

Attachment 1 – Revised Parking Policies

The following policy changes are recommended to accommodate introducing paid parking zones and parking management periods when parking congestion exceeds 80%.

Policy Reference	Existing Wording	Proposed Wording
Section 5, Definitions, Parking Congestion (page 5-2)	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 90%	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 <u>80%</u>
Section 5.1.2, Policy 4 (Pages 5-10 to 5-11)	4. The parking management periods will be a) Weekdays (Excluding Statutory Holidays) i) 22:00 – 06:00 ii) 06:00 – 09:00 iii) 09:00 – 11:00 iv) 11:00 – 13:30 v) 13:30 – 15:30 vi) 15:30 – 18:00 vii) 18:00 – 22:00 b) Saturdays (Excluding Statutory Holidays) i) 22:00 – 09:00 ii) 09:00 – 18:00 iii) 18:00 – 22:00 c) Sundays and Statutory Holidays i) 22:00 – 09:00 ii) 09:00 – 18:00 iii) 18:00 – 22:00	Delete policy. Parking management periods will be defined for each pricing area in Appendix 1 – this is covered by policy 5, which states “Appendix 1 will describe the uniform pricing areas established in Calgary and which parking management periods pricing is used for in each pricing area.” Eliminating this policy reduces conflict with the parking management periods defined in the Appendix.
Section 5.1.2, Policy 7 (Page 5-11)	Maximum time restrictions should be established when the average on-street occupancy of the commercial area exceeds 90 per cent in one or more parking management periods. a) Time restrictions should only extend to cover the parking management periods where 90 per cent occupancy is exceeded.	Maximum time restrictions should be established when the average on-street occupancy of the commercial area exceeds <u>80 per cent</u> in one or more parking management periods. a) Time restrictions should only extend to cover the parking management periods where <u>80 per cent</u> occupancy is exceeded.
Section 5.1.2, Policy 9 (Page 5-11)	Pricing should be introduced in a commercial area when an average occupancy exceeds 90 per cent over one or more parking management periods and maximum time restrictions are already in place.	Pricing should be introduced in a commercial area when an average occupancy exceeds <u>80 per cent</u> over one or more parking management periods and maximum time restrictions are already in place.
Section 5.1.2, Policy 9b (Page 5-11)	Administration will investigate the area in question to determine if the average occupancy exceeds 90 per cent over any parking management period.	Administration will investigate the area in question to determine if the average occupancy exceeds <u>80 per cent</u> over any parking management period.
Section 5.1.2, Policy 9c (Page 5-11)	During weekday periods, pricing will generally be considered only if the	During weekday periods, pricing will generally be considered only if the

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	90 per cent average occupancy is exceeded over two or more consecutive parking management periods and there is no existing charges for parking in any parking management period.	<u>80 per cent</u> average occupancy is exceeded over two or more consecutive parking management periods and there is no existing charges for parking in any parking management period.
Section 5.1.2, Policy 9d (Page 5-11)	If the area is found to exceed an 90 per cent average occupancy	If the area is found to exceed an <u>80 per cent</u> average occupancy
Section 5.1.2, Policy 17 (Page 5-12)	When short-stay demand in an area exceeds 90 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.	When short-stay demand in an area exceeds <u>80 per cent</u> 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.