u> on the background of establishing a pricing area or pricing new parking management periods in the commercial area.</p> <p>iii. Administration <u>*text removed*</u> present a report to <u>Council</u> explaining the use of pricing in the commercial area of concern. The report will also outline which parking management periods will be initially priced or added. Council will be asked for a decision to proceed on the recommendation.</p> <p>iv. Once the <u>report</u> is adopted, and the pricing area added to the uniform pricing area map posted on Calgary.ca, policies surrounding the pricing of on-street space will apply. <u>Posting a copy of the paid parking area for public viewing by parking customers will be made at the adjacent impacted curbside for a minimum 14 days prior to pricing coming into effect.</u></p> <p>v. If the amendment is not adopted, Administration will not analyze the area for pricing for the subsequent three-year period unless there are substantial changes to the parking supply and/or demand in the area.</p> |
| <p>Formalizing and identifying minimum pricing and authority</p>  | <p>f. The initial price per hour for the on-street space should take into consideration comparable pricing for off-street parking facilities in the broader area <u>and be no less than the minimum price in 9.g.</u></p> <p>g. <u>The minimum price is \$1.00 per hour. The minimum price may be reviewed annually for increase in consideration of and up to inflation from the prior minimum price increase as applicable. A minimum price supports keeping operating costs low with respect to costs of removing and reimplementing applicable signage infrastructure.</u></p> <p><u>10. Council authorizes the Traffic Engineer to set on-street parking prices based on these policies.</u></p>  |

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| Underlined modified for consistent use of 80 per cent in for occupancy review                         | 11. Once a pricing area has been established, the price of parking should be based on achieving <u>80</u> per cent occupancy sustained over a parking management period.  |
| Removed Pricing and Interface Areas Appendix reference  | a. The occupancy shall be determined over the entire pricing area.  |
| Introduction of mechanism to allow for quarterly pricing adjustments based on seasonal demand changes | <p>b. Prices should be reviewed annually <u>with analysis periods for which pricing applies being broken down quarterly (3-month analysis periods) from prior year's information.</u></p> <p>i. <u>prices may be adjusted for the first day of January, April, July and October.</u></p> <p>ii. <u>the quarterly price adjustments are based on the respective previous year's quarter's occupancy and where applicable may consider the prior quarter's occupancy where recent changes in the area may be better reflected by the prior quarter's data than the same quarter of the prior year.</u></p> <p>c. Prices for each parking management period will be adjusted as follows <u>but not be lower than the minimum price:</u></p> <p>i. If occupancy is greater than or equal to 80 per cent, the price shall be increased by a \$0.25 per hour increment for the <u>analyzed quarter.</u></p> <p>ii. If the occupancy is less than or equal to 50 per cent, the price shall be decreased by a \$0.25 per hour increment for the <u>analyzed quarter.</u></p> <p>iii. If the occupancy is between 50 and 80 per cent, the price will remain the same for the <u>analyzed quarter.</u></p>  |
| Identification of procedures for when priced parking is removed                                       | <p>d. <u>If the minimum pricing in 9.g has been reached and parking occupancy is below 50 per cent continuously over eight consecutive review periods, Administration will consider removing pricing during some or all periods. Where adjacent land use or off-street parking has high long-stay parking utilization, long stay parking may be considered per long-stay price policy (14).</u></p> <p>i. <u>After pricing is removed, pricing will not be reintroduced in the area until after eight consecutive review periods and 80 per cent occupancy is achieved over one or more parking management periods. This period of reviewing and maintaining the parking over the eight consecutive review periods helps to ensure that priced parking is not immediately reintroduced after pricing is removed and to reduce operating costs of removing and reimplementing applicable infrastructure.</u></p> <p>ii. <u>Registration-required parking may be implemented, following the removal of pricing, to assist with continual monitoring of parking occupancy over at least eight consecutive review periods; after which, the implementation of time restricted parking or removal of managed parking practices may be applied based on the policies outlined in this document.</u></p> |

Underlined modified for consistent use of 80 per cent in for occupancy review; introduction of promotional pricing for areas of low occupancy.

Identification on the authority and use of registration-required parking

Section moved from Policy 8 short-stay parking

12. Staggered or progressive pricing mechanisms may be used to facilitate shorter stay parking events so long as 80 per cent occupancy is generally maintained. Promotional pricing may be considered in areas of significantly low occupancy. Promotional pricing may be removed when 50 per cent occupancy is realized.

