

Calgary Parking Policies – Commercial Areas Update

Amendments for Approval

Proposed Calgary Parking Policies Document Amendments

Proposed Wording to Calgary Parking Policies document (Schedule 1), Policy Number CP2021-04.

The Calgary Parking Policies document, as amended, is hereby further amended:

1. Cover page is amended by:
 - a. deleting existing cover photo and substituting with a new cover photo; and
 - b. deleting the words “Transportation Department”.
2. “Contents” section is amended by:
 - a. consequential updates to page numbers;
 - b. removal of “Appendix 1 Pricing and interface areas”; and
 - c. deleting the words “Appendix 2” and substituting “Appendix 1”.
3. Section 1. “Executive summary” is amended by deleting the section in its entirety and substituting in its place:

“

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.

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.

Calgary Parking Policies is broken into a number of 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.

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.

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.”

4. Section 4.1 “ON-STREET PARKING MANAGEMENT POLICIES”, “Definitions” is amended by:

- a. In the opening paragraph, deleting the word “stakeholder” and substituting “interested parties”;
 - b. for the definition of “Managed”, adding the words “registration-required,” after the words “On-street space is regulated by signage to establish maximum time limits for parking,”;
 - c. for the definition of “Parking Management Period”, adding the words “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:
 - Weekdays: 7:00 or 9:00 – 11:00; 11:00 – 13:30; 13:30 – 15:30; 15:30 – 18:00.
 - Saturdays: 9:00 – 18:00.”after the words “A designated portion of time in a day in which parking time restrictions and/or prices apply.”;
 - d. adding the a definition for “Registration-Required” after the definition for “Pricing area” with “Registration-required Parking – An area of parking where users are required to register their parking session, however no payment is required.”
5. Section 4.1.2 “COMMERCIAL AREAS” is amended by deleting the section in its entirety and substituting in its place:

“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. As development norms change over time, this relationship will continue to evolve. In the downtown, on-street and underground parking serve both retail businesses and office clientele.

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.

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.

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

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.

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.

Non-parking street uses may be appropriate in some settings to add vibrancy and retail opportunities to the public realm. 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.

Residential visitors 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.

Business employees 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.

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. In these cases, interface parking may be applicable.

Area residents 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 that are adjacent to residential areas rather than in commercial areas.

Turnover, occupancy and the use of time restrictions and pricing

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.

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. 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. 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.

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 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 80 per cent occupancy.

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. 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.

If time restrictions are not enough to achieve 80 per cent occupancy, pricing is the next tool to be applied. Again, the objective is to promote turnover and maintain 80 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 and may introduce pricing following Council-approved policies and methodology. Commercial areas will be monitored and pricing incrementally adjusted to ensure the 80 per cent occupancy goal is achieved. Once pricing is established as a tool, prices should be adjusted, based on collected data, to maintain 80 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.

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 80 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.

Parking for specific user groups

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 specified users to exclusively use on-street space at his/her discretion.

Carshare parking

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.

Taxis

In 2011, 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.

Valet parking

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 noted.

The 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.

Charter buses

Charter bus space should typically 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.

Accessible parking

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.

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.

Bicycle parking

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.

Business activities within on-street space

Businesses that promote and enhance pedestrian activity and the street environment are welcome to use on-street parking space where feasible. Examples include patio spaces, 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.

Capacity

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.

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.

Relationship with new developments

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.

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.

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 development process. 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.

Policies

The following policies support The City's objectives of efficient, effective parking management in commercial areas while supporting business vitality and change over time.

Management of the on-street space

1. On-street space should not be managed in commercial areas unless the area meets the criteria for time, registration-required and/or pricing restrictions.

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.

3. Maximum time restrictions, which may be supplemented with registration-required, are the first tools that should be used to manage parking when parking congestion arises.

4. Maps available on Calgary.ca identify the uniform pricing areas established in Calgary and which parking management periods pricing is used for in each pricing area.

5. Pricing will be uniform across each pricing area described in 4.

6. 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.

Managing short stay parking supply

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.

a. Time restrictions should only cover the parking management periods where 80 per cent occupancy is exceeded.

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:

i. The area is a new development in a developed or developing area, and

ii. High parking demand above 80 per cent occupancy is projected, supported by an appropriate parking or transportation study.

8. A two-hour maximum time restriction should be used in general. Other restrictions may be used as necessary when context warrants. Restrictions less than one hour should be avoided. Longer time restrictions may be utilized as described in 14 to 18.

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.

- 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.
- b. Administration will investigate the area in question to determine if the average occupancy exceeds 80 per cent over any parking management period.
- c. Pricing will generally be considered only if the 80 per cent average occupancy is exceeded over one or more consecutive parking management periods.
- d. If the area is found to exceed an 80 per cent average occupancy and is in the vicinity of an existing pricing area, Administration will prepare a new pricing area by:
 - i. Communication with area BIAs, community associations or interested parties to explain the analysis and rationale for establishing a pricing area a minimum of 90 days prior to the planned start date of paid parking implementation,
 - ii. 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 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 within the 30 day period as required, and
 - iii. 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 of 72 hours prior to pricing coming into effect.
 - iv. 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.
- e. 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:
 - 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.
 - ii. Administration will communicate with area BIAs, community associations or interested parties on the background of establishing a pricing area or pricing new parking management periods in the commercial area.

iii. Administration will present a report to Council 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.

iv. Once the report 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. 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.

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.

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 and be no less than the minimum price in 9.g.

g. 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.

