

## **PARKING MANAGEMENT ZONE CHANGES**

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### **EXECUTIVE SUMMARY**

This report recommends amending A Parking Policy Framework for Calgary to revise the threshold for introducing new paid parking zones and parking management (time) periods, introducing paid parking in select zones downtown in the AM, and an extension of the Inglewood pricing zone.

When the Commercial On-Street Parking Policies were developed, it was found that there is a practical upper limit in the mid-90% where parking is at its capacity. The introduction of new paid parking zones limit is a 90% threshold. A change to an 80% threshold for the creation of new zones is proposed.

Administration has also identified several pricing areas where occupancies of 80% or greater are currently observed that are recommended for paid parking. New paid parking will be introduced in two locations in Inglewood (8 AV SE west of 12 ST SE, and 10 AV SE between 10 ST SE and 11 ST SE) from 9:00 am to 6:00 pm, Monday through Saturday.

Several zones in central Downtown have also been found to exceed the 80% threshold early in the morning. Paid parking will be extended in these zones so that pricing will be extended to start at 7:00 am on Monday through Friday, instead of starting at 9:00 am.

The Calgary Downtown Association, Inglewood Community Association and Inglewood BRZ have been engaged on the above changes. The CDA is not in support of recommendation 1b; the Inglewood CA and BRZ are aware of the changes as they are part of the parking pilot projects being undertaken in the area.

### **ADMINISTRATION RECOMMENDATIONS**

That the SPC on Transportation and Transit recommend that Council

1. Amend Council Policy TP017 "A Parking Policy Framework for Calgary" as follows:
  - a. Amend the policies in section 5 with those in Attachment 1 to reflect an 80% threshold for introducing paid parking.
  - b. Replace the map for Zone 4 in Appendix 1 with the revised maps in Attachment 2 to reflect changes to the AM parking management period in Downtown zones 4a, 4c and 4d.
  - c. Replace the map for Zone 20 in Appendix 1 with the revised map in Attachment 3 to reflect additional parking areas in Inglewood.
2. Implement the changes in recommendations 1b and 1c for 2016 August 1.

### **RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2016 MAY 18:**

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That the Administration Recommendations contained in Report TT2016-0341 be approved.

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### Opposition to Recommendations:

Recommendation 1b  
Opposed: S. Chu

### **BACKGROUND**

Council approved the Commercial On-Street Parking Policies to form part of “A Parking Policy Framework for Calgary” Council Policy TP017 at the 2013 May 27 Regular Meeting of Council. The main objectives of these policies are to:

- Promote Efficiency
- Set Expectations and Reduce Uncertainty
- Ensure Fairness
- Ensure Consistency
- Provide Predictability
- Provide Transparency

Section 5.1.2 of the Parking Policy Framework includes policies guiding the creation of new paid parking areas and charging for parking in new time periods (defined as “parking management periods”) in commercial areas. This would be the first time new paid parking periods would be introduced since the policy framework was adopted.

### **INVESTIGATION: OPTIONS AND ANALYSIS**

#### Recommended Policy Changes

When the Commercial On-Street Parking Policies were first developed, it was determined that while an 85% overall target was desirable as a threshold for parking congestion (that would require action to be taken), 80% was a realistic threshold given that there are some practical circumstances where parking congestion is occurring but not able to achieve a 100% occupancy (examples would be vehicles not parking closely together, vehicle mix, etc). The 90% threshold for introducing new paid parking areas and times was not modified initially to reflect this practical limit. Attachment 1 provides amendments that would allow The City to introduce pricing to mitigate parking congestion in areas that exceed the 80% threshold.

Also in Attachment 1 is an amendment to remove policy 4 in section 5.1.2. Currently, the parking management period times are identified explicitly in the policy. The proposed 07:00 to 11:00 am period is not identified in this list. Removing this policy would give flexibility to allow parking management periods to be solely identified in the Appendix for each pricing area and for these periods to be different in different locations.

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### Recommended Changes to Zones 4a, 4c and 4d (Downtown)

Attachment 2 identifies the proposed changes to zones 4a, 4c and 4d in the Downtown Core. Occupancy levels in the central business district between 7:00 am and 9:00 am were observed over multiple days in October and November of 2015 as follows

<b>Pricing Zone</b>	<b>Average Observed Occupancy – Fall 2015 (7-9 am)</b>	<b>Average Observed Occupancy, 2015 (9-11 am)</b>
2	66.5%	56.3%
3	48.1%	69.7%
4a	94.8%	72.0%
4b	64.2%	89.1%
4c	83.8%	76.6%
4d	100%	100%
5	75.6%	73.3%
6	36.3%	69.5%
7	54.1%	57.6%

The observed data indicates that the occupancy levels are over the 80% between 7:00 am and 9:00 am in three pricing zones (4a, 4c and 4d). The remaining pricing areas occupancy levels between 7:00 am and 9:00 am did not exceed the policy threshold will be monitored on an ongoing basis.