13. Registration-required parking may be used in areas deemed-appropriate by the Traffic Engineer to supplement time restricted parking.

a. In registration-required areas, parkers are required to register their parking session, however no payment is required.

b. Registration-required may be utilized as a tool to provide 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.

#### **Managing long-stay parking supply**

14. Areas that have been previously designated long-stay on-street parking areas will remain until demand for short-stay parking increases. When demand increases, long-stay zones will be changed to short-stay following the procedures below. Notwithstanding, it may be desirable to maintain long stay parking in some areas based on area context.

a. Maximum time restrictions longer than four hours may be considered in existing short-stay pricing zones on an interim basis for blocks which occupancy is consistently less than 35 per cent.

i. No more than roughly 75 per cent of the blocks in the pricing zone should have time restrictions greater than four hours to ensure some availability of short-stay parking.

ii. Blocks with longer maximum time restrictions may be removed if the occupancy of blocks with short-stay maximums exceeds 80 per cent.

iii. The short-stay hourly parking price would apply for the first four hours.

iv. Transactions longer than four hours would not be considered in calculating occupancy over each short-stay parking management period in the pricing zone as to not skew short-stay prices.

v. Long-stay premiums will be added to transactions longer than four hours.

vi. Long-stay premium amounts may vary at different times of day depending on long-stay parking demand.

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| Removed redundant text   | <p>vii. <u>The initial long-stay premiums for the pricing zone should be established by considering surrounding off-street parking rates.</u></p> <p>viii. <u>Long-stay premiums may be adjusted quarterly based on a combination of the occupancy of long-stay parkers, similar to the short-stay price policy (11) as well as giving consideration to surrounding off-street parking rates.</u></p> <p>15. Generally, long-stay parking will be located adjacent to uses with <u>low</u> short-stay parking demand within the commercial area (e.g.: vacant lands, warehouses, etc. at the discretion of the Traffic Engineer).</p> <p>16. For areas identified in (14), daily pricing may be introduced to alleviate parking congestion.<br/><u>*text removed*</u></p> |
|  | <p>17. The impacts of introducing pricing on surrounding residential areas must be considered. Generally, charging is preferred as long as there are no significant impacts on surrounding residential areas.</p> <p>18. Where demand is sufficient, long-stay parking for bicycles, motorcycles and scooters may be designated in areas where there is short-stay parking.</p>   |
| Removal of text to not contradict other policies in this document.           | <p><del>17. When short-stay demand in an area exceeds 80 per cent and long-stay parking is available in the commercial area, area businesses/groups may propose to The City as to whether the preference is to increase the pricing of parking in the short-stay area or convert long-stay space to short-stay space to increase the short-stay parking supply.</del></p>   |
|  | <p><b>Loading</b></p> <p>19. In areas where parking is managed, loading zones should, generally, make up no more than 10 per cent of the managed on-street space.</p> <p>20. On-Street loading zones will not be provided in commercial areas where all loading activities including goods and people are already accommodated on-site.</p> <p>21. There should not be more than one loading zone per block face in commercial areas.</p> <p>22. On-street loading zones will not be for the exclusive use of any one business <u>or user.</u></p>  |
| Underlined inconsequential wording changes                                   | <p>23. Loading zones <u>that</u> have fewer than an average of five users per day <u>should be removed.</u></p> <p>24. Time restrictions and pricing may be used to ensure that loading spaces <u>see turnover</u> and are not monopolized <u>by one user or business.</u></p>  |
| Clarification on pricing, registration-required and commercial loading zones | <p>a. Pricing of loading zones <u>may be implemented in areas where on-street parking is priced and can be based on the area's long-stay premiums to reflect industry practice to further promote turnover.</u></p> <p>b. <u>Registration-required loading zones are permitted city-wide.</u></p>   |



25. Loading zones may be designated for commercial use only if warranted by context.

26. Registration-required loading may be used in areas deemed-appropriate by the Traffic Engineer.

a. In registration-required areas, users are required to register their loading session, however no payment is required.

b. Registration-required may be utilized as a tool to provide 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.