10. Council authorizes the Traffic Engineer to set on-street parking prices based on these policies.

11. Once a pricing area has been established, the price of parking should be based on achieving 80 per cent occupancy sustained over a parking management period.

a. The occupancy shall be determined over the entire pricing area.

b. Prices should be reviewed annually with analysis periods for which pricing applies being broken down quarterly (3-month analysis periods) from prior year's information.

i. prices may be adjusted for the first day of January, April, July and October.

ii. 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.

c. Prices for each parking management period will be adjusted as follows but not be lower than the minimum price:

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 analyzed quarter.

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 analyzed quarter.

iii. If the occupancy is between 50 and 80 per cent, the price will remain the same for the analyzed quarter.

d. If the minimum pricing in 9.g has been reached and 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).

i. 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.

ii. 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.

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.

vii. The initial long-stay premiums for the pricing zone should be established by considering surrounding off-street parking rates.

viii. 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.

15. Generally, long-stay parking will be located adjacent to uses with low short-stay parking demand within the commercial area (e.g.: vacant lands, warehouses, etc. at the discretion of the Traffic Engineer).

16. For areas identified in (14), daily pricing may be introduced to alleviate parking congestion.

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.

18. Where demand is sufficient, long-stay parking for bicycles, motorcycles and scooters may be designated in areas where there is short-stay parking.

Loading

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.
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.
21. There should not be more than one loading zone per block face in commercial areas.
22. On-street loading zones will not be for the exclusive use of any one business or user.
23. Loading zones that have fewer than an average of five users per day should be removed.
24. Time restrictions and pricing may be used to ensure that loading spaces see turnover and are not monopolized by one user or business.
 - a. Pricing of loading zones 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.
 - b. Registration-required loading zones are permitted city-wide.
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.

Parking, loading and curbside use for special users and uses

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.

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.

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.

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:

a. Carshare parking special zones are addressed in section 4.1.6.

41. Residential Parking Zones will not be used in commercial areas except as outlined in section 4.1.3.

42. Business activities, such as patio spaces, food trucks and other street vendors, 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.

Capacity

43. The use of on-street space may be restricted to provide adequate capacity for autos, transit and cyclists:

a. On skeletal and arterial roads (as defined in the Calgary Transportation Plan).

b. At approaches to intersections.

c. On primary transit routes.

d. On the Always Available for All Ages and Abilities (5A) Network bike routes identified as part of the Calgary Transportation Plan.

44. Converting existing on-street capacity to parking may be considered:

a. On neighbourhood boulevards.

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.

45. Peak period parking restrictions should be used when capacity is only required during peak travel times.

On-street parking in the context of new development

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.

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.

Engagement

48. The City will make available to the public, on an annual basis, the analysis of parking data used to determine price changes for on-street parking.

49. The City will communicate directly with BIAs, community association 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.

50. Interested parties will be engaged when new pricing areas are warranted.”

6. Section 4.1.3 “INTERFACE AREAS” is amended by deleting the section in its entirety and substituting in its place:

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:

- Areas with many mixed-use buildings.
- Main street areas with a predominantly commercial main street but predominantly residential side streets.
- Activity centre areas with a predominantly commercial core that transitions to higher-density and then lower-density residential buildings.

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.

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.

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.

Relationship between commercial and residential properties

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.

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.

Policies

The following policies support the efficient use of street space by providing benefits to businesses, residents and their visitors.

Establishing interface areas

1. In interface areas, commercial policies and residential policies in this document may coexist, subject to the additional policies of this section.
2. Interface areas are permissible when located in one or more of the following regions:
 - 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
 - b. Within an existing pricing area or a new pricing area developed with the procedures outlined in this policy.
3. When residential areas are located within a pricing area, an interface area exists, and the policies of this section shall apply.
4. When residential areas are located within a permissible area in Policy (2) but not within a pricing area, a new interface area may be established using the following process:
 - a. If an interface area is desirable, Administration will prepare a new interface area by:
 - b. Engaging with area interested parties to explain the analysis and rationale for establishing an interface area.
 - c. 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.

c. 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.

5. Requests for the use of an interface area may be identified by Administration, Council, businesses or the general public.

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.

7. 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.

Management of the on-street space in interface areas

8. Where an interface zone exists, residential zones may be priced for short-term or long-term parkers.

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.

10. For paid parking adjacent to permit-eligible residential properties:

a. Parking restrictions will exempt residential permit holders from required payment and maximum time restrictions.

b. Maximum time restrictions longer than four hours (long-stay) may be considered.

11. For paid parking adjacent to commercial properties:

a. Parking restrictions will not exempt residential permit holders and remain priced for all users.

12. Administration will attempt to keep signage uniform on a block as is practicable given policies (10) and (11).

13. Residential permit holders must adhere to all other parking regulations and restrictions.

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.

Managing parking supply

15. On-street space shall be priced in accordance with the commercial policies of section 4.1.2.

16. Prices shall be uniform across the interface and commercial area.

17. For the purposes of establishing the price of parking, the process in policy (11) of section 4.1.2 will be used.

7. Section 5.1.3 "HISTORY OF THE DOWNTOWN PARKING STRATEGY" is amended by:

- a. 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”.
8. Section 5.1.6 “DOWNTOWN SHORT-STAY VEHICLE PARKING STRATEGY” is amended by:
 - a. In opening paragraph, deleting the word “stakeholders” and substituting “interested parties”.
9. deleting “Appendix 1 – Pricing and Interface Areas” and its contents in its entirety.
10. deleting the words “Appendix 2” and substituting “Appendix 1” for the appendix existing contents of “Parking reduction fee per stall for Downtown Parking Policy” appendix section.
11. Consequential page number updates throughout document.