In order to minimize confusion with the new parking management period, the ParkPlus machines will automatically take into account the extension of the first parking management period. Policy 9.d.vi in section 5.1.2 states that “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, but be no less than \$1 / hour in the identified parking management period.” For the proposed change, an extension of the current price into the 7 am – 9 am period is recommended to align with these objectives. Current prices are \$4.50 per hour in zone 4a, \$4.75 per hour in zone 4d and \$5.00 per hour in zone 4c.

### Recommended Changes to Zone 20 (Inglewood)

The CPA has also collected occupancy data regarding the expansion of the commercial pricing zone in Inglewood. Data was collected over multiple days, both weekdays and weekends, to determine the average occupancy. The occupancy level for the proposed zones was found to be over 80% in two locations: 8 AV SE west of 12 ST SE, and 10 AV SE between 10 ST SE and 11 ST SE. Attachment 3 provides the revised map for zone 20 that adds these areas into the Inglewood pricing zone boundary. The existing price and time periods for the Inglewood parking zone would be carried over to these new locations. As part of the Inglewood Parking Pilot project, utilization of the new paid parking zones will be evaluated along with other parking changes in the area to determine the final parking solutions.

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While introducing charging in any time period or area is not popular, the intent of the policy is to make parking space available for those who are seeking to park in these areas at these times and visit local businesses. The result of these changes will be to

- Encourage people to park in less congested areas, access off-street parking, or come at less congested times
- Encourage people to consider alternate travel options. This is particularly relevant for the Downtown AM charges, as some parkers may be taking advantage of free parking in the early part of the day to avoid paying parking charges. This can also have positive impacts on reducing peak congestion, particularly by reducing 'cruising' for available on-street parking stalls.
- Spaces will be made available for those who want to come park at these times and are currently unable to find street parking

### **Stakeholder Engagement, Research and Communication**

Administration has contacted the Calgary Downtown Association regarding the extension of the morning parking management period from 9:00 am to 11:00 am to 7:00 am to 11:00 am in pricing zones 4a, 4c, and 4d. The CDA is not supportive of the morning paid parking extension, citing this as a time of day that is popular for early morning breakfast meetings, and that this activity may be curtailed if the charges are introduced. However, these parking areas are currently at capacity and it would be difficult for this activity to grow if pricing is not used to provide parking capacity.

Administration has met with representatives from the Inglewood community several times regarding expanding the Inglewood pricing zone. Expansion of these zones was identified through the Inglewood Parking Pilot Project process. The Community Association and BRZ are aware of the additional zones proposed and have not raised any concerns.

### **Strategic Alignment**

Managing parking pricing through demand directly supports the Calgary Transportation Plan, particularly policy 3.9.d – "Technology, time restrictions and pricing should be used for addressing parking demand issues, instead of increasing supply in existing areas of the city."

### **Social, Environmental, Economic (External)**

**Social:** A consistent approach to parking policy will ensure fair treatment for all businesses. Parking access should be improved for all users by providing a wider variety of parking options through more varied pricing and pricing periods responsive to demand.

**Environmental:** The focus on reducing vehicle cruising for parking spaces is anticipated to slightly reduce GHG emissions.

**Economic:** The proposed policies focus on solving the problem of available parking space in congested areas by encouraging turn-over of on-street spaces. By working to make parking consistently available in business areas, customers are less likely to avoid the area due to a lack of parking supply. This will increase business vitality.

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### **Financial Capacity**

#### **Current and Future Operating Budget:**

CPA anticipates an increase in revenue due to the expansion of the parking management period in the Downtown and addition of new commercial pricing areas in Inglewood. These monies would also contribute to the proposed parking revenue sharing in these areas (in report TT2016-0172).

#### **Current and Future Capital Budget:**

Costs to change signage, add pay machines and conduct enforcement will be accommodated within existing budgets.

### **Risk Assessment**

There are some risks to implementing the early AM pricing and additional zones in Inglewood:

- The City's reputation may be negatively impacted since, a 2016 price freeze has been implemented on-street and at CPA parking facilities; and
- Patrons may relocate to an alternate location, where parking is available free of charge.

The risks of not implementing the early AM pricing and additional zones in Inglewood include:

- Increased traffic congestion resulting from motorists searching for available on-street parking; and
- Minimal parking turnover in areas with high parking demand.

If Council chooses to not approve either recommendation, Administration will not bring forward a recommendation over the subsequent three year period for the respective area unless there are substantial changes to parking supply and/or demand, per policy 9.d.v in section 5.1.2 of the Parking Policy Framework.

### **REASONS FOR RECOMMENDATIONS:**

Amending the new parking zone occupancy limit to 80% will ensure that pricing zones are being created in a timely fashion and consistently with the 80% threshold for price changes. This will align the prices (free versus paid) with the area demand and ensure that parking is available in high demand locations.

Extending the morning parking management period in the Downtown core and the addition of new commercial parking areas in Inglewood will improve efficiency in the street usage and improve business vitality.

### **ATTACHMENTS**

1. Attachment 1 – Revised Parking Policies
2. Attachment 2 – Changes to Parking Zone 4
3. Attachment 3 – Changes to Parking Zone 20