### **Valet parking**

27. The City will permit businesses to offer valet parking services using the on-street space so long as it can be demonstrated that other on-street users are not significantly impacted.

28. There should not be more than one dedicated valet service area per block face.

29. Dedicated valet services should not make up more than one per cent of the managed on-street space in a commercial area.

30. There should not be both a valet parking and a loading zone on a single block face.

31. Dedicated valet space will be limited to a maximum of four consecutive parking spaces.

32. Where possible, valet space should be located in under-utilized areas of the on-street space.

33. All associated components with a valet operation should be contained within the building or business offering the valet service. Booths, pedestals and signage should not be located on the sidewalk as to maintain pedestrian flow. Any requests otherwise will be subject to appropriate development approvals.

34. The businesses using the dedicated valet space will be charged the maximum hourly parking price (or \$1/hr when parking is not charged for) for each hour that the space is not available for general parking to cover the revenues from the displaced parking.

35. Customer vehicles may not be parked on on-street space and must be located at an off-street parking facility.

36. If the dedicated valet service space achieves one per cent of the managed on-street space, The City should initiate a broader review of the valet industry, including, but not limited to:

a. Establishing a department or agency to oversee valet operations and regulations.

b. Establishing service standards for valet operators.

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| <p>Underlined added to recognize the changing nature curbside use such as patios; Underlined inconsequential wording changes</p> | <p><b>Parking, loading and <u>curbside use for special users and uses</u></b></p> <p>37. Accessible parking zones should be limited to a maximum of two consecutive spaces per block face. The total number of accessible parking spaces in a parking area should not exceed one per cent. Accessible parkers are subject to the same time and price restrictions as non-accessible parkers.</p> <p>38. Fire hydrant locations are preferred for taxis. New taxi locations outside of fire hydrant locations should be discouraged with the exception of late-night taxi stands.</p> <p>39. Dedicated loading zones for charter buses may be established at the discretion of the Traffic Engineer but should not exceed 0.5 per cent of the managed curb space. Charter bus loading zones should have a maximum time limit of one hour. On-street space should not be used for charter bus parking. If charter buses need long-stay parking they should seek it in off-street locations or on-street locations where curb space is not managed.</p> <p>40. Special zones designated for specific users not covered previously may be established at the discretion of the Traffic Engineer. Generally, the expectation is that these zones are on a case-by-case basis and make up less than 0.5 per cent of the total managed street space:</p> <p>a. Carshare parking special zones except as outlined in section 4.1.6.</p> <p>41. Residential Parking Zones will not be used in commercial areas <u>except as outlined in section 4.1.3.</u></p> <p>42. Business activities, <u>such as patio spaces, food trucks and other street vendors,</u> in on-street space are welcome so long as the business activity directly enhances the street vibrancy and appropriate permits are obtained. Business activities that do not interact directly with the on-street environment should be located in off-street locations.</p> |
| <p>Updating terminology for consistency with Calgary Transportation Plan</p>   | <p><b>Capacity</b></p> <p>43. The use of on-street space may be restricted to provide adequate capacity for autos, transit and cyclists:</p> <p>a. On skeletal and arterial roads (as defined in the Calgary Transportation Plan).</p> <p>b. At approaches to intersections.</p> <p>c. On primary transit routes.</p> <p>d. On the <u>Always Available for All Ages and Abilities (5A) Network</u> bike routes identified as part of the <u>Calgary Transportation Plan.</u></p> <p>44. Converting existing on-street capacity to parking may be considered:</p> <p>a. On neighbourhood boulevards.</p>  |

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| <p>Simplification of language to on-street parking<br/>Clarifying community association</p> <p>Updated with changes to Policy 9</p> | <p>b. On urban boulevards and parkways, so long as traffic, transit and cycling movements, as well as safety, are not significantly impacted or reasonable alternatives are available.</p> <p>45. Peak period parking restrictions should be used when capacity is only required during peak travel times.</p> <p><b>On-street parking in the context of new development</b></p> <p>46. On-street parking and loading surrounding commercial uses may be considered in the provision of new developments or uses. If there is sufficient on-street capacity, parking and loading relaxations may be considered for commercial uses. However, it is important to note that the on-street parking and loading areas will not become part of the commercial establishment's exclusive parking – it will remain public and fully accessible to all users.</p> <p>47. Construction activities should aim to minimize the amount of curb space needed during construction. Curb space should not be used exclusively for parking vehicles belonging to site workers or for storage of materials that may be easily stored elsewhere.</p> <p><b>Engagement</b></p> <p>48. The City will make available to the public, on an annual basis, the analysis of parking data used to determine price changes <u>for on-street parking</u>.</p> <p>49. The City will communicate directly with BIAs, <u>community association</u> and local businesses to inform them when changes to the on-street space are planned in accordance with the policies in the Calgary Parking Policies.</p> <p>50. <u>Interested parties will be engaged when new pricing areas are warranted</u>.</p> |
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**Updates to Interface Areas (Section 4.1.3)**

Updates to this section support the proposed commercial area parking policy updates.

| Notes | Proposed Amendments for Approval   |
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|       | <p><b>4.1.3 INTERFACE AREAS</b></p> <p>Calgary's parking policies have typically provided for either a commercial-based or a residential-based parking management tool. However, many communities have significant commercial and residential uses that are closely intertwined. These can come in a variety of forms such as:</p> <ul style="list-style-type: none"> <li>• Areas with many mixed-use buildings,</li> <li>• Main Street areas with a predominantly commercial main street but predominantly residential side streets, and</li> <li>• Activity Centre areas with a predominantly commercial core that transition to higher-density and then lower-density residential buildings.</li> </ul> <p>Use of on-street parking is impacted by both commercial and residential properties and can vary significantly based on the individual businesses or dwelling types. Commercial and residential parkers also have different travel patterns that require different levels of parking throughout the day.</p> <p>The City recognizes that in interface areas neither residential or commercial policy will completely address parking concerns. It is important in these situations to have policy in place that treats mixed-use areas in a way that reflects the transitional and mixed-demand nature of their parking needs.</p> <p>Interface areas use appropriate policies from both the residential and commercial areas to allow for a more efficient parking solution that meets needs from both user groups.</p> <p><b><i>Relationship between commercial and residential properties</i></b><br/>If only residential and commercial policies are applied, interface areas do not incentivize efficiency. Where there is paid on-street parking, there is an incentive for people visiting both homes and businesses to park in free areas first. This can lead to a situation where on-street residential parking is highly congested, but on-street commercial parking is underused, even when it is more convenient. Where commercial areas are unpaid, the opposite can occur where residential parkers may monopolize spaces intended for short-term visits to businesses.</p> <p>By overlapping policy in interface areas, parking can be made more convenient for both user groups, providing more commercial parking during business hours, providing more residential access during evenings and weekends, and removing incentives to cruise for parking instead using space that is more convenient and available.</p> <p><b><i>Policies</i></b><br/>The following policies support the efficient use of street space by providing benefits to businesses, residents and their visitors.</p> <p>Establishing interface areas</p> |

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|  | <ol style="list-style-type: none"> <li>1. In interface areas, commercial policies and residential policies in this document may coexist, subject to the additional policies of this section.</li> <li>2. Interface areas are permissible when located in one or more of the following regions: <ol style="list-style-type: none"> <li>a. Within any Urban Main Street, Neighbourhood Main Street, Major Activity Centre or Community Activity Centre in the Municipal Development Plan and Calgary Transportation Plan, or within 250m these areas, or</li> </ol> </li> </ol>  |
| Removed Pricing and Interface Areas Appendix reference; Underlined inconsequential wording changes | <ol style="list-style-type: none"> <li> <ol style="list-style-type: none"> <li>b. Within <u>an existing pricing area identified in Appendix 4 or a new pricing area developed with the procedures outlined in this policy.</u></li> </ol> </li> <li>3. When residential areas are located within a pricing area <del>identified in Appendix 4</del> an interface area exists, and the policies of this section shall apply.</li> </ol>   |
| Updating process to reflect updates to commercial areas  | <ol style="list-style-type: none"> <li>4. When residential areas are located within a permissible area in Policy (2) but not within a pricing area <del>identified in Appendix 4</del>, a new interface area may be established using the following process: <ol style="list-style-type: none"> <li>a. <u>Engaging with area interested parties</u> to explain the analysis and rationale for establishing an interface area.</li> <li>b. <u>Preparing a memo for impacted Council member(s) explaining the new proposed interface area. This memo will be brought to impacted Council member(s) a minimum of 30 days prior to the planned start date of interface area for feedback prior to implementation. Council members may request for review time extensions a minimum 14 day prior to the proposed date for implemented the interface area.</u></li> <li>c. <u>Posting a copy of the interface area for public viewing by parking customers at the adjacent impacted curbside for a minimum of 14 days prior to the interface area coming into effect.</u></li> </ol> </li> </ol> |
|  | <ol style="list-style-type: none"> <li>5. Requests for the use of an interface area may be identified by Administration, Council, businesses <del>(or their representatives)</del> or the general public.</li> <li>6. Where an area permissible in (2) but does not have either on-street paid parking, or a residential parking zone, the area will continue to be governed solely by the commercial or residential policy sections of this document. In this case a paid parking area and/or a RPZ should be pursued first.</li> </ol>   |
| Removed Pricing and Interface Areas Appendix reference   | <ol style="list-style-type: none"> <li>7. <u>Maps available on Calgary.ca identify where interface areas may exist where (a) commercial parking zones overlap with any Urban Main Street, Neighbourhood Main Street, Major Activity Centre or Community Activity Centre in the Municipal Development Plan and Calgary Transportation Plan, or within 250m these areas or (b) residential and commercial parking zones overlap.</u></li> </ol>  |
|  | <p><b>Management of the on-street space in interface areas</b></p> <ol style="list-style-type: none"> <li>8. Where an interface zone exists, residential zones may be priced for short-term or long-term parkers.</li> <li>9. When on-street parking is priced within an interface area, residential permit holders may be exempted from certain conditions, namely on-street hourly payment and maximum time restrictions.</li> </ol>   |

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|  | <p>10. For paid parking adjacent to permit-eligible residential properties:</p> <ul style="list-style-type: none"> <li>d. Parking restrictions will exempt residential permit holders from required payment and maximum time restrictions.</li> <li>e. Maximum time restrictions longer than four hours (long-stay) may be considered.</li> </ul> <p>11. For paid parking adjacent to commercial properties:</p> <ul style="list-style-type: none"> <li>f. Parking restrictions will not exempt residential permit holders and remain priced for all users.</li> </ul> <p>12. Administration will attempt to keep signage uniform on a block as is practicable given policies (10) and (11).</p> <p>13. Residential permit holders must adhere to all other parking regulations and restrictions.</p> <p>14. Notwithstanding these policies, other restrictions that allow for accessible parking stalls, loading zones, taxi zones, bus zones, and other such limited uses shall continue to be permitted.</p> |
| Underlined inconsequential wording changes | <p><b>Managing parking supply</b></p> <p>15. On-street space shall be priced in accordance with the commercial policies of section 4.1.2.</p> <p>16. Prices shall be uniform across the interface and commercial area.</p> <p>17. For the purposes of establishing the price of parking, the process in policy (11) of section 4.1.2 will be used.</p>  |

### Consequential and Minor Housekeeping Updates to Support New Policy Sections

Updates to this section are housekeeping amendments required to support the additional and revised policies.

| Section to Update                                  | Proposed Amendments for Approval  |
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| Cover Page   | <ul style="list-style-type: none"> <li>1. Update cover photo</li> <li>2. Deleting the words "Transportation Department"</li> </ul>  |
| Table of Contents                                  | <ul style="list-style-type: none"> <li>3. Appendix 1 removed "Appendix 1 – Pricing and Interface Areas"</li> </ul>  |
| 5.1.3 History of the Downtown Parking Strategy     | <ul style="list-style-type: none"> <li>4. In the line "Through stakeholder engagement and analysis of the four scenarios, Administration developed a hybrid recommended scenario which was based on the following considerations:", deleting the word "stakeholder" and substituting "interested party".</li> </ul> |
| 5.1.6 Downtown Short-Stay Vehicle Parking Strategy | <ul style="list-style-type: none"> <li>5. In opening paragraph, deleting the word "stakeholders" and substituting "interested parties".</li> </ul>  |
| Appendix 1   | <ul style="list-style-type: none"> <li>6. Removed "Appendix 1 – Pricing and Interface Areas"</li> </ul>   |
| All  | <ul style="list-style-type: none"> <li>7. Page numbers updated throughout document</li> </ul>   |